Appendix F Traffic Study

Appendices

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Transportation Assessment – Crescenta Valley High School Field Improvement Project

La Crescenta-Montrose, CA

January 2021

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1. INTRODUCTION

This report documents the traffic assessment prepared for the Crescenta Valley High School Field Improvement Project, proposed by the Glendale Unified School District. The study uses vehicle miles traveled (VMT) as the basis for determining transportation effects per the requirements of the California Environmental Quality Act (CEQA), Senate Bill (SB) 375. Other information provided in this study regarding street segments, level of service (LOS), traffic volumes, trip distribution, and trip assignment is provided for informational purposes only, for other use in the Environmental Impact Report (EIR) being prepared for the project (i.e., for assessing air quality and noise impacts).

The proposed Project will include addition of 3,442 bleachers and lighting for night games to the school's existing track and field facility. The Project will be located within the existing school campus, situated between Ramsdell Avenue and Glenwood Avenue, in the unincorporated community of La Crescenta-Montrose.

The following sections examine the traffic volumes and potential parking impacts of Project-related activities on a typical Friday evening, between 5:00 pm to 7:00 pm, which would be the peak period for both project activities and street traffic and parking demand on area roadways. The findings of this analysis will be used in the preparation of the Project environmental documentation. The project study area for traffic volumes encompasses six intersections.

A weekday evening parking survey was conducted to document the location and general availability of unoccupied parking spaces at nearby on-street parking areas (within an approximate quarter-mile distance, primarily within local residential areas) during the same peak period.

1.1 PROJECT DESCRIPTION

The proposed project site is located within the unincorporated community of La Crescenta-Montrose, in the County of Los Angeles. The proposed site is bounded by residential land uses in the immediate vicinity, with commercial land uses along Foothill Boulevard, two blocks to the north. The main access points will be from the existing gate locations at Ramsdell Avenue, Archway Drive and Prospect Avenue. Regional access to the site is provided via the I-210 freeway, directly to the south of the site.

The Project site is currently occupied by the existing track-and-field facility within the school campus. The proposed Project involves the development of new bleachers with 3,442 seats, field lighting, a concession stand, and a team room.

Figure 1 provides the proposed site plan. Figure 2 illustrates the traffic volumes study area and the site location in relation to the surrounding street system

1.2 PROJECT STUDY AREA

The project volume analysis area includes the following six study intersections:

1. Ramsdell Avenue & Foothill Boulevard
2. Glenwood Avenue & Foothill Boulevard*
3. La Crescenta Avenue & Foothill Boulevard
4. Ramsdell Avenue & Community Avenue
5. La Crescenta Avenue & Prospect Avenue
6. La Crescenta Avenue & Altura Avenue*

