TRANSFER OF TERRITORY FROM GLENDALE UNIFIED SCHOOL DISTRICT TO LA CAÑADA UNIFIED SCHOOL DISTRICT

INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION

Prepared for

LOS ANGELES COUNTY OFFICE OF EDUCATION
Regionalized Business Services
Division of Business Advisory Services
9300 Imperial Highway
Downey, CA 90242-2890

Prepared by

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Culver City, CA 90232

August 2018
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1.0 INTRODUCTION

In accordance with the California Environmental Quality Act (CEQA), this Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared to inform the Los Angeles County Office of Education (LACOE) decision-makers, affected agencies and the public of any potential environmental impacts resulting from the proposed transfer of territory from the Glendale Unified School District (USD) to the La Cañada USD (proposed project).

1.1 ENVIRONMENTAL CLEARANCE REQUIREMENTS

Section 15063(a) of the State CEQA Guidelines requires the Lead Agency (LACOE) to prepare an Initial Study to determine if the proposed project may have a significant effect on the environment. Specifically, an Initial Study is used as the basis for determining if an Environmental Impact Report (EIR), Mitigated Negative Declaration (MND) or Negative Declaration (ND) shall be prepared for a project. An EIR is prepared when the Initial Study concludes that a project may have a significant effect on the environment. If the Initial Study concludes that a project would have less-than-significant effects on the environment, or less-than-significant effects with implementation of mitigation measures, an ND or MND is prepared.

The proposed project described herein meets the specific criteria for an MND under CEQA. This document alone does not determine whether the proposed project will be approved. Rather, it is a disclosure document aimed at equally informing all concerned parties and fostering informed discussion and decision-making regarding all aspects of the proposed project.

1.2 PROJECT INFORMATION

| Project Title: | Transfer of Territory from Glendale Unified School District to La Cañada Unified School District |
|---------------|-------------------------------------------------------------------------------------------------
| Lead Agency Name and Address: | Los Angeles County Office of Education Regionalized Business Services Division of Business Advisory Services 9300 Imperial Highway Downey, CA 90242-2890 |
| Contact Person and Phone Number: | Allison Deegan, Ed.D. (562) 922-6336 |
| Chief Petitioners: | Tom Smith and Nalini Lasiewicz |
1.3 ORGANIZATION OF THIS IS/MND

This IS/MND is organized into the following four chapters:

1. **Introduction.** This chapter provides introductory information and identifies the Lead Agency and Chief Petitioners for the proposed project.

2. **Project Description.** This chapter discusses the background of the proposed project and provides a description of the proposed territory transfer and the surrounding land uses.

3. **Initial Study Checklist and Evaluation.** This chapter contains the complete Initial Study Checklist showing the level of impact under each environmental impact category. This chapter also includes a discussion of the environmental impacts associated with each category.

4. **Persons and Sources Consulted.** This chapter provides the list of sources, governmental agencies and project consultant team members that participated in the preparation of this IS/MND.
2.0 PROJECT DESCRIPTION

2.1 BACKGROUND

Since the 1960s, four petitions have been submitted to request for the transfer of territory within the project area (see discussion of “Project Location,” below) from Glendale USD to La Cañada USD. Two legislations have also been proposed for the transfer of territory. Neither the petitions nor the legislations were successful. The most recent request for petition to transfer territory from Glendale USD to La Cañada USD (fifth petition) was received by the LACOE on June 29, 2016. LACOE forwarded the petition to the Los Angeles County Registrar-Recorder/County Clerk (Registrar-Recorder) for signature verification on June 20, 2016. On July 18, 2016, the Registrar-Recorder notified LACOE staff and certified that the petitioner had sufficient signatures to move forward. On September 7, 2016, the petition was presented to the Los Angeles County Committee on School District Organization (County Committee).

Pursuant to California Education Code (EDC) §35705, two public hearings were conducted. One public hearing was conducted at the La Cañada USD District Office on October 26, 2016, and the second one was conducted at the Glendale USD Crescenta Valley High School in La Crescenta on November 2, 2016. In addition to the public hearings, the County Committee received numerous mail and email messages from community members and stakeholders, all of which were forwarded to members for review.

Pursuant to the conditions set forth in EDC §35753, the petition was examined in accordance to the nine conditions that guide review of school district organization petitions to transfer territory. In accordance with EDC §35706(b), the 120-day period for approving or disapproving a petition shall commence after certification of an environmental impact report or adoption of a negative declaration/mitigated negative declaration. This IS/MND has been prepared in accordance with the requirements of CEQA, and LACOE will consider the information contained in this environmental document in making a decision to approve or deny the proposed project.

2.2 PROJECT LOCATION

The proposed transfer territory, or project area, is located entirely within the City of La Cañada Flintridge boundaries. It is bounded by the La Cañada Flintridge city boundary to the west, north and south; and by the La Cañada Flintridge city boundary and Rosebank Drive to the east. The westerly boundary generally follows Pickens Canyon and the Pickens Canyon flood control channel. **Figure 2-1** shows the location of the project area. The project area is sometimes referred to as the Sagebrush section of the City of La Cañada Flintridge.

Although the project area was incorporated as part of the city in 1976, the project area is within the boundaries of Glendale USD. The project area is approximately 380 acres in size and contains 829 parcels. The project area consists of approximately 85 percent residential uses, 6 percent commercial uses, and nine percent other uses (such as institutional and utilities). A majority of the residential properties within the project area are single-family homes. The project area has approximately 720 single-family residential properties, 68 townhomes, and 180 multi-family residential units. Multi-family residential housing, townhomes, and commercial uses are generally found towards the southern portion of the project area. Multi-family residential structures and townhomes are generally within 700 feet of Foothill Boulevard, while commercial uses are situated along Foothill Boulevard. Although the project area is nearly fully developed, some undeveloped hillsides areas are located at the north and south sides of the project area.
Figure 2-1: Regional Location

Source: Terry A. Hayes Associates Inc.
Similar to the project area, the area surrounding the project area is suburban in character with primarily single-family housing. Clusters of commercial and multi-family residential structures are situated along or near Foothill Boulevard.

**AFFECTED SCHOOL DISTRICTS**

The school districts that would be affected by the proposed project are Glendale USD and La Cañada USD.

**Glendale Unified School District (USD).** The project area is currently assigned to Glendale USD for TK-12 grade education. It is a charter city school district that serves the City of Glendale, the unincorporated La Crescenta – Montrose community of Los Angeles County, and the project area. According to the California Department of Education (CDE), the 2016-17 student enrollment for Glendale USD was 26,075. Glendale USD operates 20 elementary schools, 4 middle schools, 4 high schools, and 5 high schools (one of which is a continuation high school). In addition, the school district operates one independent study school. The Glendale USD schools that would be primarily affected by the proposed project are Mountain Avenue Elementary School, Rosemont Middle School, and Crescenta Valley High School (Table 2-1). Figure 2-2 depicts the location of the affected schools in relation to the project area.

<table>
<thead>
<tr>
<th>TABLE 2-1: SCHOOLS AFFECTED BY PROPOSED PROJECT</th>
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</thead>
<tbody>
<tr>
<td><strong>Schools</strong></td>
</tr>
<tr>
<td>---------------</td>
</tr>
<tr>
<td><strong>GLENDALE USD</strong></td>
</tr>
<tr>
<td>Mountain Avenue Elementary School</td>
</tr>
<tr>
<td>Rosemont Middle School</td>
</tr>
<tr>
<td>Crescenta Valley High School</td>
</tr>
<tr>
<td><strong>LA CAÑADA USD</strong></td>
</tr>
<tr>
<td>Palm Crest Elementary School</td>
</tr>
<tr>
<td>La Cañada High School</td>
</tr>
</tbody>
</table>

1 Distance to schools are from the closest point in the project area.


**La Cañada Unified School District (USD).** La Cañada USD serves all areas of the City of La Cañada Flintridge, except for the project area, which is within the boundaries of Glendale USD. According to CDE, the 2016-17 student enrollment for La Cañada USD was 4,132. La Cañada USD operates three elementary schools and one high school. The schools that would be primarily affected by the proposed project are Palm Crest Elementary School and La Cañada High School (Table 2-1).
Figure 2-2: Proposed Transfer Territory and Affected Schools

Source: Terry A. Hayes Associates Inc.
2.3 DESCRIPTION OF THE PROPOSED PROJECT

The proposed project involves transferring territory from Glendale USD to La Cañada USD. The proposed transfer territory (project area) is currently assigned to Mountain Avenue Elementary School, Rosemont Middle School, and Crescenta Valley High School in the Glendale USD. With the transfer of territory, the project area would be assigned to Palm Crest Elementary School and La Cañada High School in the La Cañada USD.

According to the Glendale USD Office of Public Information, 356 students within the project area were enrolled in Glendale USD schools during the 2016-2017 school year.1 Of the 356 students, 186 attended Glendale USD elementary schools, 42 attended Glendale USD middle schools, 121 attended Glendale USD high schools, and 7 attended other programs within the school district. Within the project area, 165 students currently attend La Cañada USD schools on permits, of which 102 students are enrolled in TK-6 and 63 students are enrolled in grades 7-12. With implementation of the proposed project, all TK-12 students within the Project Area would be assigned to La Cañada USD schools, primarily Palm Crest Elementary School and La Cañada High School.

With implementation of the proposed project, the route and distance students travel to school would change. Currently, a pedestrian bridge over Pickens Canyon provides the shortest and most direct route to Mountain Avenue Elementary School from the project area. Using this bridge, the school is approximately 190 feet from the westerly boundaries of the project area. This concrete pedestrian bridge has chain link fences that span the entire length of the bridge on the north and south sides. The top of the chain link fences are curved inward, and the chain link fence posts are securely anchored to the concrete portion of the bridge. The students within the project area can also currently access Mountain Avenue Elementary School using other routes, such as by traveling westbound on Foothill Boulevard, northbound on Briggs Avenue, then eastbound on Mountain Avenue. Using this route, the school is approximately 0.5 miles from the westerly boundaries of the project area.

To access Rossmont Middle School, students within the project area can currently travel westbound along Foothill Boulevard and northbound along Rosemont Avenue. Using this route, the school is approximately 0.5 miles from the westerly edge of the project area. Similarly, students within the project area can currently access Crescenta Valley High School by traveling westbound along Foothill Boulevard and southbound on Glenwood Avenue. Using this route, the school is approximately 0.9 miles from the westerly edge of the project area. These routes are the shortest and most direct paths to the schools, although students can also access these schools using other routes.

