
I. INTRODUCTION AND SUMMARY

INTRODUCTION TO THE EIR

The subject of this Environmental Impact Report (EIR) is the proposed Flintridge Sacred Heart Specific Plan Project (the “Project”). A detailed description of the Project is included in Section III (Project Description) of this EIR.

Because the Project will require approval of certain discretionary actions by the City of La Cañada Flintridge (the “City”), the Project is subject to the California Environmental Quality Act (CEQA), for which the City is the designated Lead Agency. The City’s Department of Community Development administers the process by which environmental documents for projects are prepared and reviewed. On the basis of these procedures, it was determined that the Project may have a significant effect on the environment, and an EIR should be prepared.

As described in Sections 15121 and 15362 of the CEQA Guidelines, an EIR is an informational document that will inform public agency decision makers and the public of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to a project. The purpose of this EIR, therefore, is to focus the discussion on those potential effects on the environment of the proposed Project that the Lead Agency has determined are or may be significant. In addition, feasible mitigation measures are required, when applicable, that could reduce or avoid significant impacts.

This EIR was prepared in accordance with Section 15151 of the CEQA Guidelines, which defines the standards for EIR adequacy as follows:

An EIR should be prepared with a sufficient degree of analysis to provide decision makers with information that enables them to make a decision that intelligently takes account of environmental consequences. An evaluation of the environmental effects of a project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR would summarize the main points of disagreement among the experts. The courts have looked not for perfection; but for adequacy, completeness, and a good faith effort at full disclosure.

EIR Process

Notice of Preparation/Scoping Meeting

In accordance with Section 21080.4 of the California Public Resources Code, a Notice of Preparation (NOP) was prepared by the Department of Community Development and distributed to the State Clearinghouse, Office of Planning and Research, responsible agencies, and other interested parties on March 3, 2016. The NOP was circulated for 30 days with the comment period ending on April 4, 2016. A scoping meeting for the Project was held on March 14, 2016 at the City Council Chambers, City Hall, 1327 Foothill Boulevard, La Cañada Flintridge. Appendix B to this EIR contains a copy of the NOP,

comments received by the City in response to the NOP, as well as the Initial Study that was prepared for the Project.

Environmental Issues Analyzed in the EIR

Based on public comments in response to the NOP and a review of environmental issues by the staff of the Department of Community Planning, this EIR includes an analysis of the following impact areas:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Public Services
- Transportation/Traffic
- Utilities and Service Systems

Environmental Review Process

The Draft EIR will be circulated for review and comment by the public and other interested parties, agencies, and organizations for a period of 45 days. After completion of the 45-day review period, a Final EIR will be prepared and will include responses to comments received on the Draft EIR that were submitted during the review period and modifications to the Draft EIR as required. Public hearings on the Project will be held after completion of the Final EIR. The City will make the Final EIR available to agencies and the public prior to considering certification of the EIR. Notice of the time and location will be published prior to the public hearing date. All comments or questions about the Draft EIR should be addressed to the following:

Susan Koleda
Deputy Director of Community Development
1327 Foothill Boulevard, La Cañada Flintridge, CA 91011
Email: skoleda@lcf.ca.gov

Organization of the Draft EIR

The Draft EIR is organized in sections as follows:

Section I (Introduction & Summary): This section provides an introduction to the Draft EIR and a description of the environmental review process and organization of the Draft EIR. This section also includes a summary of the Project description; lists the environmental issues that are addressed in the Draft EIR; a summary of the alternatives to the Project; lists the areas of known controversy based on issues raised in responses received during the NOP process; lists the issues to be resolved; and a summary the environmental impacts and mitigation measures.

Section II (Environmental Setting): This section includes an overview of the existing environmental conditions as they relate to the Project site and Project. A list of related projects is provided in this section.

Section III (Project Description): The section includes a complete description of the Project including Project location, Project characteristics, Project objectives, and required discretionary actions.

Section IV (Environmental Impact Analysis): This section is the primary focus of this Draft EIR. Each environmental issue contains a discussion of existing conditions for the Project area, an assessment and discussion of the significance of impacts associated with the Project, cumulative impacts, mitigation measures, and level of impact significance after mitigation.

Section V (General Impact Categories): This section includes a summary of significant and unavoidable impacts, a discussion of the potential growth inducement of the Project, and a discussion of the significant irreversible changes to the environment.

Section VI (Alternatives to the Proposed Project): This section includes an analysis of a range of reasonable alternatives to the Project. The range of alternatives selected is based on their ability to feasibly attain most of the basic objectives of the Project and that would avoid or substantially lessen any of the significant effects of the Project.

Section VII (Preparers of the EIR and Persons Consulted): This section presents a list of City and other agencies and consultant team members that contributed to the preparation of the Draft EIR.

SUMMARY OF THE PROJECT

Existing Conditions

The Flintridge Sacred Heart Academy (FSHA) is a Catholic independent girls' college-preparatory private school, serving grades 9 through 12. The 42-acre FSHA Campus (the "FSHA Campus") is an irregularly shaped collection of lots located in a hillside area at 440 St. Katherine Drive, predominantly in the City. The entire boundary of the FSHA Campus comprises the boundaries of the Specific Plan area (the "Project site"). The FSHA Campus is surrounded by hills and low-density single-family homes, with the developed portion of the FSHA Campus located primarily within the City and the undeveloped southern-most portion of the FSHA Campus currently under the jurisdiction of the City of Pasadena.

Approximately 17.8 acres, identified as Assessor Parcel Numbers (APNs) 5822-024-018, 5822-027-001, and 5822-028-001, are located within the City. These parcels represent the majority of the developed FSHA Campus and are located along both the north and south side of St. Katherine Drive. Approximately 24.13 acres are located in the City of Pasadena. This area is identified as APNs 5822-027-002, 5822-028-002, 5704-007-004, and 5704-012-015.