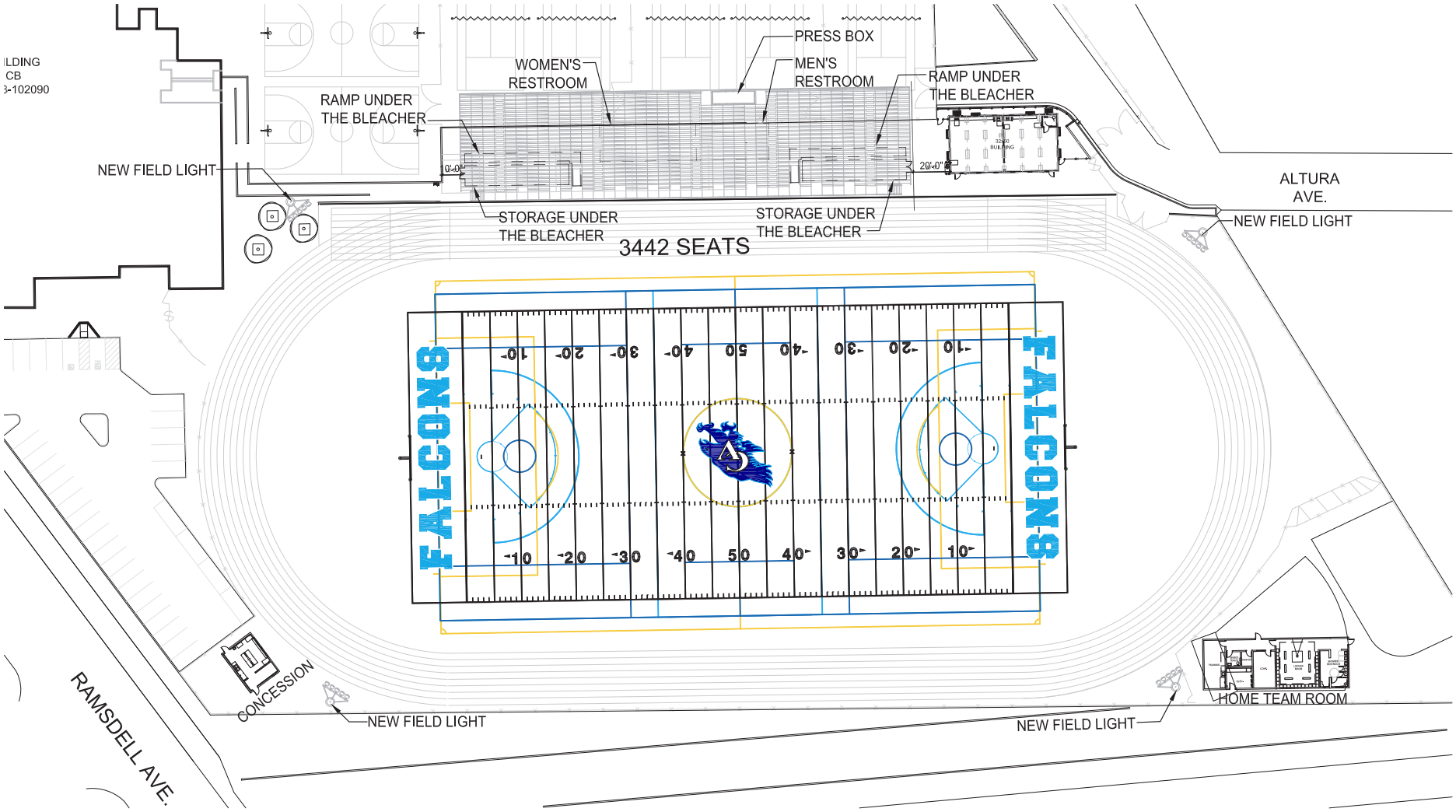
** Two-way-stop controlled intersection*

Figure 2 illustrates the study area and the locations of the included intersections.