With implementation of the proposed project, many students within the project area would access Palm Crest Elementary School by using residential streets, while other students (particularly those students who live towards the southerly portion of the project area) would likely travel eastbound on Foothill Boulevard and northbound on Palm Drive to access the school. This school is approximately 0.15 miles east of the project area. Some residential streets have sidewalks and crosswalks, while other streets do not. Intersections closest to the school (such as Jessen Drive/Solliden Lane and Jessen Drive/Palm Drive) have crosswalks. Palm Drive between Jessen Drive and Foothill Boulevard has crosswalks and sidewalks along the west side of the street. Sidewalks are located along both sides of Foothill Boulevard, and crosswalks are provided at some intersections on this street. Foothill Boulevard has Class II bike lanes on both sides of the street.2

---

2 Class II bike lanes are bike lanes that are striped and stenciled onto a vehicular street.
To access La Cañada High School, students within the project area would likely travel eastbound on Foothill Boulevard or Interstate 210 (I-210). Using these two routes, the school is approximately three miles between the easterly edge of the project area and the school. Given the distance between the project area and the school, it is likely that students would either drive or bike to La Cañada High School. Bike lanes are provided along Foothill Boulevard from the project area to Alta Canyada Road. The bike lanes end approximately two miles west of the school. Sidewalks are provided on both sides of Foothill Boulevard along most of the route. However, between Daleridge Road and Oak Grove Drive, sidewalks are only available along the south side of the street. The sidewalk on the north side of Foothill Boulevard ends approximately 0.15 miles west of the school. Additionally, crosswalks are provided at some intersections on Foothill Boulevard. Intersections closest to the school (such as Foothill Boulevard/Viro Road, Foothill Boulevard/Oak Grove Drive, and Berkshire Place/Oak Grove Drive) have crosswalks.

In addition to driving and biking, it is possible that students within the project area would use the existing La Cañada Flintridge Shuttle (LCF) on Foothill Boulevard to access the high school. LCF Shuttle is a free shuttle service within the City of La Cañada Flintridge. Based on the 2017 LCF Shuttle schedule, the shuttle ride between the project area and the high school is approximately 20 minutes.
3.0 INITIAL STUDY CHECKLIST AND EVALUATION

This chapter contains the complete CEQA Initial Study Checklist showing the level of impact under each environmental topic area. Below are the four impact categories as defined by CEQA. For each environmental topic area, the appropriate impact category will be determined as it relates to that topic area.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” as indicated by the checklist on the following pages.

☐ Aesthetics     ☐ Agriculture / Forestry Resources     ☐ Air Quality
☐ Biological Resources     ☐ Cultural Resources     ☐ Geology / Soils
☐ Greenhouse Gas Emissions     ☐ Hazards & Hazardous Materials     ☐ Hydrology / Water Quality
☐ Land Use / Planning     ☐ Mineral Resources     ☐ Noise
☐ Population / Housing     ☐ Public Services     ☐ Recreation
☐ Transportation / Traffic     ☐ Tribal Cultural Resources     ☐ Utilities / Service Systems
☐ Mandatory Findings of Significance

DEFINITION OF IMPACT CATEGORIES

No Impact. The designation for those environmental topics where the proposed project would have no effect.

Less-Than-Significant Impact. The designation for those environmental topics where a change may occur as a result of the proposed project; however, the change would not exceed established impact threshold levels.

Less-Than-Significant Impact with Mitigation Incorporated. The designation assigned to environmental topics for which adverse effects can be reduced to a less-than-significant level with implementation of specific conditions and measures.

Potentially Significant Impact. The designation assigned to environmental topics for which adverse effects cannot be reduced to a less-than-significant level by mitigation measures.
DETERMINATION: (To be completed by the Lead Agency):

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

---------------------------------

Signature                              Date
Keith D. Crafton                      08/22/2018

Printed Name
For
3.1 AESTHETICS - Would the project:
   a) Have a substantial adverse effect on a scenic vista?  ☐ ☐ ☐ ☑
   b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?  ☐ ☐ ☐ ☑
   c) Substantially degrade the existing visual character or quality of the site and its surroundings?  ☐ ☐ ☐ ☑
   d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?  ☐ ☐ ☐ ☑

a-d) No Impact. The project area, Palm Crest Elementary School, and La Cañada High School are located within an urbanized area of the City of La Cañada Flintridge. The project area contains 829 parcels, a majority of which are developed with single-family homes. Clusters of commercial and multi-family residential structures are located along or within 700 feet of Foothill Boulevard. The project area and the affected La Cañada USD schools are not part of a scenic vista and are not located adjacent to or within the view of a state scenic highway. The proposed project does not include components that would directly affect scenic vistas, damage scenic resources, or degrade the existing visual character or quality. The proposed project does not involve components that would create new sources of light or glare. Students would use existing roadways, bike lanes, sidewalks, or LCF Shuttle services to access La Cañada USD schools. The use of these routes would not result in any indirect impacts to the scenic vistas, state scenic highways, visual character, light, and glare in the surrounding area. Therefore, no impact related to aesthetics would occur.
3.2 AGRICULTURE AND FORESTRY RESOURCES - Would the project:

| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract? |
| c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? |
| d) Result in the loss of forest land or conversion of forest land to non-forest use? |
| e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? |

<table>
<thead>
<tr>
<th>Potentially Significant Impact</th>
<th>Less-Than-Significant Impact with Mitigation Incorporated</th>
<th>Less-Than-Significant Impact</th>
<th>No Impact</th>
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a-e) No Impact. The project area, Palm Crest Elementary School, and La Cañada High School are located within an urbanized area. The project area is mostly developed with single-family homes, with several clusters of commercial and multi-family residential structures along the southern portion of the project area. Similarly, the surrounding area is also mostly developed with single-family homes, with some multi-family housing and commercial uses. Although a few portions of the project area and its surrounding areas have undeveloped hillsides, no farmland, agriculturally zoned land, Williamson Act Contract land, forest land, or timberland are located within the project area and the affected La Cañada USD schools. Therefore, the proposed project would not have a direct impact on agriculture or forestry resources. Students within the project area would use the existing roadways, bike lanes, sidewalks, crosswalks, and LCF Shuttle services to access La Cañada USD schools. The routes that would be used are located in areas that are primarily developed with residential and commercial use, and are not expected to have any indirect impacts on agriculture or forestry land. Therefore, no impact related to agriculture or forestry resources would occur.
3.3 AIR QUALITY - Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

d) Expose sensitive receptors to substantial pollutant concentrations?

e) Create objectionable odors affecting a substantial number of people?

<table>
<thead>
<tr>
<th>Potentially Significant Impact</th>
<th>Less-Than-Significant Impact with Mitigation Incorporated</th>
<th>Less-Than-Significant Impact</th>
<th>No Impact</th>
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**a-e) No Impact.** The only source of air pollutant emissions associated with the proposed project would be increased vehicle miles traveled (VMT) related to changes in student pick-up and drop-off routes. Section 3.16, Transportation and Traffic, below, includes a detailed discussion of anticipated changes in transportation modes (i.e., walking, biking, and driving) and mobility patterns in the project area. As discussed in Section 3.14, Public Services, below, approximately 218 additional students would attend Palm Crest Elementary School and approximately 193 additional students would attend La Cañada High School with implementation of the proposed project. As discussed in Section 3.16, Transportation and Traffic, below, the 218 additional elementary school students would generate approximately 412 daily trips to Palm Crest Elementary School, and the 193 additional high school students would generate approximately 411 daily trips to La Cañada High School. The change in trip lengths would result in additional VMT within the project area for those students transferred to different schools than they were previously attending.

The change in daily VMT was estimated using the maximum route distance between the current school of attendance and the proposed school of attendance for elementary school students and high school students. Using Google Earth, the route from Mountain Avenue Elementary School to Palm Crest Elementary School was measured to be approximately two miles and the route from Crescenta Valley High School to La Cañada High School was measured to be approximately five miles. The estimated total daily VMT was calculated by summing the products of 412 daily trips of two miles each and 411 daily trips of five miles each, which resulted in 2,879 daily VMT. Emissions were estimated using passenger vehicle emission rates obtained from the California Air Resources Board (CARB) EMFAC2017 mobile source emissions model. The EMFAC2017 emission rates are provided by the model in units of grams of pollutant emitted per VMT. The daily pollutant emission rates were estimated by calculating the product of the daily VMT and the emission rate, and then converting from grams to pounds. The average vehicle speed in the project area was estimated to be 35 miles per hour based on speed limits of primary commuting corridors.
The EMFAC2017 emission rates were utilized to estimate daily emissions of the six air pollutants for which the South Coast Air Quality Management District (SCAQMD) has established mass daily thresholds of significance: ozone (O₃) precursors known as volatile organic compounds (VOC), oxides of nitrogen (NOₓ), carbon monoxide (CO), sulfur oxides (SOₓ), respirable particulate matter less than 10 microns in diameter (PM₁₀), and fine particulate matter less than two and a half microns in diameter (PM₂.⁵). As shown in Table 3-1, daily pollutant emissions associated with increased vehicle travel would be well below the SCAQMD significance thresholds. Based on the level of emissions, there would be no potential for the proposed project to interfere with air quality management plans, contribute to an existing or projected air quality violation, or contribute to a cumulative impact. In addition, it is not anticipated that the proposed project would generate diesel emissions from passenger vehicles resulting in exposure to substantial pollutant concentrations, or new sources of odors. Therefore, no impact related to air quality would occur.

**TABLE 3-1: OPERATIONAL EMISSIONS**

<table>
<thead>
<tr>
<th>Daily Emissions (Pounds Per Day)</th>
<th>VOC</th>
<th>NOₓ</th>
<th>CO</th>
<th>SOₓ</th>
<th>PM₂.⁵</th>
<th>PM₁₀</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mobile Source Emissions</td>
<td>14.4</td>
<td>0.7</td>
<td>9.1</td>
<td>&lt;0.1</td>
<td>0.1</td>
<td>0.3</td>
</tr>
<tr>
<td>Regional Significance Threshold</td>
<td>55</td>
<td>55</td>
<td>550</td>
<td>150</td>
<td>55</td>
<td>150</td>
</tr>
<tr>
<td>Exceed Threshold?</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
</tbody>
</table>

**SOURCE:** TAHA, 2018.
3.0 Initial Study Checklist & Evaluation

3.4 BIOLOGICAL RESOURCES - Would the project:

| a) | Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | □ | □ | □ | ☑ |
| b) | Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service? | □ | □ | □ | ☑ |
| c) | Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | □ | □ | □ | ☑ |
| d) | Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | □ | □ | □ | ☑ |
| e) | Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)? | □ | □ | □ | ☑ |
| f) | Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | □ | □ | □ | ☑ |

**a-f) No Impact.** The project area, Palm Crest Elementary School, and La Cañada High School are not identified by the U.S. Fish and Wildlife Service (USFWS) as a critical habitat for threatened and endangered species.³ The California Natural Diversity Database (CNDDB), a computerized database that identifies past occurrences of plants, animals, and communities listed by the California Department of Fish and Wildlife (CDFW) and USFWS as species of special concern (e.g., species that are rare, threatened, or endangered), has listed one endangered species that has been found within the southerly portion of the project area and/or its vicinity in the past. According to CNDDB, this species, the slender-horned spineflower (*Dodecahema leptoceras*), is possibly extirpated as the area is heavily developed. CNDDB also listed the crotch bumble bee (*Bombus crotchii*), American peregrine falcon (*Falco peregrines anatum*), mesa horkelia (*Horkelia cuneata var. puberula*), silver-haired bat (*Lasionycteris noctivagans*), and white rabbit-tobacco

(Pseudognaphalium leucocephalum) as having been found within the project area and/or its vicinity in the past. None of these species are listed as endangered by CDFW or USFWS, and the mesa horkelia is listed as extirpated from the project area and its vicinity. CNDDB also identified the Southern Sycamore Alder Riparian Woodland within and in the vicinity of the northerly portion of the project area.⁴

According to the USFWS National Wetlands Inventory, a portion of the Hall Beckley Canyon debris basin and Pickens Canyon (north of Teasley Street) are identified as wetlands within the project area. Within the vicinity of the project area, a portion of the Pickens Canyon debris basin and Webber Canyon debris basin are identified as wetlands.⁵

No adopted Habitat Conservation Plans or Natural Community Conservation Plans have been prepared for the project area or the affected La Cañada USD schools. Regulations to preserve and protect designated trees on private property are found in the Chapter 11.40 of the City of La Cañada Flintridge Municipal Code. Regulations to protect designated trees on public rights-of-ways are found in Chapter 4.24 of the Municipal Code.