The FSHA Campus is located to the north of the 134 Freeway, west of the 210 Freeway, and east of the 2 Freeway. The campus is northwest of the Pasadena Arroyo Seco (the recreational area that includes the Rose Bowl and Brookside Park) and southwest of Hahamonga Watershed Park.

The FSHA Campus is currently zoned Public/Semi-Public (PS) under the City's Zoning Ordinance. The current land use designation for the campus is Institutional under the City's General Plan.

Existing development at the FSHA Campus comprises nine functional buildings on 18 acres of the 42-acre campus, totaling 217,351 square feet of gross building area. The current enrollment capacity of the school is 425 students, including a combination of boarding and commuting students.

Project

The intent of the FSHA Specific Plan is to allow for improvements and modernization of the FSHA Campus as a whole. To serve this purpose, the Specific Plan contains the necessary standards, guidelines, and procedures for development of the site.

Under the Specific Plan, the total building square footage of the campus would increase from the existing 217,351 square feet to a maximum of approximately 333,502 square feet, including the following:

- An expansion of the Arts Center by approximately 8,649 square feet;

- An expansion and renovation of the existing High School Building, increasing in area from the existing 19,200 square feet to approximately 32,700 square feet, to include a new information center and library, college counseling facilities, and administrative offices;
- Development of a campus plaza and enhanced internal open space areas through the Dominican Garden and other landscaping improvements;
- New outdoor athletic area providing tennis courts, athletic fields, or similar sport-related active uses; and
- A new partially subterranean, multi-level Parking Facility, up to 99,000 square feet, providing up to 239 parking spaces.

Approximately 27.2 acres (approximately 65 percent) of the FSHA Specific Plan area would remain undeveloped and in a natural condition.

Additionally, implementation of the Specific Plan would necessitate improvements to both the existing water delivery system to improve fire flow to accommodate current fire code and safety requirements and upgrading the existing electrical service system to accommodate the larger electrical load for the Project.

AREAS OF CONTROVERSY

Concerns raised in letters submitted to the Department of Community Development in response to the NOP include (but are not limited to) the following:

- Traffic/construction traffic
- Aesthetics/views
- Tree removal/replacement
- Temporary parking use
- Construction equipment staging
- Water conservation
- Land use
- Cultural resources
- Emergency access and response
- Wastewater treatment
- Noise
- Air quality

ISSUES TO BE RESOLVED

Issues to be resolved include whether or how to mitigate potentially significant environmental impacts from the Project, and whether the Project should be approved.

ALTERNATIVES TO THE PROJECT

This EIR also considers a range of reasonable alternatives to the Project to provide informed decision-making in accordance with Section 15126(d) of the CEQA Guidelines. The alternatives analyzed in this EIR include: A) No Project (Continuation of Existing Uses); B) No High School Building Expansion; and C) No Arts Center Building Expansion. For further discussion of these alternatives, refer to Section VI of this EIR. Based on the analysis in Section VI, Alternative B was selected as the environmentally superior alternative.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Table I-1 summarizes the significant environmental impacts associated with the construction and operation of the Project, mitigation measures, and the level of impact significance after mitigation.

**Table 1-1
Summary of the Project’s Significant Impacts**

Significant Impacts	Mitigation Measures	Level of Impact Significance After Mitigation
IV.B AESTHETICS		
Scenic Vistas/Resources		
<p>Due to intervening topography, landscaping, and existing development, many of the proposed changes to the FSHA Campus would not be visible from any of the City-designated scenic corridors. Additionally, the heights of the proposed new structures, including the Parking Facility and expansion of the Arts Center and High School Building, would not exceed existing building heights on the FSHA Campus and as such, would not interfere with any scenic vistas available from the Project site area.</p> <p>Scenic resources at the Project site, including open space and the historic Administration Building, would not be affected by the Project; these resources would remain untouched. As discussed in Section IV.D (Biological Resources), a total of 10 coast live oak trees and 6 California sycamore trees with a diameter-at-breast-height greater than 12 inches would be removed as part of the Project. However, the Project Applicant would be required to replace these trees in accordance with Mitigation Measure D-6, which would ensure that Project impacts related to tree removal would be less than significant. For the reasons stated above, Project impacts related to scenic vistas/resources were determined to be less than significant.</p>	<p>Refer to Mitigation Measure D-6 listed below for Section IV.D (Biological Resources).</p>	<p>Less than significant</p>

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IV.C AIR QUALITY		
Regional Construction Emissions		
<p>NO_x emissions during Phase One would exceed the threshold for this ozone precursor. As a result, construction of the Project could contribute substantially to an existing violation of air quality standards for regional pollutants (e.g., ozone). However, with implementation of Mitigation Measures C-1 through C-3, Project impacts related to NO_x emissions would be less than significant.</p>	<p>C-1: All off-road construction equipment greater than 50 hp shall meet USEPA Tier 3 emission standards, where available, to reduce NO_x, PM₁₀, and PM_{2.5} emissions at the Project site. In addition, all construction equipment shall be outfitted with Best Available Control Technology devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations. At the time of mobilization of each applicable unit of equipment, a copy of each unit’s certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided.</p> <p>C-2 The Project developer shall use 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export). If the Lead Agency determines that 2010 model year or newer diesel trucks cannot be obtained, the Lead Agency shall require trucks that meet U.S. EPA 2007 model year NO_x emissions requirements.</p> <p>C-3: Construction activities shall comply with SCAQMD Rule 403, including the following measures:</p> <ul style="list-style-type: none"> • Apply water to disturbed areas of the site 	<p>Less than significant</p>