FIGURE 1

TRAFFIC IMPACT STUDY | CRESCENTA VALLEY HIGH SCHOOL FIELD IMPROVEMENT PROJECT

Site Plan



STADIUM STUDY - OPTION 3 SITE PLAN

CRESCENTA VALLEY HIGH SCHOOL
GLENDALE UNIFIED SCHOOL DISTRICT

SCALE: 1" = 50'-0"
0 25' 50' 100'
north

Feb.20.2019

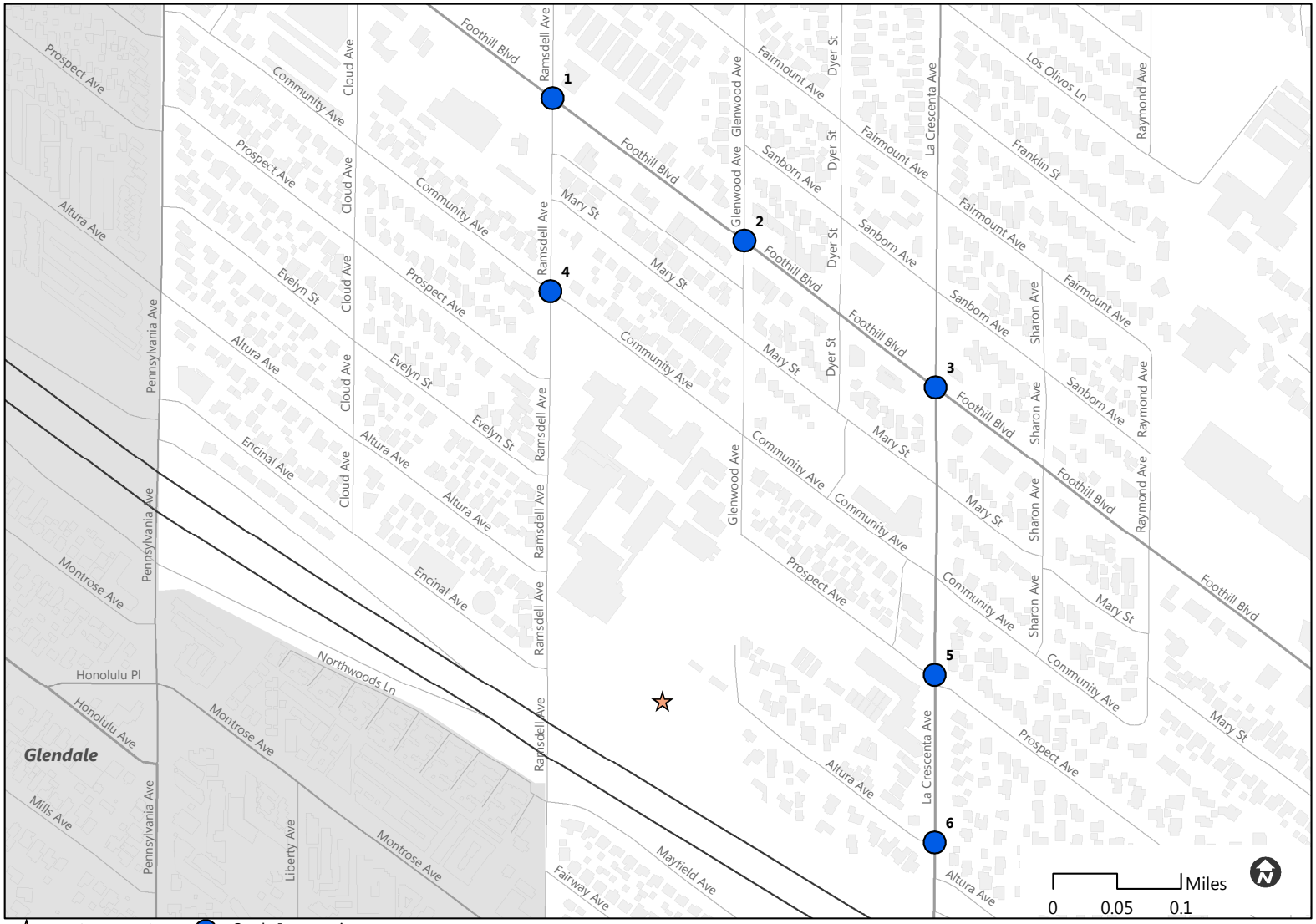
21016.00

tBP/Architecture
4611 Teller Avenue
Newport Beach, CA 92660
949.673.030

FIGURE 2

TRAFFIC IMPACT STUDY | CRESCENTA VALLEY HIGH SCHOOL FIELD IMPROVEMENT PROJECT

Study Area and Intersections



1.3 ANALYSIS METHODOLOGY

This report was prepared to provide scenario traffic volumes for the environmental analysis, and also to provide a review of anticipated vehicle miles traveled (VMT) effects of the project.

Volume Scenarios

Traffic volumes were analyzed at the study intersections for the weekday evening peak period. The study included the analysis of the following scenarios:

- Existing
- Existing with-Project
- Future (Year 2020) with Ambient Growth and Area Projects
- Future with-Project (Year 2020) with Ambient Growth, Area Projects and the Proposed Project

Existing Conditions

New traffic counts were conducted at all of the study intersections. Fieldwork within the study area was undertaken to identify the condition of key study area roadways, including traffic control, approach lane configurations, and on-street parking restrictions at each study intersection.

Project Trip Generation

Forecast Project trip generation was derived from the scoping document submitted to City staff. The new track and field bleachers will have a capacity of 3,442 seats. The maximum trip generation assumptions included an 85 percent factor for spectators arriving and departing via automobile and an average vehicle occupancy of 2.5 persons per vehicle. These factors were considered to be typical of sporting facility operations of this type. Parking demand calculations were based on this same methodology.

It was also assumed that 50% of the generated vehicle trips will arrive during the busiest hour within the 5:00 p.m. to 7:00 p.m. timeframe, and 10% of the vehicles will leave (as the departing portion of a drop off trip) during the busiest hour.

The methodology utilized for Project trip distribution calculations is discussed in Section 3 of this report.

Existing with-Project Conditions

Based on the Project trip generation and the traffic count totals, an Existing plus-Proposed Project volumes scenario was analyzed.

Future without-Project Conditions

In order to account for traffic growth in the study area, an ambient/background traffic growth rate was applied to the existing traffic counts. Traffic from related/area projects (approved and pending developments) was then added to these future background volumes.