As previously discussed, a small portion of the project area consists of undeveloped hillside while the majority of the project area is developed with single-family homes, multi-family residential housing, and commercial structures. The proposed project does not involve components that would directly modify any natural habitat for special status species, alter wetlands, interfere with wildlife movement, and conflict with any local policies or ordinances protecting biological resources. In addition, residents within the proposed transfer territory would use the existing roadways, bike lanes, sidewalks, crosswalks, and LCF Shuttle services within the developed portions of the City of La Cañada Flintridge to get to La Cañada USD schools. Residents would not be able to use wetland areas to access schools. Thus, the proposed project would not have an indirect impact on biological resources. No impact would occur.

### 3.5 CULTURAL RESOURCES - Would the project:

<table>
<thead>
<tr>
<th>Potential Significant Impact</th>
<th>Less-Than-Significant Impact with Mitigation Incorporated</th>
<th>Less-Than-Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Cause a substantial adverse change in significance of a historical resource as defined in CEQA Section 15064.5?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>b) Cause a substantial adverse change in significance of an archaeological resource pursuant to CEQA Section 15064.5?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>d) Disturb any human remains, including those interred outside of formal cemeteries?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
</tr>
</tbody>
</table>

**a-d) No Impact.** A significant impact would occur if the proposed project would substantially alter or remove identified cultural resources. The proposed project does not include components that would have a direct impact on historic, archaeological, paleontological resources, or human remains. In addition, residents within the project area would use the existing roadways, bike lanes, sidewalks, crosswalks, and LCF Shuttle services within the developed portions of the City of La Cañada Flintridge to get to La Cañada USD schools. The use of these routes would not result in any indirectly impact cultural resources. Therefore, no impact would occur.
3.6 GEOLOGY AND SOILS - Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:
   i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to division of Mines and Geology Special Publication 42.
   NO
   
   ii) Strong seismic ground shaking? NO
   
   iii) Seismic-related ground failure, including liquefaction? NO
   
   iv) Landslides? NO
   
   b) Result in substantial soil erosion or the loss of topsoil? NO
   
   c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potential result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse? NO
   
   d) Be located on expansive soil as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? NO
   
   e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? NO
   
   a-e) No Impact. A significant impact could occur if the proposed project would exacerbate existing environmental conditions so as to increase the potential to expose people or structures to the potential substantial adverse effects involving seismic hazards. The Sierra Madre fault is located in the northerly portion of the project area. However, the project area, including the portion of the project area that surrounds the Sierra Madre fault, and the affected La Cañada USD schools are not located within an Alquist-Priolo Earthquake Fault Zone. According to the California Geological Survey, the northern portion of the project area (primarily in the undeveloped hillside), Pickens Canyon north of Teasley Street, and a small portion of the undeveloped hillside in the southern portion of the project area are located in earthquake-induced landslide zones. Additionally, a small portion of Pickens Canyon immediately outside of the project area (north of Earnslow Drive) is located within a liquefaction zone. The pedestrian bridge that currently
provides pedestrian access to Mountain Avenue Elementary School at the western boundary of the project area is not located within a liquefaction or earthquake-induced landslide zone.\textsuperscript{6}

According to the City of La Cañada Flintridge General Plan Safety Element, the project area, the affected La Cañada USD schools, and the pedestrian bridge, are located on soil assigned to the Hanford soil association. The Hanford association consists of loam and sandy loam soils that are well drained, with slow runoff, slight erosion hazard (except where dry soils are subject to wind erosion), and moderately rapid subsoil permeability. Expansion potential (shrink-swell hazard) is typically low.\textsuperscript{7}

As with all properties in the seismically active Southern California region, the project area and the affected La Cañada USD schools are susceptible to ground shaking during a seismic event. The proposed project does not include components that would directly increase the potential to expose people or structures to the adverse effects involving seismic hazards, disturb or destabilize soils, expose soils to erosion processes, or place structures on unstable soils. In addition, residents within the project area would use existing roadways, bike lanes, sidewalks, crosswalks, and LCF Shuttle services within the developed portions of the City of La Cañada Flintridge to get to La Cañada USD schools. The use of these routes would not result in any indirectly impacts. Therefore, no impact related to geology and soils would occur.

\textsuperscript{7} City of La Cañada Flintridge, \textit{General Plan 2030}, Safety Element, adopted January 22, 2013.
3.7 **GREENHOUSE GAS (GHG) EMISSIONS** - Would the project:

<table>
<thead>
<tr>
<th>Potentially Significant Impact</th>
<th>Less-Than-Significant Impact with Mitigation Incorporated</th>
<th>Less-Than-Significant Impact</th>
<th>No Impact</th>
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</tbody>
</table>

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

**a-b) No Impact.** Assembly Bill (AB) 32 requires CARB to develop and enforce regulations for the reporting and verification of statewide GHG emissions and directs CARB to set a GHG emission limit, based on 1990 levels, to be achieved by 2020. CARB adopted the AB 32 Scoping Plan, which sets forth the framework for facilitating the State’s goal of reducing GHG emissions to 1990 levels by 2020. The First Update of the AB 32 Scoping Plan was adopted on May 22, 2014, and the 2017 Climate Change Scoping Plan Update was adopted on December 14, 2017. The 2017 Update establishes a proposed framework of action for California to meet the aggressive climate target of 40 percent reduction below 1990 levels by 2030 that was codified in Senate Bill 32 (SB 32). Neither AB 32 nor the updated AB 32 Scoping Plan establishes regulations implementing, for specific projects, the Legislature’s statewide goals for reducing GHGs (Center for Biological Diversity v. California Department of Fish and Game (2015) 62 Cal.4th 204, 259). The AB 32 Scoping Plans outline a series of technologically feasible and cost-effective measures to reduce Statewide GHG emissions, including expanding energy efficiency programs, increasing electricity production from renewable resources (at least 33 percent of the statewide electricity mix), and increasing automobile efficiency, implementing the Low-Carbon Fuel Standard, and developing a cap-and-trade program. These measures are designed to be implemented by State agencies.

The only source of GHG emissions associated with the proposed project would be increased vehicle miles traveled related to changes in student pick-up and drop-off routes. Section 3.16, Transportation and Traffic, below, includes a detailed discussion of anticipated changes in transportation modes (i.e., walking, biking, and driving) and mobility patterns in the project area. As discussed in Section 3.14, Public Services, below, approximately 218 additional students would attend Palm Crest Elementary School and approximately 193 additional students would attend La Cañada High School with implementation of the proposed project. As discussed in Section 3.16, Transportation and Traffic, below, the 218 additional elementary school students would generate approximately 412 daily trips to Palm Crest Elementary School, and the 193 additional high school students would generate approximately 411 daily trips to La Cañada High School. The change in trip lengths would result in additional VMT for those students transferred to different schools than they were previously attending.

As previously discussed in Section 3.3, Air Quality, implementation of the proposed project is estimated to result in 2,879 daily VMT. GHG emissions were estimated using passenger vehicle emission rates obtained from CARB EMFAC2017 mobile source emissions model. EMFAC2017 emission rates are provided by the model in units of grams of pollutant emitted per VMT. The daily pollutant emission rates for methane (CH₄) and carbon dioxide (CO₂) were estimated by calculating the product of the daily VMT and the emission rate and then converting from grams to pounds. Annual GHG emissions expressed in terms of metric tons of carbon dioxide equivalents (MTCO₂e) were estimated by summing the daily CO₂ emissions with the product of daily CH₄ emissions and its global warming potential
(GWP) value of 25, and then multiplying by 180 annual school days and dividing by 2,204.62 pounds per metric ton. The average vehicle speed in the project area was estimated to be 35 miles per hour based on speed limits of primary commuting corridors.

Additional VMT associated with implementation of the proposed project was estimated to result in GHG emissions totaling approximately 153 MTCO$_2$e annually. The proposed project would not introduce any new stationary source of GHG emissions and would not independently generate new vehicle trips. The additional VMT attributed to shifts in mobility patterns would result from changes in the length of existing trips. There are no new sources of GHG emissions that could be controlled through mitigation measures. The proposed project would not interfere with implementation of the AB 32 measures, and there is no potential for the student transfer to interfere with local GHG reduction plans. Therefore, no impact related to GHG emissions would occur.
### 3.8 HAZARDS AND HAZARDOUS MATERIALS

- **a)** Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? **☑**
- **b)** Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? **☑**
- **c)** Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? **☑**
- **d)** Be located on a site which is included on a list of hazardous materials sites compiled pursuant to government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? **☑**
- **e)** For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? **☑**
- **f)** For a project within the vicinity of a private airstrip, would the project result in a safety hazard for the people residing or working in the area? **☑**
- **g)** Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? **☑**
- **h)** Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? **☑**

**a-h) No Impact.** The properties within the project area are primarily developed with single-family homes. The project area also has several multi-family housing and commercial uses, which are clustered near the southern portion of the project area. Residential uses and schools typically do not involve activities that would create a public hazard through the transport, use or disposal of hazardous materials. Hazardous material use and storage for residential uses and schools are generally limited to common...
hazardous substances, including lubricants, paints, cleaning supplies, pesticides and other landscaping supplies, and vehicle fuels, oils, and transmission fluids. A few of the commercial uses within the project area use hazardous materials, such as gas station and dry cleaners. However, these businesses, as well as other businesses that use substantial amounts of hazardous materials, are required to adhere to strict requirements regarding the handling, transporting, and storing of hazardous materials. The proposed project does not include any activities that would involve the transport, use, disposal, or release of hazardous materials. Therefore, the proposed project would not directly create a public hazard through the transport, use, disposal, or release of hazardous materials.

The project area and the affected La Cañada USD schools are not located within an airport land use plan and are not in the vicinity of a private airstrip. Thus, the proposed project would not directly expose people to airport safety hazards.