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	<p>three times a day (applies to Flintridge Sacred Heart Academy Campus construction activities only)</p> <ul style="list-style-type: none"> • Require the use of a gravel apron or other equivalent methods to reduce mud and dirt trackout onto truck exit routes • Appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM generation. • Limit soil disturbance to the amounts analyzed in this air quality analysis. • All materials transported off-site shall be securely covered. • Apply non-toxic soil stabilizers according to manufacturers’ specifications to all inactive construction areas (previously graded areas inactive for ten days or more). • Traffic speeds on all unpaved roads to be reduced to 15 mph or less. 	
Localized Construction Emissions		
<p>The Project’s construction activities could produce PM₁₀ and PM_{2.5} emissions that would exceed localized thresholds recommended by the SCAQMD, primarily from vehicle exhaust and fugitive dust emissions from off-road construction vehicles during the site grading and excavation phase. However, implementation of Mitigation Measures C-1 through C-3 would reduce the Project’s</p>	<p>Refer to Mitigation Measures C-1 through C-3, above.</p>	<p>Less than significant</p>

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<p>local construction emissions to below SCAQMD’s significance thresholds, and Project impacts related to local construction emissions would be less than significant.</p>		
Sensitive Receptors		
<p>Nearby receptors could be exposed to concentrations of localized pollutants PM₁₀ and PM_{2.5} from construction of the Project in excess of SCAQMD LST thresholds for PM₁₀ and PM_{2.5} and represent a significant impact. However, implementation of Mitigation Measures C-1 through C-3 would reduce the Project’s local construction emissions to below SCAQMD’s significance thresholds, and Project impacts related to local construction emissions would be less than significant.</p>	<p>Mitigation Measures C-1 through C-3 (listed above)</p>	<p>Less than significant</p>
IV.D BIOLOGICAL RESOURCES		
Special-Status Species		
<p>During the Project’s construction phase, potentially significant impacts to least Bell’s vireo, pallid bat, and the San Diego desert woodrat could occur. However, implementation of Mitigation Measures D-1 through D-3 would ensure that Project impacts related to these species would be less than significant.</p>	<p>D-1: Prior to the start of any construction activity north of the I-210 Freeway, a pre-construction survey for least Bell’s vireo shall be performed. The intent of the survey shall be to confirm absence of this species immediately prior to the time of proposed activities at Pole 1. The survey shall consist of a single visit occurring between dawn and 11:00 AM and shall be conducted by a qualified biologist with experience identifying and surveying for the least Bell’s vireo. If construction activities are proposed to occur between September 15 and April 1 (when this species is not present in the region), a pre-</p>	<p>Less than significant</p>

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	<p>construction survey shall not be required and construction may proceed.</p> <p>If the pre-construction survey determines that the species is not present, there is no potential for impact on least Bell’s vireo, and no further action would be needed.</p> <p>If the pre-construction survey determines that the species is present, full avoidance shall be required. Any work at replacement Pole 1 that may affect the species shall occur when the species is absent, between September 15 and April 1. In addition, to protect least Bell’s vireo habitat during construction, prior to any work at replacement Pole 1, Environmentally Sensitive Area flagging shall be placed by the construction contractor with oversight by a biologist. The Environmentally Sensitive Area flagging can be placed more conservatively to increase the protected area as determined by the contractor and agreed to by the biologist. To ensure protection of the potential habitat from any surface runoff during work at replacement Pole 1, the following Best Management Practices shall be implemented as necessary, at the direction of the biologist:</p> <ul style="list-style-type: none"> a. The active construction area shall be watered regularly to control dust and thus minimize impacts on adjacent vegetation. b. Sediment and erosion control measures shall be 	

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Summary of the Project’s Significant Impacts**

Significant Impacts	Mitigation Measures	Level of Impact Significance After Mitigation
	<p>implemented until such time that soils are determined to be successfully stabilized.</p> <p>c. All equipment maintenance, staging, and dispensing of fuel, oil, coolant, or any other toxic substances shall be located so there is no potential for a spill to reach the potential least Bell’s vireo habitat.</p> <p>D-2: To avoid any impacts on roosting bats resulting from construction activities, all trees to be removed as part of the Project shall be evaluated by a qualified biologist for their potential to support bat roosts.</p> <p>If trees to be removed are determined to provide potential bat roost habitat, and the trees would be removed during the maternity season (April 15 to August 15), a qualified bat biologist shall conduct a one-night emergence survey during acceptable weather conditions (no rain or high winds, night temperatures above 45 degrees Fahrenheit) or, if conditions permit, physically examine the roost for presence or absence of bats (such as with lift equipment) before the start of construction or removal. If the roost is determined to be occupied during this time, the tree shall be avoided until after the maternity season when young are self-sufficiently volant.</p> <p>If trees with bat roost potential require removal during the winter months when bats are in torpor (usually</p>	

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Summary of the Project’s Significant Impacts**

Significant Impacts	Mitigation Measures	Level of Impact Significance After Mitigation
	<p>October 31 to February 15, but depending on specific weather conditions), a qualified bat biologist shall physically examine the roost for presence or absence of bats (such as with lift equipment) before the start of construction. If the roost is determined to be occupied during this time, the tree shall be avoided until after the winter season when bats are once again active.</p> <p>Trees with potential colonial bat habitat (trees with cavities, crevices, exfoliating bark, and bark fissures) can be removed outside of the maternity season (April 15 to August 15) and winter season (October 31 to February 15) using a two-step tree trimming process that occurs over 2 consecutive days. On Day 1, under the supervision of a qualified bat biologist, Step 1 shall include branches and limbs with no cavities removed by hand (e.g., using chainsaws). This will create a disturbance (noise and vibration) and physically alter the tree. Bats roosting in the tree will either abandon the roost immediately (rarely) or, after emergence, will avoid returning to the roost. On Day 2, Step 2 of tree removal may occur, which will involve removal of the remainder of the tree. Trees that are only to be trimmed and not removed shall be processed in the same manner; if a branch with a potential roost must be removed, all surrounding branches shall be trimmed on Day 1 under supervision of a qualified bat biologist and then the limb with the potential roost shall be removed on Day 2.</p>	