Future with-Project Conditions

Project trip generation was added to the future without-Project volumes to define the future with-Project traffic volumes.

Vehicles Miles Traveled

On September 27, 2013, SB 743 was signed into law. The legislature found that with the adoption of SB 375, the state had signaled its commitment to encourage land use and transportation planning decisions and investments that reduce vehicle miles traveled (VMT)

On January 20, 2016, the Governor's Office of Planning and Research released proposed revisions to its CEQA guidelines for the implementation of SB 743. OPR developed alternative metrics and thresholds based on VMT. The guidelines were certified by the Secretary of the Natural Resources Agency in December 2018, and automobile delay, as described solely by level of service of similar measures of vehicular capacity or traffic congestion, shall not be considered a significant impact on the environment.

As of July 1, 2020, lead agencies are required consider VMT as the metric for determining transportation impacts. The guidance provided relative to VMT significance criteria is focused on primarily on land use projects such as residential, office, and retail uses. However, as noted in the updated CEQA Guidelines, agencies are directed to choose metrics that are appropriate for their jurisdiction to evaluate the potential impacts of a project in terms of VMT.

The District has not adopted a VMT threshold for use in determining significant transportation impacts under CEQA. This DEIR considers the four criteria identified in CEQA Guidelines Section 15064.3(b)(1-4) to analyze the project's transportation impacts. To determine how the project should be evaluated, each of the criteria was considered.

1. Land Use Projects. VMT exceeding thresholds can indicate a significant impact. Projects within ½ mile of transit in in high quality transit areas would be less-than-significant, as would projects that decrease VMT. As discussed above, there are two bus routes that run within the vicinity of the project site. However, the proposed project is not located within 0.5 miles of a high quality transit area. The transit service in the vicinity of the proposed project does not meet these criteria, and the presumption would not apply to this project.

2. Transportation Projects. This criteria is not applicable to the proposed project as it is not a transportation-related criteria.

3. Qualitative Analysis. If models or methods are not available to estimate a project's VMT, a lead agency may address impacts qualitatively, considering factors such as transit, proximity to other destinations, etc. Special events such as full-capacity sporting events are temporary occurrences that are already occurring within the District and immediate vicinity. The proposed project would allow for Crescenta Valley HS events that generate VMT, which are currently held off-campus, to be relocated back to the campus serving those students. Therefore, for the purposes of this project, it has been determined that a qualitative analysis is appropriate.

4. Methodology. The lead agency has discretion to choose the most appropriate methodology to evaluate VMT impacts, and assumptions should be documented and explained.

2. EXISTING CONDITIONS

This section describes the existing conditions within the study area in terms of roadway facilities and transit service.

2.1 EXISTING ROADWAY SYSTEM

The key roadways within the study area are described here. The discussion is limited to specific roadways that traverse the study intersections and serve the Project site. Figure 3 illustrates the existing traffic controls and approach lane geometries at the study intersections.

Foothill Boulevard is classified as an east-west Major Highway in the Los Angeles County Highway Plan. In the study area, the roadway provides two through travel lanes and a Class II bicycle lane in each direction. On-street parking is permitted on both sides of the roadway. The posted speed limit is 40 miles per hour.

Glenwood Avenue is classified as a north-south local street in the Los Angeles County Highway Plan. This roadway provides one travel lane in each direction. On-street parking is generally permitted on both sides of the roadway. The posted speed limit is 30 miles per hour.

La Crescenta Avenue is classified as a north-south Secondary Highway by the Los Angeles County Highway Plan. This roadway provides two travel lanes in each direction south of Foothill Boulevard and one travel lane in each direction north of Foothill Boulevard. On-street parking is generally permitted on both sides of the roadway. The posted speed limit ranges from 25 to 35 miles per hour.

Prospect Avenue is classified as an east-west Local Street in the Los Angeles County Highway Plan. This roadway provides one through travel lane in each direction. On-street parking is permitted on both sides of the roadway east of La Crescenta Avenue and west of Ramsdell Avenue: Between Glenwood Avenue and La Crescenta Avenue, on-street parking is restricted during school hours. The posted speed limit is 25 miles per hour.