The City of La Cañada Flintridge has prepared a Hazard Mitigation Plan (HMP), which includes goals and action items to identify potential hazards and develop strategies to lessen their impacts on the community. The HMP addresses multi-hazard issues, as well as specific activities for earthquakes, floods, windstorms, landslides, wildfires, and man-made hazards. In addition to the HMP, the project area is part of Disaster Management Area C (Area C), which was created through a Joint Powers Agreement of 10 cities with the Los Angeles County. Area C was created in 2004 to promote the coordination of disaster management, planning and preparedness efforts. The entire City of La Cañada Flintridge, the adjacent La Crescenta – Montrose community, and the City of Glendale are part of Area C.8 9 The proposed project does not involve any activities that would physically interfere with the HMP, the disaster management of Area C, and other adopted emergency response plan or emergency evacuation plan that are applicable to the project area.

As with the entire City of La Cañada Flintridge and the adjacent area to the west, the project area and the affected La Cañada USD schools are located within a Very High Fire Hazard Severity Zone.10 Steep undeveloped hillsides are located in some portions of the project area. In addition, the project area is located near the steep terrain of the San Gabriel Mountains. These hillside areas contain chaparral, which is extremely combustible and genetically predisposed to burn. Given the location of the project area and the affected La Cañada USD schools in relation to the undeveloped hillside areas and that these areas are located within a Very High Fire Hazard Severity Zone, the project area and the affected La Cañada USD schools are susceptible to the risk of loss, injury, or death involving wildland fires. Although the project area and the affected La Cañada USD schools are susceptible to the hazards associated with wildfires, the proposed project does not involve any components that would directly increase the hazards associated with wildland fires.

Residents within the project area would use the existing roadways, bike lanes, sidewalks, crosswalks, and LCF Shuttle services within the developed portions of the City of La Cañada Flintridge to get to La Cañada USD schools. The use of these routes would not result in any indirect impacts associated with hazards and hazardous materials. Therefore, no direct and indirect impacts would occur.

10 California Department of Forestry and Fire Protection, Fire and Resource Assessment Program, Very High Fire Hazard Severity Zones in Local Responsibility Area as recommended by CAL FIRE, September 2011.
### 3.9 HYDROLOGY AND WATER QUALITY

<table>
<thead>
<tr>
<th>Potential Significant Impact</th>
<th>Less-Than-Significant Impact with Mitigation</th>
<th>Less-Than-Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>Would the project:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>a) Violate any water quality standards or waste discharge requirements?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>b) Substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned land uses for which permits have been granted)?</td>
<td>☐</td>
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</tr>
<tr>
<td>c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?</td>
<td>☐</td>
<td>☐</td>
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</tr>
<tr>
<td>d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off site?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>f) Otherwise substantially degrade water quality?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>g) Place housing within a 100-year flood plain as mapped on federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>h) Place within a 100-year flood plain structures which would impede or redirect flood flows?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>j) Inundation by seiche, tsunami, or mudflow?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
</tr>
</tbody>
</table>
a-j) **No Impact.** The project area, Palm Crest Elementary School, and La Cañada High School are located in the Los Angeles River Watershed, which is situated in the central portion of Los Angeles County and encompasses approximately 834 square miles. Drainage within the developed portions of the project area is through Pickens Canyon and through an extensive network of underground storm drains. The Pickens Canyon debris basin is situated adjacent to the western boundary of the project area. It is an engineered structure designed to collect sediment and any loose debris eroded from the steep hillside watershed of the San Gabriel Mountains and prevent damage to downstream properties and channels. In regards to storm drains, exiting streets, curbs and gutters direct runoff into collection points where flows enter existing storm drains. No dams or levees are located within or in the vicinity of the project area and the affected La Cañada USD schools. The project area, Palm Crest Elementary School and La Cañada High School are not located within a 100-year flood plain. Additionally, the pedestrian bridge that currently provides pedestrian access to Mountain Avenue Elementary School at the western boundary of the project area is located in an area with minimal flood hazard, which is an area that is located outside of the Special Flood Hazard Area and has less-than-0.2 percent of annual chance flood.

The proposed project does not include any activities that would directly violate water quality standards or waste discharge requirements, deplete groundwater supplies or interfere with groundwater recharge, alter existing drainage patterns, create or contribute to runoff water, or otherwise substantially degrade water quality. Additionally, as the project area, Palm Crest Elementary School and La Cañada High School are not located within a 100-year flood plain and are not located in the vicinity of a dam or levees, the proposed project would not directly impede or redirect flood flows and would not expose people or structures to significant flood risks.

The project area and the affected La Cañada USD schools are not located in the vicinity of any bodies of water and, thus, the project area is not susceptible to inundation by a seiche or tsunami. The project area has the potential to experience inundation by mudflow since it is located near the steep undeveloped hillside areas of the San Gabriel Mountains. However, the proposed project does not involve any components that would exacerbate existing environmental conditions and, thus, would not increase the potential to expose people or structures to a significant risk of injury or damage from mudflow.

Residents within the project area would use existing roadways, bike lanes, sidewalks, crosswalks, and LCF Shuttle services within the developed portions of the City of La Cañada Flintridge to get to La Cañada USD schools. The use of these routes would not result in any indirect impacts related to hydrology and water quality. Therefore, no direct and indirect impacts related to hydrology and water quality would occur.

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3.10 LAND USE AND PLANNING - Would the project:

a) Physically divide an established community? □ □ □ ☑

b) Conflict with applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? □ □ □ ☑

c) Conflict with any applicable habitat conservation plan or natural community conservation plan? □ □ □ ☑

a-c) No Impact. The project area, Palm Crest Elementary School, and La Cañada High School are located entirely within the City of La Cañada Flintridge. The project area is physically separated from the adjacent unincorporated La Crescenta – Montrose community by Pickens Canyon. Access to the La Crescenta – Montrose community is available on Foothill Boulevard and a pedestrian bridge at the western boundary of the project area, immediately south of Mountain Avenue Elementary School. With implementation of the proposed project, access to the adjacent community would remain at Foothill Boulevard and the pedestrian bridge. The proposed project does not involve any components that would physically separate the affected La Cañada USD schools from its community. The proposed project is not expected to separate uses and would not disrupt access between land use types. Thus, the proposed project is not expected to physically divide an established community.

The project area consists of approximately 85 percent residential uses, six percent commercial uses, and nine percent of other uses (such as institutional and utilities). The project area is primarily developed with single-family residential uses, with clusters of commercial uses and multi-family housing along and within 700 feet of Foothill Boulevard, respectively. According to the City of La Cañada Flintridge General Plan Land Use Element, the project area mostly has a land use designation of Low Density Residential. Properties within the project area also have a General Plan land use designation of Very Low Density Residential, Hillside Residential, Medium Density Residential, High Density Residential, Public, Open Space, Mixed Use, Commercial/Office, and Institutional. The properties within the project area are primarily zoned as Single-Family Residential (R-1). In addition, the project area also has parcels that are zoned as Multi-Family (R-3), Mixed Use, Public/Semi-Public (PS), Foothill Community Development (FCD), and Open Space (OS). Palm Crest Elementary School and La Cañada High School have a General Plan land use designation of Public and are zoned PS. The proposed project does not involve any components that would directly conflict with the city’s General Plan or zoning.

No habitat conservation plan or natural community conservation plan have been prepared for the project area or the affected La Cañada USD schools. Thus, the proposed project is not expected to directly conflict with any of these plans. With implementation of the proposed project, school-age children within the project area would primarily attend Palm Crest Elementary School and La Cañada High School within the La Cañada USD. Residents within the project area would use existing roadways, bike lanes, sidewalks, crosswalks, and LCF Shuttle services within the developed portions of the City of La Cañada Flintridge to get to these schools. The use of these routes would not result in any indirect impacts to land use and planning. Therefore, no direct and indirect impacts on land use and planning are expected.
### 3.11 MINERAL RESOURCES - Would the project:

<table>
<thead>
<tr>
<th>a)</th>
<th>Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?</th>
<th>Potentially Significant Impact</th>
<th>Less-Than-Significant Impact with Mitigation Incorporated</th>
<th>Less-Than-Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>✅</td>
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<td>☐</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>b)</th>
<th>Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?</th>
<th>Potentially Significant Impact</th>
<th>Less-Than-Significant Impact with Mitigation Incorporated</th>
<th>Less-Than-Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
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<tr>
<td>✅</td>
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</tr>
</tbody>
</table>

**a-b) No Impact.** The project area, the affected La Cañada USD schools, and its vicinity are not located within a mapped mineral producing area as classified by the California Geological Survey, and no mining activities occur in the project area and the affected La Cañada USD schools. The proposed project does not involve components that would have a direct impact on mineral resources. Furthermore, residents within the project area would use existing roadways, bike lanes, sidewalks, and crosswalks within the developed portions of the City of La Cañada Flintridge to get to La Cañada USD schools. Therefore, the proposed project is not expected to have indirect impacts on mineral resources. No direct and indirect impacts related to mineral resources would occur.


3.12 **NOISE** - Would the project result in:

a) Exposure of persons to or generation of noise in levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?  
- [ ] Potentially Significant Impact
- [ ] Less-Than-Significant Impact with Mitigation Incorporated
- [ ] Less-Than-Significant Impact
- [x] No Impact

b) Exposure of people to or generation of excessive groundborne vibration or groundborne noise levels?  
- [ ] Potentially Significant Impact
- [ ] Less-Than-Significant Impact with Mitigation Incorporated
- [ ] Less-Than-Significant Impact
- [x] No Impact

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?  
- [ ] Potentially Significant Impact
- [ ] Less-Than-Significant Impact with Mitigation Incorporated
- [ ] Less-Than-Significant Impact
- [x] No Impact

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?  
- [ ] Potentially Significant Impact
- [ ] Less-Than-Significant Impact with Mitigation Incorporated
- [ ] Less-Than-Significant Impact
- [x] No Impact

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?  
- [ ] Potentially Significant Impact
- [ ] Less-Than-Significant Impact with Mitigation Incorporated
- [ ] Less-Than-Significant Impact
- [x] No Impact

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?  
- [ ] Potentially Significant Impact
- [ ] Less-Than-Significant Impact with Mitigation Incorporated
- [ ] Less-Than-Significant Impact
- [x] No Impact

**a-f) No Impact.** The city’s community noise ordinance, codified in Title 5, Chapter 5.02 of the Municipal Code, regulates persistent and temporary noise. Any project-related activities would be required to comply with this noise ordinance and, thus, the proposed project would not expose persons to noise in excess of standards and temporary increases in noise. Additionally, the proposed project does not involve components that would generate excessive groundborne vibration. The nearest airport to the proposed project area is located approximately seven miles to the west. Thus, the proposed project would not result in the exposure of persons to airport-related noise.