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Significant Impacts	Mitigation Measures	Level of Impact Significance After Mitigation
	<p>Trees with foliage (and without colonial bat roost potential), such as palm trees, that can support lasiurine bats (such as western yellow bat, the only special-status lasiurine species with the potential to occur in the study area) shall have the two-step tree trimming process occur over 1 day under the supervision of a qualified bat biologist. Step 1 will be to remove adjacent, smaller, or non-habitat trees to create noise and vibration disturbance that will cause abandonment. Step 2 will be to remove the remainder of tree on that same day.</p> <p>D-3: A qualified biologist shall conduct general wildlife surveys prior to any earth- moving or vegetation disturbing activities to determine the presence/absence of the San Diego desert woodrat. Evidence that a general wildlife survey was conducted and any follow up activity shall be presented to LCF prior to the issuance of any grading/building/utility permits. A qualified biologist shall be present during all construction activities to ensure the protection of all wildlife. If special-status animal species are found within the study area, construction activities shall be halted and buffers installed until the species is out of harm’s way. General construction activities shall be conducted in a manner that minimizes mortality of the species and degradation of habitat. If special-status wildlife species are found within the study area, consultation with USFWS and/or CDFW shall be initiated by the Project Applicant.</p>	

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<p>Jurisdictional Wetlands</p> <p>During the Project’s construction phase, potentially significant impacts to jurisdictional wetlands could occur. However, implementation of Mitigation Measure D-4 would ensure that Project impacts related to jurisdictional wetlands would be less than significant.</p>	<p>D-4: The footprint for replacement Poles 2-4 and 11 shall be adjusted as necessary to avoid impacts on potentially jurisdictional features to the maximum extent practicable.</p> <p>For poles where there are potential impacts on jurisdictional features, a wetlands jurisdictional delineation shall be conducted prior to the start of construction. If no jurisdictional wetland features are identified, no further action is required. If jurisdictional wetland features are identified and will be impacted, appropriate permits shall be acquired under the federal Clean Water Act Sections 401 and 404 and California Fish and Game Code 1602. Environmentally Sensitive Area flagging shall be placed at the extent of the permitted footprint to ensure that the impact does not exceed the authorized impact area. In addition, whether the identified jurisdictional features would be impacted or not, the following Best Management Practices shall be included for potential indirect impacts:</p> <ul style="list-style-type: none"> • Sediment and erosion control measures shall be implemented as directed by a qualified biologist until such time that soils are determined by the biologist to be successfully stabilized. • All equipment maintenance, staging, and dispensing of fuel, oil, coolant, or any other toxic substances shall be located so there is no 	<p>Less than significant</p>

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Significant Impacts	Mitigation Measures	Level of Impact Significance After Mitigation
	potential for a spill to reach the jurisdictional features.	
Wildlife Movement		
<p>The study area provides some wildlife habitat movement opportunities, particularly in the southwestern portion of the area. Although the study area is relatively developed with an existing school and residential development, wildlife may be utilizing these areas for movement. Short-term construction activities associated with the Project could temporarily disturb wildlife movement. However, with implementation of Mitigation Measure D-5, Project impacts related to wildlife movement would be less than significant.</p>	<p>D-5: The following measures shall be required during construction to address potential impacts on wildlife movement:</p> <ul style="list-style-type: none"> • No hazards to wildlife shall be left overnight without installing protective measures such as escape ramps in trenches to prevent wildlife from becoming entrapped. • Litter control measures shall be implemented. Trash and food items shall be contained in closed containers and removed daily to reduce the attractiveness of the area to opportunistic predators such as common ravens (<i>Corvus corax</i>), coyotes (<i>Canis latrans</i>), and feral dogs. • To reduce nighttime lighting spillover, exterior light fixtures and standards shall be designed to be fully shielded, directing light downward and below the horizontal plane of the fixture height. 	
Trees		
<p>According to the tree report, a total of 10 coast live oak trees and 6 California sycamore trees with a DBH greater than 12 inches would be removed with Project implementation. Furthermore, additional protected trees may be removed in association with sub-transmission pole replacement, installation, and removal. However, with implementation of Mitigation Measure D-6, Project</p>	<p>D-6: All California oak and California sycamore trees, which meet LCF’s Municipal Code standards for a protected tree, that are removed shall be replaced at a ratio of 3:1.</p>	<p>Less than significant</p>

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impacts related to trees would be less than significant.		
Nesting Birds and Raptor Foraging		
<p>There is high potential for nesting birds to occur throughout the study area. The removal of vegetation may directly impact birds and bird nests, which would trigger the MBTA and similar provisions under Fish and Game Code as well as be a potentially significant impact to native birds under CEQA. Several raptor species may use the site or nearby trees for nesting or foraging. The removal of these trees may adversely affect nesting raptors. However, with implementation of Mitigation Measure D-7, Project impacts related to nesting birds and raptor foraging would be less than significant.</p>	<p>D-7: To avoid any impacts on migratory birds resulting from construction activities that may occur during the nesting season (February 1 through August 31), the following measure shall be implemented:</p> <ul style="list-style-type: none"> • A qualified biologist shall conduct a preconstruction survey of the proposed construction sites and up to a 250-foot buffer area around the sites, as appropriate. This preconstruction survey should commence no more than 2 days prior to the onset of such construction activities as clearing and grubbing and initial ground disturbance. • If an active nest(s) is observed, an appropriate buffer (no-construction activity buffer) shall be established by the biologist to ensure nest abandonment does not occur due to the construction activities. The minimum buffer shall be 50 feet for nesting passerine birds. The minimum buffer shall be 250 feet for nesting raptors. These minimum buffers can be reduced by a qualified biologist based on field conditions and the disturbance tolerance of each species. • All “no-construction activity” buffer areas shall be clearly demarcated in the field with stakes and flagging that are visible to construction 	<p>Less than significant</p>

