

4.11 Public Services

4.11.1 Regulatory Setting

La Cañada Flintridge Municipal Code

Title 4 of the LCF Municipal Code formally adopts the 2014 Los Angeles County Fire Code (Title 32 of the Los Angeles County Code) as the fire code of LCF, incorporating the 2013 Edition of the California Fire Code published by the California Building Standards Commission. According to Section 104.1.1, members of the fire department are authorized to enforce all ordinances of the jurisdiction and laws of the state pertaining to:

- The maintenance of fire protection and the elimination of fire hazards on land and in buildings, structures, and other property, including those under construction.
- The maintenance of means of egress.

La Cañada Flintridge General Plan

The following goals, policies, and objectives related to the effects of development on public services can be found within the 2013 General Plan:

LUE Objective 3.2: Continue to protect the public's safety by evaluating land and environmental constraints prior to development and requiring that projects mitigate potential negative environmental and safety impacts.

SE Policy 3.1.4: Evaluate the city's roadways regarding access, alignments, two routes for egress, etc., to facilitate fire, police, and ambulance access and resident egress in case of an emergency.

CE GOAL 4: Maintain and enhance accessibility to public facilities and services for persons with special mobility needs, emergency services, commercial deliveries, and other users.

4.11.2 Environmental Setting

Police Services

The Los Angeles County Sheriff's Department provides police service to all of LCF. From its Crescenta Valley station, 5 driving miles from the project site, the Sheriff's Department responds to calls from the foothill communities of the Crescenta Valley.

Fire Services

Battalion 4 of Los Angeles County Fire Department provides firefighting and emergency response services in the vicinity of the project site. Fire Station No. 82 (Battalion 4 headquarters) is the closest fire station to the project site (3 miles away). In addition to Fire Station No. 82, Fire Station No. 19 is 3.8 driving miles from the project site.

Schools

The proposed project is on the campus of FSHA, a girls' college-preparatory private school that is generally affiliated with the Catholic Church. The school currently has an enrollment cap of 385 students. In addition to FSHA, other educational institutions in the area include the Art Center College of Design (0.7 mile south of the project site), La Cañada High School (0.9 mile northeast), St. Bedes the Venerable Elementary School and Flintridge Preparatory Academy (1.2 miles to the north), St. Francis High School (1.1 miles to the northeast), and John Muir High School (1.4 miles east).

Parks and Recreational Resources

Aside from the athletic field and swimming pool on the FSHA campus, there are no recreational facilities within 0.5 mile of the project site.

Flint Canyon Tennis Club, a private tennis club with 13 courts, is 0.6 mile north of the project site in LCF. Other recreational resources within 1 mile of the project site include the basketball courts, track and field, and baseball and softball fields at La Cañada High School, 0.9 mile north of the project site. Within the city of Pasadena, Hahamongna Watershed Park (formerly Oak Grove Park) features hiking trails, a ball field, and a disc golf course (0.6 mile from the project site). Brookside Golf Course, a 36-hole public course, is 0.7 mile east and southeast of the project site alongside the low-elevation area of the Arroyo Seco. Additional recreational resources within 1 mile of the project site are Emerald Isle Park and the privately owned Chevy Chase Country Club, both of which are 0.9 mile from the project site and within the boundaries of the city of Glendale.

Other Public Facilities

Hospitals

There are three hospitals in the area that would be capable of providing emergency services for the project site. Verdugo Hills Hospital is 3.8 vehicle miles northwest of the project site, Glendale Adventist Medical Center is 4.5 vehicle miles to the southeast, and Huntington Hospital is 6.6 vehicle miles to the southeast.

Libraries

There is one library on the FSHA campus, housed in the High School Building. In addition, there are two public libraries within 1 mile of the project site: Chevy Chase Library, 0.9 mile to the southwest, and the Linda Vista Library, 0.8 mile from the project site.

4.11.3 Environmental Impact Analysis

Methodology

Information on police and fire services, schools, parks and recreational facilities, and other public facilities was obtained from the 2013 LCF General Plan, the LCF website, and other resources. Proximity to the project site was the primary criterion used to determine the level of impact that the project would have.

Thresholds of Significance

For the purposes of the analysis in this EIR, which is made in accordance with Appendix G of the State CEQA Guidelines, project alternatives would cause a significant impact with respect to public services materials if they would:

1. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:
 - a. Fire protection
 - b. Police protection
 - c. Schools
 - d. Parks
 - e. Other public facilities

Construction Impacts

Police and Fire Protection Services

Given the density of the campus and the proximity of the proposed parking structure to St. Katherine Drive, it would be necessary for construction personnel and equipment to occupy a portion of the roadway during the parking structure construction and intermittently for construction of other facilities. At least one traffic lane would remain open throughout the construction period, allowing emergency responders to get to and from the project site and surrounding areas in the event of an emergency. Partial road closures have the potential to increase delays for emergency service responders to the area—a significant impact—but with implementation of Mitigation Measure HAZ-2 in Section 4.6, *Hazards and Hazardous Materials*, impacts on emergency responders would be reduced to less than significant.