The proposed project would change pick-up and drop-off routes and associated roadway noise. According to the California Department of Transportation Technical Noise Supplement, a doubling of traffic volumes is typically needed to sustain an audible increase in mobile noise. The Mobility Issues Review (see Appendix A) identified that the proposed project would incrementally increase vehicle trips to and from Palm Crest Elementary School and La Cañada High School, which would incrementally increase localized roadway traffic congestion and intersection/driveway queuing during peak morning and afternoon traffic generating periods for the two schools. Palm Crest Elementary is expected to receive an additional 146 a.m. peak hour trips and 74 p.m. peak hour trips; La Cañada High School is anticipated to receive an additional 112 a.m. peak hour trips and 64 p.m. peak hour trips. These additional
Trips would be distributed throughout the roadway network in the project area, are not anticipated to double traffic volumes, and are not likely to result in a significant increase in noise levels on local roadways. Queuing on Palm Drive, Foothill Boulevard, and the Oak Grove Drive/Berkshire Place intersection would not significantly increase noise levels on those streets. This is because the majority of mobile noise can be attributed to vehicles pushing air out of their path as they pass at high speeds, which would not be the case for the identified roadways. Vehicles queuing along these roadways would be stopped or travelling at low speeds, which generates limited amounts of noise levels, mostly related to engine idling. Therefore, the proposed project would not increase community noise levels due to redistribution of student trips and mobile noise.

It is also likely some students within the project area would walk or bike to school. Students and parents walking or biking to school may generate noise associated with communication. In social situations, people often speak at distances of approximately 3 to 13 feet. A typical voice level at 13 feet is approximately 50 dBA.12 This noise level is consistent with daytime ambient noise levels typical to residential communities and would be below the noise level limits established by the City of La Cañada Flintridge. Section 5.02.100 of the City of La Cañada Flintridge Municipal Code limits daytime noise levels to 60 dBA (L\text{eq}) in single-family residential areas, 65 dBA (L\text{eq}) in multi-family residential areas, and 70 dBA (L\text{eq}) in commercial areas. Therefore, the proposed project would not significantly increase community noise, and no impact related to noise would occur.

---

### 3.13 POPULATION AND HOUSING - Would the project:

<table>
<thead>
<tr>
<th>Description</th>
<th>Potentially Significant Impact</th>
<th>Less-Than-Significant Impact with Mitigation Incorporated</th>
<th>Less-Than-Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Induce substantial population growth in an area either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☑</td>
</tr>
<tr>
<td>b) Displace substantial numbers of existing housing necessitating the construction of replacement housing elsewhere?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☑</td>
</tr>
<tr>
<td>c) Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☑</td>
</tr>
</tbody>
</table>

**a-c) No Impact.** The project area consists of an established residential neighborhood with mostly single-family homes, with clusters of multi-family residential housing and townhomes located within 700 feet of Foothill Boulevard. The project area has a total of approximately 720 single-family residential properties, 68 townhomes, and 180 multi-family residential units. The proposed project does not include any components that would directly displace housing in the area and would not induce population growth. Furthermore, residents within the project area would use existing roadways, bike lanes, sidewalks, crosswalks, and LCF Shuttle services within the developed portions of the City of La Cañada Flintridge to get to La Cañada USD schools. Using existing roadways, bike lanes, sidewalks, and crosswalks would not result in any indirect impacts to population and housing. Therefore, no direct and indirect impacts related to population and housing would occur.

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13 The 720 single-family residential properties include 41 vacant parcels that are zoned for single-family residential uses and, thus, could potentially be developed with single-family residential homes in the future. Any population change associated with development of these properties would be within the City’s growth projections since these properties are zoned as and has a General Plan land use designation of residential.
3.14 PUBLIC SERVICES - Would the project:

a) Substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

i) Fire protection? ☐ ☐ ☐ ☑

ii) Police protection? ☐ ☐ ☐ ☑

iii) Schools? ☐ ☑ ☐ ☐

iv) Parks? ☐ ☐ ☐ ☑

v) Other public facilities (including roads)? ☐ ☐ ☐ ☑

a.i-v) Less-Than-Significant Impact with Mitigation Incorporated. The Los Angeles County Fire Department provides fire services, and the Los Angeles County Sheriff’s Department provides law enforcement services to the project area. As discussed in Section 3.13, Population and Housing, the proposed project would not increase the population and, therefore, would not increase demands on existing fire and police protection services, which are already in place and serve the properties within the project area, Palm Crest Elementary School, and La Cañada High School.

As previously discussed in Section 2.3, 356 students within the project area were enrolled in Glendale USD schools during the 2016-2017 school year. With implementation of the proposed project, these students would be given the option to attend Palm Crest Elementary School and La Cañada High School (and a potential loss of the same amount to the affected Glendale USD schools). It is possible that some of the students who are currently enrolled in Glendale USD schools would choose to remain in those schools or that some students within the project area that are currently attending private schools may decide to enroll in La Cañada USD schools if the proposed transfer of territory is approved. It is also possible that more families with school-age children may move into the project area and enroll in La Cañada USD schools, resulting in a larger number of school-age children than existing conditions.

To estimate the amount of school age children that would likely enroll in La Cañada USD schools with implementation of the proposed project, the following analysis estimates the total number of school age children that could be generated based on the total number of existing residential properties, townhomes, and multi-family residential units. The project area currently has 968 residential units.\(^{14}\) Assuming a student generation factor of 0.7 per residential unit, it is assumed that the project area has the potential

\(^{14}\) A few single-family residential properties in the project area are vacant. These vacant parcels are included in this number since there is a potential that these parcels would be developed with single-family residential uses in the future.
to generate approximately 678 students.\textsuperscript{15} According to kidsdata.org, approximately 85 percent of the child population within the City of La Cañada Flintridge attends public schools.\textsuperscript{16} Based on this information, it is estimated that approximately 576 of the 678 students within the Project Area would attend La Cañada USD schools, of which 165 students within the project area are currently attending La Cañada USD schools on permit. Thus, a total of approximately 411 students would attend La Cañada USD schools with implementation of the proposed project. Currently, approximately 53 percent of the student population within the project area attends elementary school and 47 percent of the student population attends middle and high schools in Glendale USD. Assuming a similar distribution of students with implementation of the proposed project, approximately 218 students would attend Palm Crest Elementary School and 193 students would attend La Cañada High School.

Table 3-2 summarizes the number of additional students that would be generated by the proposed project. La Cañada USD prepared a Local Control Accountability Plan (LCAP), which is a three-year plan that outlines the school district’s priorities and vision for students. The LCAP provides strategies and objectives that support each of the identified priorities. The LCAP has set a goal of reducing and/or maintaining TK-3 class size at 22:1 or smaller, grades 4-6 class size to 30:1, and 9th grade English language arts and math class sizes to 26:1. These class size limits were used to determine the school capacity of Palm Crest Elementary School and La Cañada High School. As shown in Table 3-2, with implementation of the proposed project, Palm Crest Elementary School and La Cañada High School would not be able to meet the LCAP class size goal.

<table>
<thead>
<tr>
<th>School</th>
<th>Existing 2016-2017 Enrollment</th>
<th>Number of Additional Students with Proposed Project</th>
<th>Total Number of Students with Proposed Project</th>
<th>School Capacity LCAP /a/</th>
</tr>
</thead>
<tbody>
<tr>
<td>Palm Crest Elementary School (TK-6)</td>
<td>669</td>
<td>218</td>
<td>887</td>
<td>682</td>
</tr>
<tr>
<td>La Cañada High School (7-12)</td>
<td>2,085</td>
<td>193</td>
<td>2,278</td>
<td>2,106</td>
</tr>
</tbody>
</table>

\textsuperscript{a/} Grades TK-3 capacity is based on a student-teacher ratio of 22:1 for grades K-3 and 30:1 for grades 4-6, per La Cañada USD Local Control Accountability Plan (LCAP). The LCAP aims to reduce 9th grade English language arts and math class sizes to 26:1. For the purposes of calculating school capacity, this ratio is applied to all classes in La Cañada High School.


To meet the class size goal identified in the LCAP, Mitigation Measure PS-1 would require that portable classrooms be installed at Palm Crest Elementary School and La Cañada High School. With implementation of this mitigation measure, a less-than-significant impact is anticipated. It should be noted, however, that the installation of portable classrooms would reduce the amount of open space areas, particularly playing fields, available within the affected schools.

With implementation of the proposed project, it is possible that a new school may need to be constructed, or major renovation at Palm Crest Elementary School and La Cañada High School may be required in the future to accommodate the additional students. However, there is no certainty that the proposed project would be approved and, during the preparation of this IS/MND, La Cañada USD has not proposed any renovation plans, has not identified any new school location(s), and has not approved any renovation plans or a new school for future construction. Thus, it would be speculative to assume that major renovations at the affected La Cañada USD schools or construction of a new school would occur. Any major renovation or new school construction that are proposed in the future would require separate

\textsuperscript{15} Student generation factor was obtained from the Glendale USD, \textit{Level I Developer Fee Study for Glendale Unified School District}, April 4, 2016.

\textsuperscript{16} Lucile Packard Foundation for Children’s Health, kidsdata.org, accessed February 27, 2018.
environmental review at the time those actions are proposed to determine whether potentially significant impacts would occur.

The parks and recreational facilities within the City of La Cañada Flintridge serve the project area. Residents within the project area are also located near parks in the adjacent unincorporated La Crescenta – Montrose community. The nearest park in the adjacent La Crescenta – Montrose community is approximately 0.5 miles from the project area westerly boundary. The proposed project is not expected to increase population and housing and, thus, is not expected to increase demand on existing parks and recreational facilities, as well as other public facilities.

Residents within the project area would use existing roadways, bike lanes, sidewalks, crosswalks, and LCF Shuttle services to get to La Cañada USD schools. Use of these existing routes is not expected to directly or indirectly impact public services. Therefore, no impact related to fire protection, police protection, and parks would occur. A less-than-significant impact with implementation of Mitigation Measure PS-1 is anticipated for schools.

**Mitigation Measure**

**PS-1** To accommodate the additional students from the project area, portable classrooms shall be placed on the campuses of Palm Crest Elementary School and La Cañada High School.
3.15 **RECREATION** - Would the project:

<table>
<thead>
<tr>
<th>Potential Impact</th>
<th>Less-Than-Significant Impact with Mitigation</th>
<th>Less-Than-Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>✓</td>
</tr>
</tbody>
</table>

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

a-b) **No Impact.** There are no recreational facilities within the project area. As discussed in Section 3.14, Public Services, the proposed project would not increase population in the project area and, thus, is not expected to increase demand on existing recreational facilities. Implementation of the proposed project does not involve components that would have a direct impact on the recreational facilities. Additionally, residents within the project area would use existing roadways, bike lanes, sidewalks, crosswalks, and LCF Shuttle services to get to La Cañada USD schools. Use of these facilities is not expected to indirectly impact public services. Therefore, no impact related to recreation would occur.
3.16 TRANSPORTATION AND TRAFFIC - Would the project:

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

- Potentially Significant Impact
- Less-Than-Significant Impact with Mitigation Incorporated
- Less-Than-Significant Impact
- No Impact

b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

- Potentially Significant Impact
- Less-Than-Significant Impact with Mitigation Incorporated
- Less-Than-Significant Impact
- No Impact

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

- Potentially Significant Impact
- Less-Than-Significant Impact with Mitigation Incorporated
- Less-Than-Significant Impact
- No Impact

d) Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

- Potentially Significant Impact
- Less-Than-Significant Impact with Mitigation Incorporated
- Less-Than-Significant Impact
- No Impact

e) Result in inadequate emergency access?