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Summary of the Project’s Significant Impacts**

Significant Impacts	Mitigation Measures	Level of Impact Significance After Mitigation
	personnel.	
IV.E CULTURAL RESOURCES		
Historical Resources		
<p>The following physical changes to the historical resource, Flintridge Biltmore Hotel Historic District, and its immediate surroundings would occur as a result of the Project:</p> <ol style="list-style-type: none"> 1. Cottages 1 and 2, the largest of the five cottages, and the Tennis Shelter building, all contributing features of the Historic District, would be demolished. 2. The Parking Facility would change the setting of the Historic District by introducing a physical and visual obstruction that blocks views between the Administration Building and the cottages. This would change the relationship of the contributing features of the Historic District and diminish the district’s ability to convey its significance as an architecturally unified complex. 3. In addition, portions of the expanded Arts and Humanities Building would encroach into the Historic District boundary to the northwest of Cottage 3, which would alter further the immediate surroundings of the Historic District and change the physical relationship between the cottages, which are contributing elements of the Historic District. 	<p>E-1: Cottages 1 and 2, including interiors, garden paths, and stairways, and the Tennis Shelter building, shall be documented through archiving of any existing original or as-built drawings and 35mm black and white photographs. Documentation shall be done by FSHA students The photographic documentation shall be made available to the public through the City of La Cañada Flintridge within 1 year of completing documentation.</p> <p>E-2: Additional interpretive displays based upon the documentary fieldwork shall be placed around the FSHA Campus and made available for viewing to students and the public within 1 year of the demolition of the cottages. The displays shall interpret the history of the Flintridge Biltmore Hotel and FSHA with an emphasis placed upon the original configuration of the hotel, cottages, outbuildings, and other landscape features.</p>	<p>Significant and unavoidable</p>

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<p>Although not designed by Myron Hunt, who was important to the architectural and cultural development of Southern California, the cottages were constructed concurrently with the hotel building and were an integral part of the complex. The inclusion of cottages with the primary building in the hotel’s plan is consistent with the plans of other significant hotels of the day, including the Huntington Hotel, which was also designed by Myron Hunt.</p> <p>Although the Historic District suffered the loss of the original music pavilion (by fire) and tennis courts (converted to a parking lot), the hotel building, all original cottages, and landscape features—including the bridle trails, walking paths, rock walls, and walkway lights—remain intact. The Historic District as a whole retains its integrity. The removal of the cottages and Tennis Shelter building and introduction of a new 3-story Parking Facility within the Historic District between the cottages and the Administration Building would result in a loss of design, feeling, association, and materials. However, the Historic District would retain sufficient integrity to remain eligible for the California Register. Nonetheless, Project impacts related to the contributing features would be significant.</p> <p>Implementation of Mitigation Measures E-1 and E-2 would not reduce the Project’s significant impact to historical resources to less than significant, and the impact</p>		

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would remain significant and unavoidable.		
Archaeological/Tribal Resources		
<p>No archaeological resources are known to occur within the Project site. Because of the setting of the campus (i.e., on steep slopes) and the shallow bedrock, there is a low likelihood for encountering buried archaeological resources during construction activities, although not out of the realm of possibility, given the high archaeological resource sensitivity of the area. As such, it is possible that unknown archaeological resources could be encountered and damaged/destroyed during ground-disturbing activities associated with the Project. However, implementation of Mitigation Measures E-3 and E-4 would ensure that Project impacts related to archaeological/tribal resources would be less than significant.</p>	<p>E-3: Prior to the issuance of a grading permit for projects at the FSHA Campus or the commencement of work on the sub-transmission pole/line replacement activities, the Project Applicant shall retain a qualified archaeologist and a certified monitor from the Gabrieleño Band of Mission Indians to monitor all ground-disturbing activities in an effort to identify any unknown archaeological/tribal resources. During the demolition and grading process, the monitors shall be present to monitor freshly excavated soil and to identify, document, and further explore any intact artifact-filled deposits that may become unearthed. This would include field and laboratory analysis of any artifacts that are recovered during the fieldwork. The locations of any new discoveries shall be plotted on a site map and described in detail and recorded with SCCIC. In addition, in the event that buried archaeological resources are exposed during Project construction, work within 50 feet of the find shall stop until a qualified archaeologist and certified monitor from the Gabrieleño Band of Mission Indians, meeting the standards of the Secretary of the Interior, can identify and evaluate the significance of the discovery and develop recommendations for treatment, in conformance with California Public Resources Code Section 21083.2. However, construction activities could continue in other areas of the Project site. Recommendations could include preparation of a</p>	<p>Less than significant</p>

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Significant Impacts	Mitigation Measures	Level of Impact Significance After Mitigation
	<p>Treatment Plan, which could require recordation, collection and analysis of the discovery; preparation of a technical report; and curation of the collection and supporting documentation in an appropriate depository. Any Native American remains shall be treated in accordance with state law.</p> <p>E-4: Prior to any ground-disturbing activities associated with projects at the FSHA Campus or the sub-transmission pole/line replacement activities, the prime contractor and any subcontractor(s) shall be advised of the legal and/or regulatory implications of knowingly destroying cultural resources or removing artifacts, human remains, bottles, and other cultural materials from the Project site.</p>	
IV.F GEOLOGY AND SOILS		
<p>The Project site is in a seismically active region and is susceptible to ground motion as a result of potential movement along faults in the region. Seismic activity in the region is an existing condition. CEQA does not require that lead agencies study the impact of the existing environment upon the proposed project or its future occupants. Nevertheless, CEQA does require study of the potential impacts of grading, excavation, and structures proposed as part of a project, including the potential impacts of these activities during seismic events. All new development associated with the Project would be required by the City to be designed and constructed in conformance to the most recently adopted City Building Code design</p>	<p>F-1: Prior to issuance of any construction-related permit, FSHA shall have prepared a Geotechnical Report by a qualified engineer that addresses the specific building standards and recommendations that shall apply to building on the Project site.</p>	<p>Less than significant</p>