Construction-related traffic for the SCE subtransmission line construction would result in some temporary disruptions to traffic circulation along St. Katherine Drive, Inverness Drive, Highland Drive, and the Foothill Freeway; however, access would be maintained throughout construction. Mitigation Measure HAZ-2 in Section 4.6, *Hazards and Hazardous Materials*, would ensure that any potential impacts on emergency response would be less than significant.

Schools

Construction of the proposed project would occur on the campus of a private school. Academic instruction would not be interrupted during the construction period because up to six portable classroom buildings would be set up on the existing soccer field to accommodate any classroom space that would be temporarily displaced. Given the short-term nature of construction, impacts related to schools would be less than significant.

Construction-related traffic for the SCE subtransmission line construction would result in some temporary disruptions to traffic circulation along St. Katherine Drive, Inverness Drive, Highland

Drive, and the Foothill Freeway; however, access to and from the campus would be maintained throughout construction and impacts on the school would be less than significant.

Parks and Recreational Resources

Portable classroom buildings would be set up on the existing soccer field. The use of the existing soccer field for portable classrooms would require the school's soccer team to find another place for practice, likely either La Cañada High School or St. Francis High School. No parks or recreational resources would be affected by construction of the project. Given the limited period of time that the FSHA sports teams would need to use other recreational facilities, impacts would be less than significant.

Construction of the SCE subtransmission line would not affect parks or recreational resources.

Other Public Facilities

With the exception of the library, which would be partially demolished, renovated, and reconstructed, no libraries, hospitals, or other public facilities would be affected by construction of the project, and no impact would occur. Given the limited period of time that the library would be affected, impacts would be less than significant.

Construction of the SCE subtransmission line would not affect other public facilities.

Operational Impacts

Police and Fire Protection Services

Following completion of construction, St. Katherine Drive would function as it does at present (i.e., as a two-lane striped roadway). Personnel from the Los Angeles County Sheriff's Department and Los Angeles County Fire Department would be able to get to and from the site and surrounding areas without delay or disruption. Changes to the FSHA campus would not result in large increases in the number of day students or boarding students or a need for additional police and fire protection services. Students would continue to shelter in place in the event of an emergency. No adverse impact related to police and fire protection services would occur as a result of project operation. As part of the project, portions of the campus would have improved emergency vehicle access, including an expanded roadway around the High School Building and new access between the proposed parking structure and the cottages. This would facilitate better police and fire response and access compared to the existing conditions.

Operation of the SCE subtransmission line within the existing alignment would not affect police or fire protection services.

Schools

Operation of the proposed project would not result in large increases in the number of day students or boarding students. No project-related residential population growth would occur in the area. Although the project would modify the campus of an existing school, no additional school facilities would need to be constructed, and no impact would occur.

Operation of the SCE subtransmission line within the existing alignment would not affect schools.

Parks and Recreational Resources

As discussed above, operation of the proposed project would not result in large increases in the number of day students or boarding students, and no project-related residential population growth would occur in the area. Therefore, no additional parks or recreational resources would need to be constructed, and no impact would occur.

Operation of the SCE subtransmission line within the existing alignment would not affect parks or recreational resources.

Other Public Facilities

Operation of the proposed project would not result in large increases in the number of day students or boarding students, and no project-related residential population growth would occur in the area. Therefore, no public facilities, such as libraries or hospitals, would need to be constructed. No impact related to project operation would occur.

Operation of the SCE subtransmission line within the existing alignment would not other public facilities.

4.11.4 Mitigation Measures

With the implementation of Mitigation Measure HAZ-2, as specified in Section 4.6, *Hazards and Hazardous Materials*, no significant impacts related to public services would occur as a result of project implementation.

4.11.5 Significant Unavoidable Adverse Impacts

Following the implementation of Mitigation Measure HAZ-2 in Section 4.6, *Hazards and Hazardous Materials*, there would be no unavoidable significant impacts related to public services.

4.11.6 Cumulative Impacts

All projects within a half-mile of the campus and the proposed SCE subtransmission line are site-specific projects, including additions and remodels of existing structures. Such projects would not temporarily or permanently increase the demand for public services or affect emergency response times or service ratios. Cumulative impacts would not be considerable, and the project would not contribute to a significant cumulative impact.