- Potentially Significant Impact
- Less-Than-Significant Impact with Mitigation Incorporated
- Less-Than-Significant Impact
- No Impact

f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

- Potentially Significant Impact
- Less-Than-Significant Impact with Mitigation Incorporated
- Less-Than-Significant Impact
- No Impact

a-f) Less-Than-Significant Impact. A Mobility Issues Review has been prepared by KOA on April 3, 2018 for the proposed project. The following is a summary of this report, which can be found in Appendix A of this IS/MND. KOA conducted traffic circulation monitoring in the vicinity of Palm Crest Elementary School and La Cañada High School during the peak morning and afternoon periods based on published bell schedules. Traffic conditions during pick-up and drop-off periods for Palm Crest Elementary School were observed on February 7 and 8, 2018. Traffic conditions during pick-up and drop-off periods for La Cañada High School were observed on February 8 and February 14, 2018.

The following summarizes site pick-up and drop-off operations and nearby roadway operations monitoring at Palm Crest Elementary School:
Site Operations

- The pick-up/drop-off zone is located within the school site, within the parking lot on west side of Palm Drive.
- Parents can drop off between 7:55 a.m. and 8:10 a.m., and this creates some staggering of arrival times, reducing congestion versus the afternoon pick-up period.
- Within the existing valet parking zone, parents and designated aids open curb-side doors for students, in order to help the flow of traffic during AM hours.
- Some parents drop-off and pick-up students on side streets, such as Palm Drive and Lyans Drive.

Roadway Characteristics and Operations

- A crossing guard is stationed at the adjacent corner at 7:30 a.m. for approximately one hour.
- A crossing guard is present at the southwest corner of the Jessen Drive/Palm Drive/Fairmont Avenue intersection.
- Based on conversations with the crossing guard, it was found that, once a month, traffic congestion can increase greatly on collaboration days, where all students come in at 8:15 a.m. and students are all released at 11:30 a.m.
- Hillard Avenue does not have existing sidewalks.
- Palm Drive has existing sidewalks on the west side of the roadway only.

Queues

- Approximately 15 vehicles were queued from the drop-off point at 8:05 a.m.
- The typical queuing lengths on northbound Palm Drive found during the afternoon were as follows. This represents the peak queue seen in the field:
  - 2:33 p.m. 3 cars
  - 2:45 p.m. 30 cars
  - 2:59 p.m. approximately 40-45 cars
- The northbound queue caused by inbound traffic can extend to Ravista Lane, at the intersection to the south of the school.

The following summarizes pick-up and drop-off operations and nearby roadway operations monitoring at La Cañada High School:

Site Operations

- Three lanes are provided for drivers to pick-up students adjacent to the school, on the west side of Oak Grove Drive.
- There is localized congestion in the school parking lot, as parents wait for students who depart the campus at various times throughout the peak period.
- At the north side of the school is a Child Educational Center (140 Foothill Boulevard), which generates additional traffic in the local area.
- A high proportion of students enter the campus through the parking lot at the northeast corner of the campus, walking in and driving in, whether dropped off by parents or other students.
- A curbside drop-off area is present on Oak Grove Drive for southbound traffic, but it appears to be used primarily for parking.
- Many parents drop-off and pick-up students across Oak Grove Drive from La Cañada High School, at the Hahamongna Watershed Park. These drivers then exit via left-turn movements onto Oak Grove Drive to return to the direction they came. This activity can often cause localized traffic delays and conflicts.
- LCF Shuttle, which provides service within the Foothill Boulevard corridor, picks up students along Oak Grove Drive.
- Cones are set up adjacent to the school curb parking area to prevent vehicles from parking within the LCF Shuttle stop.
• The shuttles have difficulty maneuvering in and out of the designated zone, with vehicles parked in on-street spaces immediately adjacent to the zone.

Roadway Characteristics and Operations

• A crossing guard is present at the northwest corner of the Viro Road/Foothill Boulevard intersection.
• The east side of the Oak Grove Drive roadway has no existing sidewalk, but no active land uses are located on that side of the roadway, outside of the park.
• The intersection of Viro Road/ Foothill Boulevard has a crossing guard present, controlling the west leg (from 7:20 a.m. to 8:35 a.m.) and in the afternoon (from 1:45 p.m. to 3:45 p.m.).

Queues

• During the peak of the pick-up period, vehicle queuing is present from the school frontage on Foothill Blvd back onto Oak Grove Drive.
• At the Oak Grove Drive/Foothill Blvd. intersection, a peak vehicle queue of at least 40 vehicles extends past Daleridge Road on Foothill Boulevard.
• A queue of at least 10 vehicles occurs at the entrance to the southern campus parking lot, which appeared to be students driving in and parking,
• A queue of at least 10 vehicles was present in the northbound direction, attempting to make left-turn movements into the site pick-up/drop-off area queue.
• At the Oak Grove Drive/Berkshire Boulevard intersection, there is a queue of northbound vehicles during the peak, and a queue of vehicles making left turn onto northbound Oak Grove Drive.
• There is heavy traffic on Oak Grove Drive and Foothill Boulevard, resulting from a combination of traffic from parents dropping off kids at St. Francis High School, the Child Education Center, and those commuting to JPL at the north end of Oak Grove Drive.
• Eastbound left-turn queuing at the Viro Road/ Foothill Boulevard intersection is pronounced due to high conflicting westbound through movements, and vehicles that do not make the left-turn movement often stop within the crosswalk (at the west leg).
• Oak Grove Drive/Foothill Boulevard intersection queuing:
  o At 2:59 p.m., 15 vehicles were observed in a queue on Foothill Boulevard, waiting to make a right turn on red movement onto Oak Grove Drive.
  o At 3:20 p.m., 20 vehicles were observed queuing at this same location, backing up close to the Viro Road/Foothill Boulevard intersection onto Oak Grove Drive.
• Berkshire Place/Oak Grove Drive intersection queuing:
  o Vehicle queuing averages eight to ten vehicles on Oak Grove Drive (southbound direction toward pick-up area).

With implementation of the proposed project, the number of students at Palm Crest Elementary School is anticipated to increase by 218, and the number of students at La Cañada High School is anticipated to increase by 193. Table 3-3 summarizes the additional vehicle trips that would be generated with implementation of the proposed project.

The number of AM and PM peak hour vehicle trips would increase by 146 and 74, respectively, at Palm Crest Elementary School and by 112 and 64, respectively, at La Cañada High School. The increases in vehicle trips to and from the two schools would incrementally increase localized peak-period roadway traffic congestion and intersection/driveway queuing. Traffic peaks for school facilities are short in nature, however, and are not normally sustained for a full hour or more, such as for other major land uses and transportation facilities. Peak conditions for schools generally last for 15 to 30 minutes, and a less intense peak period may bracket that higher peak time period.
TABLE 3-3: ADDITIONAL VEHICLE TRIPS WITH PROPOSED PROJECT

<table>
<thead>
<tr>
<th>RATES /a/</th>
<th>Land Use</th>
<th>Trip Ends Basis/Intensity</th>
<th>Daily Total</th>
<th>AM Peak Hour Total</th>
<th>In</th>
<th>Out</th>
<th>PM Peak Hour Total /c/</th>
<th>In</th>
<th>Out</th>
</tr>
</thead>
<tbody>
<tr>
<td>520</td>
<td>Elementary</td>
<td>Students</td>
<td>1.89</td>
<td>0.67</td>
<td>54%</td>
<td>46%</td>
<td>0.34</td>
<td>45%</td>
<td>55%</td>
</tr>
<tr>
<td>530</td>
<td>High School</td>
<td>Students</td>
<td>2.03</td>
<td>0.52</td>
<td>67%</td>
<td>33%</td>
<td>0.33</td>
<td>32%</td>
<td>68%</td>
</tr>
<tr>
<td>TRIPS</td>
<td>Palm Crest</td>
<td>218</td>
<td>412</td>
<td>146</td>
<td>79</td>
<td>67</td>
<td>74</td>
<td>33</td>
<td>41</td>
</tr>
<tr>
<td>530</td>
<td>La Cañada</td>
<td>193</td>
<td>411</td>
<td>112</td>
<td>60</td>
<td>51</td>
<td>64</td>
<td>20</td>
<td>43</td>
</tr>
</tbody>
</table>

/b/ ITE: Institute of Transportation Engineers
/c/ PM peak hour is analyzed as “peak of generator,” which is the peak time for the school, not the peak evening commute time.


The incremental effects on traffic conditions could cause the following to occur:

- At Palm Crest Elementary School, Palm Drive – The northbound left-turn vehicle queue into campus could increase during peak times, which would extend beyond Ravista Lane (as it does under existing conditions) but would not likely reach the next intersection at Orchard Lane and cause blockages there.
- At La Cañada High School, Foothill Boulevard – The eastbound vehicle queue on Foothill Boulevard for vehicles entering the campus would not likely extend to the next intersection at Crown Avenue.
- At La Cañada High School, Oak Grove Drive/Berkshire Place intersection – Traffic queuing at the southbound through and the northbound left-turn movements of this intersection would not likely increase in a significant manner, where the resulting queues would affect other intersections.

Pedestrian and bicycle trips to and from the school sites are not particularly high under existing conditions. Based on both existing activity and the distance of the transferred students from their places of residences, the proposed project is not expected to significantly increase these types of trips. Both schools have crossing guard control at intersections that provide connections to and from adjacent neighborhoods. As discussed above, the proposed project would have a less-than-significant impact with regards to traffic circulation.

Although the traffic conditions review for the proposed project does not identify any potential for significant impacts from the proposed project, traffic monitoring should occur after the transfer takes place to verify these estimates.

La Cañada USD should coordinate with the City Engineer to conduct monitoring of conditions, with initial monitoring occurring beyond two weeks from the start of school with the transferred students. Monitoring should occur in the fall and spring seasons, and the following should be observed:

- Vehicle queuing patterns on roadways leading to the school sites and at nearby intersections to see if average queues increase beyond those identified in the Mobility Issues Review.
- Significant pedestrian and bicycle activity occurring within peak-period vehicle-congested local roadway corridors.

If changes in traffic and circulation patterns are identified beyond those documented within the Mobility Issues Review, the following measures should be undertaken to reduce vehicle travel to and from the school sites:

- Promote carpooling through incentives and monitoring;
- Promote transit use where transit access is viable, such as the high school site, through incentives and monitoring; and
- Promote walking for those students with residences within 1.0 to 1.5 miles of the school site.
A CMP analysis is typically conducted at specific CMP monitoring locations when a project would add 150 or more vehicle trips during either the AM or PM weekday peak hours. As presented in Table 3-3, above, the proposed project would generate less than 150 vehicle trips during the AM and PM peak hours. Therefore, no impacts are anticipated on CMP monitoring locations.