**Table 1-1
Summary of the Project’s Significant Impacts**

Significant Impacts	Mitigation Measures	Level of Impact Significance After Mitigation
<p>parameters. Additionally, the City would require the Project Applicant to have prepared a Geotechnical Report that would address the specific building standards and recommendations that shall apply to building on the Project site (refer to Mitigation Measure F-1). Through compliance with the City’s building code and recommendations of a Geotechnical Report, impacts related to seismic ground shaking would be less than significant.</p>		
<p>IV.H HAZARDS AND HAZARDOUS MATERIALS</p>		
<p>Impair/Interfere with Emergency Response/Evacuation Plan</p>		
<p>During the construction phases for the development projects under the Specific Plan, temporary partial lane closures could occur to allow for the delivery of materials and the movement of haul trucks, which could potentially affect emergency response. However, the Project includes a Construction Management Plan (refer to Mitigation Measure M-1), implementation of which would ensure that impacts related to this issue would be less than significant.</p>	<p>Refer to Mitigation Measure M-1, below.</p>	<p>Less than significant</p>
<p>Wildland Fires</p>		
<p>Implementation of the FSHA Specific Plan would require the fire service within the FSHA Campus to be upgraded prior to any net increase in building square footage (refer to Mitigation Measure H-1). This includes the addition of several on-site fire hydrants within the FSHA Campus grounds. To meet the Los Angeles County Fire Department required fire flow and water pressure for the</p>	<p>H-1: As required as part of the Specific Plan, the proposed fire service enhancements shall be implemented prior to a net increase in building square footage.</p> <p>H-2: As required as part of the Specific Plan, the Landscape Plan and ongoing maintenance and operation of the FSHA Campus shall be in compliance with the “Fuel</p>	<p>Less than significant</p>

**Table 1-1
Summary of the Project’s Significant Impacts**

Significant Impacts	Mitigation Measures	Level of Impact Significance After Mitigation
<p>new on-site hydrants, the existing fire service would be upgraded. The Conceptual Landscape Plan incorporates a plant palette of drought-tolerant and native species that serve to reduce water use and serve as a sufficient buffer between FSHA Campus development areas and surrounding native vegetation and brush. As required, the Landscape Plan and ongoing maintenance and operation of the FSHA Campus would be in compliance with the “Fuel Modification Plan Guidelines,” published by the County of Los Angeles Fire Department. To ensure compliance with existing and continued fuel modification and setback planning requirements, the draft landscape plan prepared for each major FSHA Campus improvement would be reviewed and approved by the Los Angeles County Fire Department (refer to Mitigation Measure H-2). With implementation of Mitigation Measure H-2, Project impacts related to wildland fires would be less than significant.</p>	<p>Modification Plan Guidelines,” published by the County of Los Angeles Fire Department. To ensure compliance with existing and continued fuel modification and setback planning requirements, the draft landscape plan prepared for each major FSHA Campus improvement shall be reviewed and approved by the Los Angeles County Fire Department.</p>	
Helicopter Operations		
<p>Prior to implementation of the Specific Plan development projects, approximately eight existing 66-kV sub-transmission poles would be replaced, and approximately five new 66-kV sub-transmission poles would be installed. One existing H-Frame Structure located approximately 100 feet southeast of Highland Drive and approximately three existing 4-kV distribution poles located to the east of the FSHA Campus could be removed. Approximately four new 16-kV distribution poles would be installed – one at the intersection of Inverness Drive and St Katherine</p>	<p>H-3: Prior to any helicopter external load operations, a Congested Area Plan shall be prepared and approved by the FAA. The need for short-term road closures, if any, shall be identified in the Congested Area Plan and shall be coordinated with the appropriate jurisdictions as described in Section IV.M, Transportation/Traffic.</p>	<p>Less than significant</p>

**Table 1-1
Summary of the Project’s Significant Impacts**

Significant Impacts	Mitigation Measures	Level of Impact Significance After Mitigation
<p>Drive and three north of the FSHA Campus. Due to lack of accessibility as a result of topography and vegetation, replacement of four of the poles could require the use of a helicopter to transport the poles from a staging area to the location of the pole installation. The anticipated staging area would be the Palmerstone Property and/or at the intersection of Inverness Drive and Normandy Drive. Once the area for the pole installation has been prepped, a helicopter would fly from its station of origin to the staging area, where the pole would be attached to lines and would be carried by the helicopter to the location of pole installation.</p> <p>It is an FAA regulation for helicopters conducting external load operations in populated/developed areas to submit a Congested Area Plan to the FAA and obtain approval prior to any work with helicopters begin. Generally, the FAA requires five working days advanced notice for the CAP. The CAP is developed by the owner/operator of the helicopter conducting the work. FAA regulations require the helicopter owner/operator to secure the Operational Area, which is an area unoccupied on the surface by the nonparticipating public. The Operational Area is not part of the operation, but persons within this area could sustain injuries, or property could sustain damage, by the external load or by the attaching means (load, cables, hooks, etc.). The Operational Area is defined by using the length of the longline suspended under the helicopter, plus any rigging, plus the length of the load itself (i.e., 100-foot longline +</p>		