Ramsdell Avenue is classified as a north-south Local Street in the Los Angeles County Highway Plan. This roadway provides one through travel lane in each direction. On-street parking is generally permitted on both sides of the roadway, with parking prohibited on the east side of the street between Mary Street and Foothill Boulevard and on the west side of the street between Mary Street and Community Avenue. The posted speed limit ranges from 25 to 30 miles per hour.

2.2 EXISTING TRANSIT SERVICE

The Project study area is served by bus transit lines operated by Los Angeles County Metro and the Glendale Beeline. Table 1 summarizes the area transit services.

FIGURE 3

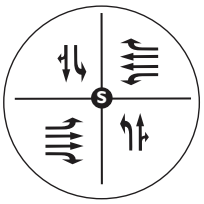
TRAFFIC IMPACT STUDY | CRESCENTA VALLEY HIGH SCHOOL FIELD IMPROVEMENT PROJECT

Existing Lane Configuration

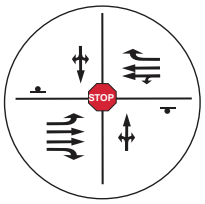
LANE CONFIGURATION

- Signalized Intersection
- Stop Sign Controlled Intersection
- Stop Sign
- Intersection Lane Geometry

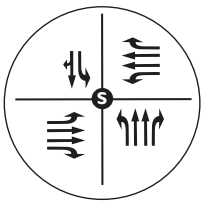
#1 Ramsdell Avenue & Foothill Boulevard



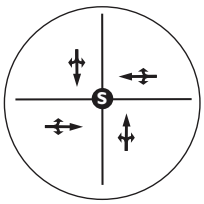
#2 Glenwood Avenue & Foothill Boulevard



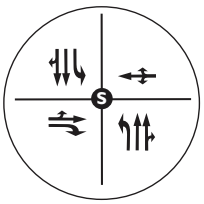
#3 La Crescenta Avenue & Foothill Boulevard



#4 Ramsdell Avenue & Community Avenue



#5 La Crescenta Avenue & Prospect Avenue



#6 La Crescenta Avenue & Altura Avenue

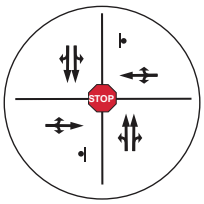


Table 1 – Existing Transit Service Summary

Agency	Line	From	To	Via	Peak Frequency
Metro	91	Downtown LA	Olive View-UCLA Medical Center	La Crescenta Avenue, Foothill Boulevard	30-50 minutes
Glendale Beeline	3	Glendale Galleria	Jet Propulsion Laboratory	Verdugo Road, Honolulu Avenue, La Crescenta Avenue, Foothill Boulevard	15-30 minutes

2.3 EXISTING TRAFFIC VOLUMES

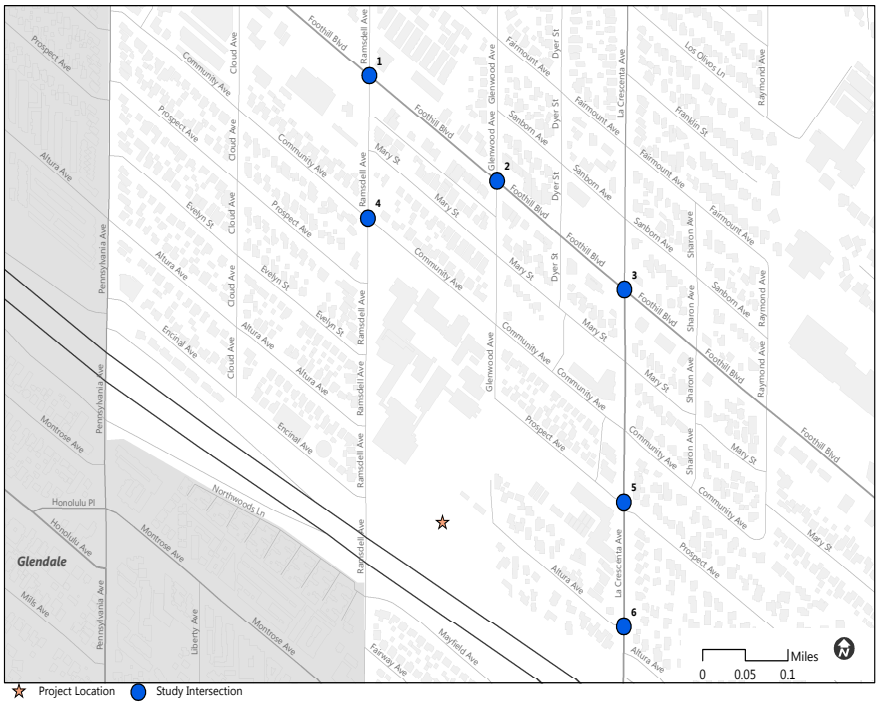
Vehicle turning movement counts were collected at the study intersections on Friday, May 3, 2019. Counts were conducted from 5:00 p.m. to 7:00 p.m. The existing peak-hour traffic turn movement volumes are illustrated on Figure 4 of this report.