The proposed project is not located in the vicinity of an airport and does not involve any activities that would have an effect on air traffic patterns. The proposed project does not involve any physical changes and, thus, would not increase hazards and would not result in inadequate emergency access. Residents within the project area would use existing roadways, bike lanes, sidewalks, crosswalks, and LCF Shuttle services within the developed portions of the City of La Cañada Flintridge to get to La Cañada USD schools. Thus, the proposed project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities. The proposed project would have no impact on air traffic patterns; traffic hazards; emergency access; and public transit, bicycle, and pedestrian facilities.
3.17 TRIBAL CULTURAL RESOURCES - Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?

☐ ☐ ☐ ☑

b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

☐ ☐ ☐ ☑

a-b) **No Impact.** The proposed project involves transferring territory from Glendale USD to La Cañada USD. No construction or excavation activities would occur, and the proposed project does not include components that would have a direct impact on tribal cultural resources. Therefore, no impacts related to tribal cultural resources would occur.
3.18 UTILITIES AND SERVICE SYSTEMS - Would the project:

<table>
<thead>
<tr>
<th>a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?</th>
<th>Potentially Significant Impact</th>
<th>Less-Than-Significant Impact with Mitigation Incorporated</th>
<th>Less-Than-Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
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</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?</th>
<th>Potentially Significant Impact</th>
<th>Less-Than-Significant Impact with Mitigation Incorporated</th>
<th>Less-Than-Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?</th>
<th>Potentially Significant Impact</th>
<th>Less-Than-Significant Impact with Mitigation Incorporated</th>
<th>Less-Than-Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
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<thead>
<tr>
<th>d) Have sufficient water supplies available to serve the project from existing entitlements and resource, or are new or expanded entitlements needed?</th>
<th>Potentially Significant Impact</th>
<th>Less-Than-Significant Impact with Mitigation Incorporated</th>
<th>Less-Than-Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the projects projected demand in addition to the providers existing commitments?</th>
<th>Potentially Significant Impact</th>
<th>Less-Than-Significant Impact with Mitigation Incorporated</th>
<th>Less-Than-Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☑</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>f) Be served by a landfill with sufficient permitted capacity to accommodate the projects solid waste disposal needs?</th>
<th>Potentially Significant Impact</th>
<th>Less-Than-Significant Impact with Mitigation Incorporated</th>
<th>Less-Than-Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☑</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>g) Comply with federal, State, and local statutes and regulations related to solid waste?</th>
<th>Potentially Significant Impact</th>
<th>Less-Than-Significant Impact with Mitigation Incorporated</th>
<th>Less-Than-Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☑</td>
</tr>
</tbody>
</table>

a-g) **No Impact.** The properties within the proposed transfer territory are generally developed with single-family homes, multi-family residential housing, and commercial uses. The project area also includes some undeveloped hillside areas. Utility service systems are already in place and serve the developed portions of the project area, Palm Crest Elementary School and La Cañada High School. Water, wastewater, stormwater drainage, and solid waste services would not be directly affected as a result of the proposed project as implementation of the proposed project would not increase population and, thus, would not increase demands on existing utilities and service systems. Additionally, residents within the project area would use existing roadways, bike lanes, sidewalks, crosswalks, and LCF Shuttle services to get to La Cañada USD schools. Use of these facilities is not expected to indirectly impact utilities and service systems. Therefore, no impact related to utilities and service systems would occur.
3.19 MANDATORY FINDINGS OF SIGNIFICANCE - Would the project:

<table>
<thead>
<tr>
<th>Potentially Significant Impact</th>
<th>Less-Than-Significant Impact with Mitigation Incorporated</th>
<th>Less-Than-Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>b) Does the project have impacts which are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).</td>
<td>☐</td>
<td>☐</td>
<td>✓</td>
</tr>
<tr>
<td>c) Does the project have environmental effects which cause substantial adverse effects on human beings, either directly or indirectly?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
</tr>
</tbody>
</table>

a-c) **No Impact.** As discussed above, the proposed project is not expected to result in an increase population. The project area is nearly fully developed. The properties within the project area are generally developed with single-family homes, multi-family residential housing, and commercial uses. Although some undeveloped hillside areas are located within the project area, access to La Cañada USD schools is not available through these undeveloped areas. Residents within the project area would use existing roadways, bike lanes, sidewalks, crosswalks, and LCF Shuttle services within the developed portions of the City of La Cañada Flintridge to get to La Cañada USD schools. Therefore, the proposed project does not have the potential to degrade the quality of the environment, would not modify any natural habitat for wildlife species, would not adversely affect fish and wildlife population, would not adversely affect plant species, and would not eliminate any cultural resources.

Although development projects may be constructed in the vicinity of the project area, the proposed project would not contribute to cumulative impacts. As previously discussed in Section 3.14, Public Services, it is possible that a new school may need to be constructed, or major renovation at Palm Crest Elementary School and La Cañada High School may be required in the future to accommodate the additional students. However, it would be speculative to assume that these actions would occur since it is uncertain whether the proposed project would be approved and no renovation plans or new schools have been identified, proposed, or approved. Further, as discussed throughout this IS/MND, the proposed project would not have any substantial adverse impacts on human beings either directly or indirectly. Therefore, a less-than-significant impact would occur.
4.0 PERSONS AND SOURCES CONSULTED

This chapter documents all persons and sources that contributed in the preparation of this IS/MND.

4.1 LEAD AGENCY

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Division of Business Advisory Services
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4.2 INITIAL STUDY PREPARERS

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4.3 SOURCES CONSULTED


California Department of Forestry and Fire Protection, Fire and Resource Assessment Program, Very High Fire Hazard Severity Zones in Local Responsibility Area as recommended by CAL FIRE, September 2011.


City of La Cañada Flintridge, General Plan 2030, Land Use Element, adopted January 22, 2013.

City of La Cañada Flintridge, General Plan 2030, Safety Element, adopted January 22, 2013.

City of La Cañada Flintridge, Hazard Mitigation Plan, adopted April 16, 2013.

City of La Cañada Flintridge, Zoning Map, 2016.


KOA, Transfer of Territory from Glendale USD to La Cañada USD: Mobility Issues Review, April 3, 2018.


APPENDIX A

Mobility Issues Review
La Cañada Unified School District
TRANSFER OF TERRITORY FROM GLENDALE USD TO LA CAÑADA USD –
MOBILITY ISSUES REVIEW

APRIL 12, 2018

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JB81034
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EXECUTIVE SUMMARY

Since the 1960s, four petitions have been submitted to request for the transfer of territory between school districts within the project area examined for this report. The transfer would be from Glendale Unified School District (GUSD) to La Cañada Unified School District (LCUSD). Two legislative items have also been proposed for the transfer of territory. Neither the petitions nor the legislative actions were successful. The most recent request for petition to transfer territory from Glendale USD to La Cañada USD was presented to the Los Angeles County Committee on School District Organization. The territories involved in the transfer are illustrated on Figure ES-1.

This report provides a review of existing pedestrian, bicycle, and vehicle circulation conditions in the areas in the vicinity of the two school sites involved in this proposed transfer of territory:

- La Cañada High School
- Palm Crest Elementary School

This report also provides an analysis of the anticipated student increases at both of the school facilities.

The following are general findings regarding existing and with-transfer traffic conditions in the vicinity of La Cañada High School, during peak school travel times:

- Existing inbound traffic on eastbound Foothill Boulevard queues past the intersection with Daleridge Road.
- Localized traffic queuing exists in both directions from the school driveway on Oak Grove Drive
- Localized traffic queuing exists at the southbound thru and the northbound left turn movements, at the Oak Grove Drive/Berkshire Place intersection

The following is a general finding regarding existing and with-transfer traffic conditions in the vicinity of Palm Crest Elementary School, during peak school travel times:

- Existing inbound traffic on northbound Drive queues past the intersection with Ravista Lane

Traffic peaks for school facilities are short in nature, and are not normally sustained for a full hour or more such as for other major land uses and transportation facilities. Peak conditions for schools generally last for 15 to 30 minutes, and a less intense peak period may bracket that higher peak period.
FIGURE ES-1 – PROJECT AREA MAP

SOURCE: TERRY A. HAYES ASSOCIATES INC.
1.0 INTRODUCTION

1.1 BACKGROUND

Since the 1960s, four petitions have been submitted to request for the transfer of territory between school districts within the project area examined for this report. The transfer would be from Glendale Unified School District (GUSD) to La Cañada Unified School District (LCUSD). Two legislative items have also been proposed for the transfer of territory. Neither the petitions nor the legislative actions were successful. The most recent successful request for petition to transfer territory from Glendale USD to La Cañada USD was presented to the Los Angeles County Committee on School District Organization.

This report provides a review of existing and with-transfer pedestrian, bicycle, and vehicle circulation issues in the immediate vicinity of and in a larger area around the two LCUSD school sites involved in this proposed transfer of territory:

- La Cañada High School
- Palm Crest Elementary School

The students would be transferred from the following GUSD schools:

- Mountain Avenue Elementary School
- Rosemont Middle School
- Crescenta Valley High School

In the vicinity of these three schools, unless and until the GUSD replaces the empty seats with new students through growth or other means, there would be incrementally improved traffic conditions in the vicinity of these three campuses. The transfer of students from these sites would not potentially create localized traffic impacts, but rather the transfer to the new schools would potentially create impacts within the neighborhoods surrounding those schools.

1.2 APPROACH/METHODOLOGY

As the essence of the project, for sake of this analysis, is a transfer of students between school service areas, ultimately this report will serve as a review of potential impacts from that transfer, in terms of area circulation. The traffic circulation analysis focused on access around each of the two target schools under existing conditions and under potential conditions with the transfer of territory completed.

Traffic conditions, including queuing at controlled intersections (where stop signs/traffic signal are present), prominent pedestrian crossing locations including those where crossing guards were stationed, sidewalk network usage and pedestrian crossing activity, and other elements were monitored during morning peak periods and afternoon peak periods in the vicinity of both school sites based on bell schedules. Field notes were taken and this information was mapped to create a snapshot of typical peak traffic/circulation conditions.

For the analysis of conditions in the post-transfer period, estimated incremental changes to the conditions seen during the field monitoring were made and potential impacts in the local neighborhoods were considered.
2.0 FIELD MONITORING AND FINDINGS

2.1 MONITORING

Traffic circulation monitoring was conducted in the vicinity of both school sites, to generally define existing conditions for this report. Monitoring was done during the peak morning and peak afternoon periods of both school sites, based on published bell schedules. Summaries of the monitoring efforts are provided in the text below.