**Table 1-1
Summary of the Project’s Significant Impacts**

Significant Impacts	Mitigation Measures	Level of Impact Significance After Mitigation
<p>10-foot rigging + 75-foot pole = 185-foot minimum distance laterally from the helicopter from pick up location to set location). SCE Aircraft Operations tries to adhere to a 300-foot Operational Area for company owned helicopters during external load operations. Contract helicopter companies shall determine their own distance requirements based on the equipment they decide to use for the Project that could exceed 300 feet. Structures are required to be unoccupied, if the required distances cannot be maintained during the flight. If any poles are located within the minimum lateral distance of homes, it is anticipated that flight paths for the pole replacement would require residents to temporarily vacate their homes during flight operations. Pole 3, located northwest of the termination of Normandy Court) is located within 300 lateral feet of 22 Normandy Court and 211 Inverness drive). Pole 4, located northeast of the intersection of Inverness Drive and St. Katherine Drive, is located within 300 lateral feet of 211 and 244 Inverness Drive. Pole 9, located south of 312 Inverness Drive, is located within 300 lateral feet of 206, 250, 300, 309, 312, and 321 Inverness Drive. Thus, SCE would coordinate with potentially affected residents to minimize the duration of the necessary work and any resulting inconvenience. With implementation of the Congested Area Plan (Mitigation Measure H-3), risks to people living in the vicinity of the pole replacement locations would be less than significant.</p>		

**Table 1-1
Summary of the Project’s Significant Impacts**

Significant Impacts	Mitigation Measures	Level of Impact Significance After Mitigation																								
IV.K NOISE																										
Construction																										
<p>Phase 1</p> <p><i>Fire Protection Plan</i></p> <p>Fire Protection Plan improvements would primarily occur east of the High School Building, along or near St. Katherine Drive. Residences along St. Katherine Drive are located up to 50 feet west of the Project site. As a result, they could experience temporary construction noise levels of up to 83.3 dBA L_{eq}. This would exceed the LCFMC’s 75 dBA L_{eq} daytime limit for temporary construction noise levels affecting single-family residences.</p> <p><i>Electrical Service Upgrades</i></p> <p>Receptors located in the immediate vicinity of pole locations 5, 6, 7, 8, 9, and 12 could experience temporary and intermittent noise levels in excess of 75 dBA L_{eq} as a result of construction vehicles and equipment. As each pole would require only approximately 3 days of work to complete, the duration of any construction noises would be temporary in nature. Project Design Features K-4 through K-7 would moderate the noise impacts of these vehicles and equipment.</p> <p>It is anticipated that helicopter support activities for pole</p>	<p>K-1: Construction staging activities at the Palmerstone Property, including those related to helicopter work, shall maintain as great a distance as practical and feasible from 450 Euston Place.</p> <p>K-2: Temporary noise barriers capable of achieving a sound attenuation of at least 6 dBA shall be installed along the eastern boundary of the Palmerstone Property to mitigate noise impacts from grading and other non-helicopter-related activities at 450 Euston Place. This noise barrier shall be dismantled during the use of the Palmerstone Property as a helicopter staging area.</p> <p>K-3: All non-construction personnel within the helicopter staging and sub-transmission pole installation activities shall be evacuated in accordance with the following table:</p> <table border="1" data-bbox="814 1117 1570 1403"> <thead> <tr> <th colspan="3">Exterior Noise Levels from Helicopter Activities</th> </tr> <tr> <th>Distance (Feet)</th> <th>Exterior Noise Level (dBA)</th> <th>NIOSH Recommended Duration Limit</th> </tr> </thead> <tbody> <tr> <td>300</td> <td>98</td> <td>23m 49s</td> </tr> <tr> <td>325</td> <td>97</td> <td>30m</td> </tr> <tr> <td>350</td> <td>97</td> <td>30m</td> </tr> <tr> <td>375</td> <td>97</td> <td>30m</td> </tr> <tr> <td>400</td> <td>96</td> <td>37m 48s</td> </tr> <tr> <td>425</td> <td>95</td> <td>47m 37s</td> </tr> </tbody> </table>	Exterior Noise Levels from Helicopter Activities			Distance (Feet)	Exterior Noise Level (dBA)	NIOSH Recommended Duration Limit	300	98	23m 49s	325	97	30m	350	97	30m	375	97	30m	400	96	37m 48s	425	95	47m 37s	<p>Less than significant</p>
Exterior Noise Levels from Helicopter Activities																										
Distance (Feet)	Exterior Noise Level (dBA)	NIOSH Recommended Duration Limit																								
300	98	23m 49s																								
325	97	30m																								
350	97	30m																								
375	97	30m																								
400	96	37m 48s																								
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**Table 1-1
Summary of the Project’s Significant Impacts**