The traffic count data sheets are provided in Appendix A.

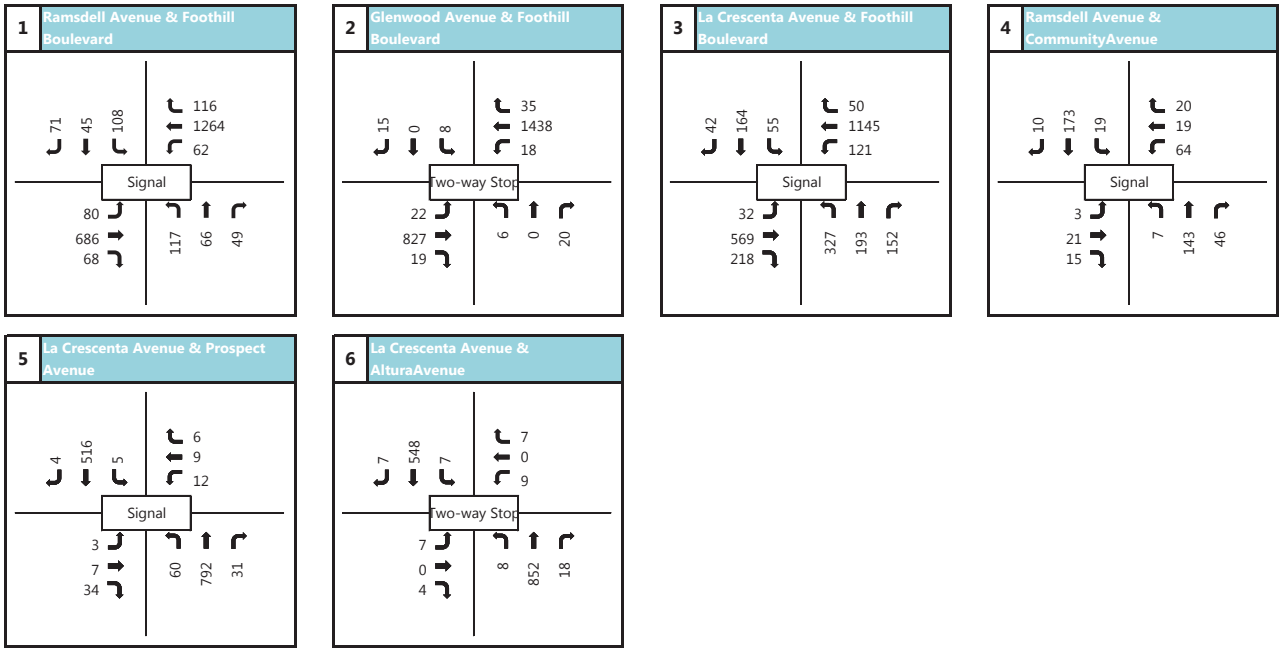
FIGURE 4

TRAFFIC IMPACT STUDY | CRESCENTA VALLEY HIGH SCHOOL FIELD IMPROVEMENT PROJECT

Existing PM Peak Hour Traffic Volumes



xx/xx AM/PM turning movement volumes



3. PROJECT TRAFFIC

This section defines the traffic that would be generated by the proposed Project in a three-step process including trip generation, trip distribution and trip assignment. This information has been provided for informational purposes and for use in the environmental document air quality and noise analyses, but has not been used for impact analysis in this report.

3.1 PROJECT TRIP GENERATION

As indicated in Section 1, the forecast Project trip generation was derived from the scoping document submitted to City staff. The new bleachers at the track-and-field facility will have a capacity of 3,442 seats.