La Cañada High School

The following summarizes site pick-up and drop-off operations and nearby roadway operations monitoring on Thursday, February 8, 2018 and Wednesday February 14, 2018:

Site Operations

- Three lanes are provided for drivers to pick-up students adjacent to the school, on the west side of Oak Grove Drive.
- There is localized congestion in the school parking lot, as parents wait for students who depart the campus at various times throughout the peak period.
- At the north side of the school is a Child Educational Center (140 Foothill Blvd.), which generates additional traffic in the local area.
- A high proportion of students enter the campus through the parking lot at the northeast corner of the campus, walking in and driving in, whether dropped off by parents or other students.
- A curbside drop-off area is present on Oak Grove Drive for southbound traffic, but it appears to be used primarily for parking.
- Many parents drop off and pick-up students across Oak Grove Drive from La Cañada High School, at the Hahamongna Watershed Park. These drivers then exit via left-turn movements onto Oak Grove Drive, to return to the direction they came. This activity can often cause localized traffic delays and conflicts.
- The La Cañada Flintridge shuttle, which provides service within the Foothill Blvd. corridor, picks up students along Oak Grove Drive.
  - Cones are set up adjacent to the school curb parking area, to prevent vehicles from parking within the shuttle stop.
  - The shuttle has difficulty maneuvering in and out of the designated zone, with vehicles parked in on-street spaces immediately adjacent to the zone.

Roadway Characteristics and Operations

- A crossing guard is present at the northwest corner of the Viro Road/Foothill Blvd. intersection.
- There is no existing sidewalk on the east side of the Oak Grove Drive roadway, but there are no active land uses on that side of the roadway, outside of the park.
- The intersection of Viro Road/ Foothill Blvd. has a crossing guard present, controlling the west leg, from 7:20 a.m. to 8:35 a.m. and in the afternoon from 1:45 p.m. to 3:45 p.m.
Queues

- During the peak of the pick-up period, vehicle queuing is present from the school frontage on Foothill Blvd back onto Oak Grove Drive.
- At the Oak Grove Drive/Foothill Blvd. intersection, a peak vehicle queue of at least 40 vehicles extends past Daleridge Road on Foothill Boulevard.
- A queue of at least 10 vehicles occurs at the entrance to the southern campus parking lot, which appeared to be students driving in and parking.
- A queue of at least 10 vehicles was present in the northbound direction, attempting to make left-turn movements into the site pick-up/drop-off area queue.
- At the Oak Grove Drive/Berkshire Blvd. intersection, there is a queue of northbound vehicles during the peak, and a queue of vehicles making left turn onto northbound Oak Grove Drive.
- There is heavy traffic on Oak Grove Drive and Foothill Blvd., resulting from a combination of traffic from parents dropping off kids at St Francis High School, the Child Education Center, and those commuting to JPL at the north end of Oak Grove Drive.
- Eastbound left-turn queuing at the Viro Road/Foothill Blvd intersection is pronounced due to high conflicting westbound through movements, and vehicles that do not make the left-turn movement often stop within the crosswalk (at the west leg).
- Oak Grove Drive/Foothill Blvd. intersection queuing:
  - At 2:59 p.m., 15 vehicles were observed in a queue on Foothill Blvd., waiting to make a right turn on red movement onto Oak Grove Drive.
  - At 3:20 p.m., 20 vehicles were observed queuing at this same location, backing up close to the Viro Road/Foothill Blvd intersection onto Oak Grove Drive.
- Berkshire Pl/Oak Grove Drive intersection queuing:
  - Vehicle queuing averages eight to ten vehicles on Oak Grove Drive (southbound direction toward pick-up area).

Photographs
2.0 Field Monitoring and Findings

View to south at Oak Knoll Drive school entrance – northbound queuing

Southbound queuing to school on Oak Knoll Drive
Figure 1 illustrates the location of noticeable queuing and other existing circulation issues, in the vicinity of La Cañada High School.
FIGURE 1
LA CANADA USD TRANSFER OF TERRITORY
La Canada High School

LEGEND
★ Entrance/Exit
○ Crossing Guard
[Field] Pick-up/Drop-off Area
橙 Vehicle Queue

[Map of La Canada High School with marked entrance/exit, crossing guard, and vehicle queue areas]
Palm Crest Elementary School

The following summarizes site pick-up and drop-off operations and nearby roadway operations monitoring on Wednesday February 7, 2018 and Thursday February 8, 2018:

Site Operations

- The pick-up/drop-off zone is located within the school site, within the parking lot on west side of Palm Drive.
- Parents can drop off between 7:55 am and 8:10 am, and this creates some staggering of arrival times, reducing congestion versus the afternoon pick-up period.
- Within the existing valet parking zone, parents and designated aids open curb-side doors for students, in order to help the flow of traffic during AM hours.
- Some parents drop-off and pick-up students on side streets such as Palm Drive and Lyans Drive.

Roadway Characteristics and Operations

- A crossing guard is stationed at the adjacent corner at 7:30 am for approximately one hour
- A crossing guard is present at the southwest corner of the Jessen Drive/Palm Drive/Fairmont Avenue intersection.
- Based on conversations with the crossing guard, it was found that once a month traffic congestion can increase greatly on collaboration days, where all students come in at 8:15am and students are all released at 11:30am
- Hillard Avenue does not have existing sidewalks.
- Palm Drive has existing sidewalks on the west side of the roadway only.

Queues

- Approximately 15 vehicles were queued from the drop-off point, at 8:05 am.
- The typical queuing lengths on northbound Palm Drive found during the afternoon were as follows. This represents the peak queue seen in the field:
  - 2:33 pm 3 cars
  - 2:45 pm 30 cars
  - 2:59 pm approximately 40-45 cars
- The northbound queue caused by inbound traffic can extend to Ravista Lane, at the intersection to the south of the school.
Photographs

View to pick-up/drop-off zone, non-peak time

View to inbound pick-up/drop-off area left-turn movement queue
Figure 2 illustrates the location of noticeable queuing and other existing circulation issues, in the vicinity of Palm Crest Elementary School.
FIGURE 2
LA CANADA USD TRANSFER OF TERRITORY
Palm Crest Elementary School

LEGEND
☆ Entrance/Exit
🚫 Right-Turn Not Allowed
〇 Crossing Guard
☆☆ Pick-up/Drop-off Area
 Eyes Orange
Vehicle Queue

0 250 500 Feet
3.0 CONDITIONS WITH TRANSFER OF STUDENTS

3.1 ADDITIONAL TRIPS GENERATED

The student population increases that would occur at the two schools, with the transfer of territory completed, is shown in Table 1. The number of students at Palm Crest Elementary would increase by 218 (a 33 percent increase), and the number of students at La Cañada High School would increase by 193 (a nine percent increase).

<table>
<thead>
<tr>
<th>School</th>
<th>2016-2017 enrollment</th>
<th>Additional Students with Territory Transfer</th>
<th>Total Students with Territory Transfer</th>
<th>Increase</th>
</tr>
</thead>
<tbody>
<tr>
<td>Palm Crest ES (K-6)</td>
<td>669</td>
<td>218</td>
<td>887</td>
<td>33%</td>
</tr>
<tr>
<td>La Canada HS (7-12)</td>
<td>2,085</td>
<td>193</td>
<td>2,278</td>
<td>9%</td>
</tr>
</tbody>
</table>

An application of these student population numbers (equivalent to the number of seats provided) to a trip generation analysis is summarized in Table 2. The applied trip generation rates are from the current (10th) edition of the Trip Generation Manual, published by the Institute of Transportation Engineers.

<table>
<thead>
<tr>
<th>ITE Code</th>
<th>Land Use</th>
<th>Trip Ends Basis/Intensity</th>
<th>Daily Total</th>
<th>AM Peak Hour Total</th>
<th>PM Peak Hour Total</th>
<th>RATES</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Total</td>
<td>% In</td>
<td>% Out</td>
<td></td>
</tr>
<tr>
<td>520</td>
<td>Elementary School</td>
<td>Students</td>
<td>1.89</td>
<td>0.67</td>
<td>54%</td>
<td>0.34</td>
</tr>
<tr>
<td>530</td>
<td>High School</td>
<td>Students</td>
<td>2.03</td>
<td>0.52</td>
<td>67%</td>
<td>0.33</td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>TRIPS</th>
</tr>
</thead>
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<tr>
<td></td>
</tr>
<tr>
<td>520</td>
</tr>
<tr>
<td>530</td>
</tr>
</tbody>
</table>

* PM peak hour analyzed as ‘peak of generator’, which is the peak time for the school, not the peak evening commute time.

The number of new trips (total inbound and outbound) due to the transfer at both schools, based on these estimates, is as follows:

- **Palm Crest Elementary School** – 146 a.m. peak hour trips and 74 p.m. peak hour trips
- **La Cañada High School** – 112 a.m. peak hour trips and 64 p.m. peak hour trips
3.0 Conditions with Transfer of Students

### 3.2 EFFECTS ON TRAFFIC

The increases in vehicle trips to and from the two schools will incrementally increase localized peak-period roadway traffic congestion and intersection/driveway queuing.

Traffic peaks for school facilities are short in nature, however, and are not normally sustained for a full hour or more such as for other major land uses and transportation facilities. Peak conditions for schools generally last for 15 to 30 minutes, and a less intense peak period may bracket that higher peak time period.

The incremental effects on traffic conditions could cause the following to occur:

- **At Palm Crest Elementary, Palm Drive** - The northbound left-turn vehicle queue into campus could increase during peak times, which would extend beyond Ravista Lane (as it does under existing conditions) but would not likely reach the next intersection at Orchard Lane and cause blockages there.

- **At La Cañada High School, Foothill Blvd.** - The eastbound vehicle queue on Foothill Blvd. for vehicles entering the campus would not likely extend to the next intersection at Crown Avenue.

- **At La Cañada High School, Oak Grove Drive/Berkshire Place intersection** - Traffic queuing at the southbound thru and the northbound left turn movements of this intersection would not likely increase in a significant manner, where the resulting queues would affect other intersections.

Pedestrian and bicycle trips to and from the school sites are not particularly high under existing conditions. The transfer is not expected to significantly increase these types of trips, based on both existing activity and the distance of the transferred students from their places of residence. Both schools have crossing guard control at intersections that provide connections to and from adjacent neighborhoods.

### 3.3 CONDITIONS MONITORING

Although the traffic conditions review does not identify any potential for significant impacts from the student transfer to these two schools, traffic monitoring should occur after the transfer takes place to verify these estimates.

The La Cañada Unified School District should coordinate with the City Engineer to conduct monitoring of conditions, with initial monitoring occurring beyond two weeks from the start of school with the transferred students. Monitoring should occur in the fall and spring seasons, and the following should be observed:

- Vehicle queuing patterns on roadways leading to the school sites, and at nearby intersections, to see if average queues increase beyond those identified in this report.

- Significant pedestrian and bicycle activity occurring within peak-period vehicle-congested local roadway corridors.
If changes in traffic and circulation patterns are identified that are beyond those documented within this report, the following measures should be undertaken to reduce vehicle travel to and from the school sites.

- Promotion of carpooling, through incentives and monitoring
- Promotion of transit use, where transit access is viable such as the high school site, through incentives and monitoring
- Promoting walking for those students with residences within 1.0 to 1.5 miles of the school site.