Significant Impacts	Mitigation Measures			Level of Impact Significance After Mitigation
<p>installation would last approximately 1 hour and 15 minutes, per pole. Given the proximity of receptors to pole locations 3, 4, 9, and 11 and the two helicopter staging areas, noise levels from helicopter support activities would exceed NIOSH recommended duration limits at receptors in the Project area. This specific impact would be considered significant but mitigable. Mitigation Measure K-3 is required to reduce the Project’s helicopter-related noise impacts to below NIOSH recommended duration limits.</p> <p><i>Lot A Parking Improvements</i></p> <p>Residences nearest to Lot A include 450 Euston Place, 525 Palmerstone Drive, 3777 Bramley Way, and 400 Palmerstone Drive. Of these, 450 Euston Place would experience the greatest noise impacts from construction activities at Lot A. Located approximately 50 feet east of Lot A and at a relatively similar grade, 450 Euston Place could experience exterior noise levels of up to 79.4 dBA L_{eq} as a result of Lot A parking improvements and construction staging activities. This would exceed the LCFMC’s 75 dBA L_{eq} daytime limit for temporary construction activities affecting single-family residences. Mitigation Measures K-1 and K-2 would mitigate the Project’s impacts at 450 Euston Place. Temporary noise barriers required by Measure K-2 would reduce construction noises at this receptor by between 5 dBA and 15 dBA. Project Design Features K-4 through K-7 would</p>	450	95	47m 37s	
	475	94	1h	
	500	94	1h	
	525	93	1h 16m	
	550	93	1h 16m	
	575	93	1h 16m	
	600	92	1h 35m	
	625	92	1h 35m	
	650	91	2h	
	675	91	2h	
	700	91	2h	
	<p><i>s = second m = minute h = hour</i> <i>Source: DKA Planning and NIOSH.</i></p>			
	<p>The following measures would ensure the consistency of the Project’s construction activities with Section 5.02.060 of the LCF Municipal Code and minimize nuisance noises from the proposed Parking Facility:</p> <p>K-4: All construction equipment powered by internal combustion engines shall be properly muffled and maintained.</p> <p>K-5: Unnecessary idling of internal combustion engines shall be prohibited.</p> <p>K-6: All stationary noise-generating construction equipment, such as air compressors and generators, shall be located as far as practical from existing residences.</p> <p>K-7: Quiet construction equipment shall be selected whenever</p>			

**Table 1-1
Summary of the Project’s Significant Impacts**

Significant Impacts	Mitigation Measures	Level of Impact Significance After Mitigation
<p>further reduce the Project’s impacts. As a result, the Project’s noise impacts during construction would be less than significant and.</p> <p>Phase 2</p> <p><i>Palmerstone Property – Subgrade Activities</i></p> <p>Debris generated by the construction of the Parking Facility would be transported to the Palmerstone Property. Here, concrete and asphalt rubble from the demolition of Lot C and the Tennis Shelter would be pulverized and used as a subgrade base for Phase 4 improvements. This could require the use of dozers, excavators, and front-end loaders. 450 Euston Place, a single-family residence located approximately 50 feet east of the Palmerstone lot, could experience noise levels of up to 77.7 dBA L_{eq} from these vehicles’ activities. This would exceed the LCFMC’s 75 dBA L_{eq} limit on construction noises affecting single-family residences. Soils excavated from Lot C would subsequently be spread and compacted at the Palmerstone lot, atop the subgrade base. This could also require the use of dozers, excavators, and front-end loaders, but also graders and rollers. 450 Euston Place could experience noise levels of up to 81.0 dBA L_{eq} from graders. Mitigation Measures K-1 and K-2 would mitigate the Project’s impacts at 450 Euston Place. Temporary noise barriers required by Measure K-2 would reduce construction noises at this receptor by between 5 dBA and</p>	<p>feasible.</p>	

**Table 1-1
Summary of the Project’s Significant Impacts**

Significant Impacts	Mitigation Measures	Level of Impact Significance After Mitigation
<p>15 dBA. Project Design Features K-4 through K-7 would further reduce the Project’s impacts. As a result, the Project’s noise impacts during construction would be less than significant.</p> <p>Phase 4</p> <p><i>Paving</i></p> <p>Paving for all scenarios could require a paver. All scenarios would also include fine grading activities that could require equipment such as graders or dozers. Installation of tennis courts could further require a concrete mixing truck, though asphalt tennis courts would instead require a paver. Under any scenario, 450 Euston Place, located 50 feet east of the Palmerstone lot, could experience noise levels of up to 81.0 dBA L_{eq} from grader activities. This would exceed the LCFMC’s 75 dBA L_{eq} limit for construction noise levels affecting single-family residences. As discussed previously, Mitigation Measures K-1 and K-2 would mitigate the Project’s impacts at 450 Euston Place. Temporary noise barriers required by Measure K-2 would reduce construction noises at this receptor by between 5 dBA and 15 dBA. Project Design Features K-4 through K-7 would further reduce the Project’s impacts to varying degrees. As a result, the Project’s noise impacts during construction would be less than significant.</p>		

**Table 1-1
Summary of the Project’s Significant Impacts**

Significant Impacts	Mitigation Measures	Level of Impact Significance After Mitigation
IV.M TRANSPORTATION/TRAFFIC		
Construction		
<p>Construction-related traffic could affect local traffic conditions during the Project’s construction phase. However, implementation of Mitigation Measure M-1 would ensure that construction-related traffic impacts would be less than significant.</p>	<p>M-1: Prior to issuance of any construction-related permit, both FSHA and SCE shall prepare and submit Construction Management Plans for approval by LCF. The approved Construction Management Plan shall be implemented by the Project Applicant during all construction phases. The Construction Management Plan shall include the following:</p> <ul style="list-style-type: none"> • Overall construction schedule; • Haul routes; • Identification of the need for flagmen and radio dispatch to control traffic movements or other such measures; • Identification of lane and/or roadway closures and associated traffic-control measures; • Identification of the location of on-site construction equipment and materials storage; • Identification of location of on-site construction worker parking; • Construction material delivery schedule during non-peak travel periods; • For construction activities on the FSHA Campus, all access to surrounding land uses shall be maintained; • Coordination of deliveries to reduce the potential of trucks waiting to unload for extended periods of time; 	<p>Less than significant</p>

**Table 1-1
Summary of the Project’s Significant Impacts**

Significant Impacts	Mitigation Measures	Level of Impact Significance After Mitigation
	<ul style="list-style-type: none"> • Prohibition of parking by construction workers on adjacent streets; • Placement of appropriate warning signage on affected roadways to alert motorists of the presence of flagmen and trucks, as well as during times of material deliveries including, steel, concrete and other building materials; • Prohibition of queuing of construction vehicles and delivery trucks on local streets (with the exception of when construction vehicles/trucks arrive to the construction site to begin construction and when construction vehicles/trucks leave at the end of the work day); and • Any other measures deemed necessary by LCF. 	