The typical sports event trip generation assumptions included the following. These factors were considered to be typical of sporting facility operations of this type:

- 85% of spectators arriving and departing via automobiles
- An average vehicle occupancy of 2.5 persons per vehicle

Parking demand calculations were based on this same base methodology.

It was assumed that 50% of the vehicle trips will arrive during the busiest hour of the 5:00 p.m. to 7:00 p.m. timeframe, and 10% of the vehicles will depart the site (as part of a drop-off trip) within that hour.

The total net peak hour trips would be as follows:

- Inbound: 585 total inbound trips (122 headed to the two school parking lots, 114 headed to overflow parking areas, and 349 headed to on-street parking areas.)
- Outbound: 59 outbound trips (all departing the pick-up/drop-off area)

The total peak-hour trip generation would therefore equate to 644 trips (585 inbound trips and 59 outbound trips).

3.2 PROJECT TRIP DISTRIBUTION

Trip distribution is the process of assigning the directions from which traffic will access the Project site. Trip distribution is dependent upon the land use characteristics of the Project, the local roadway network, and the general locations of other land uses to which Project trips would originate or terminate. Figure 5 illustrates the trip distribution percentages at the study intersections.

3.3 PROJECT TRIP ASSIGNMENT

Based on the trip generation and distribution assumptions described above, Project traffic was assigned to the roadway system. The peak hour Project trip assignment is illustrated on Figure 6.

FIGURE 5

TRAFFIC IMPACT STUDY | CRESCENTA VALLEY HIGH SCHOOL FIELD IMPROVEMENT PROJECT

Project Trip Distribution

xx% Project Trip Distribution

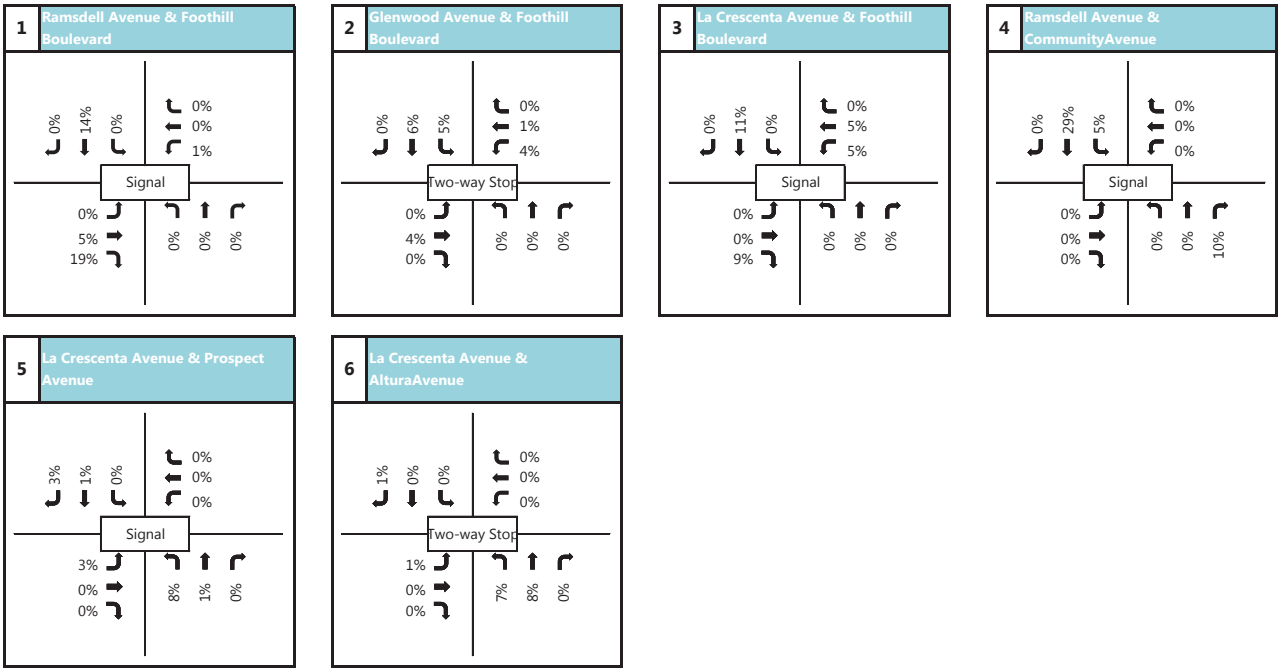
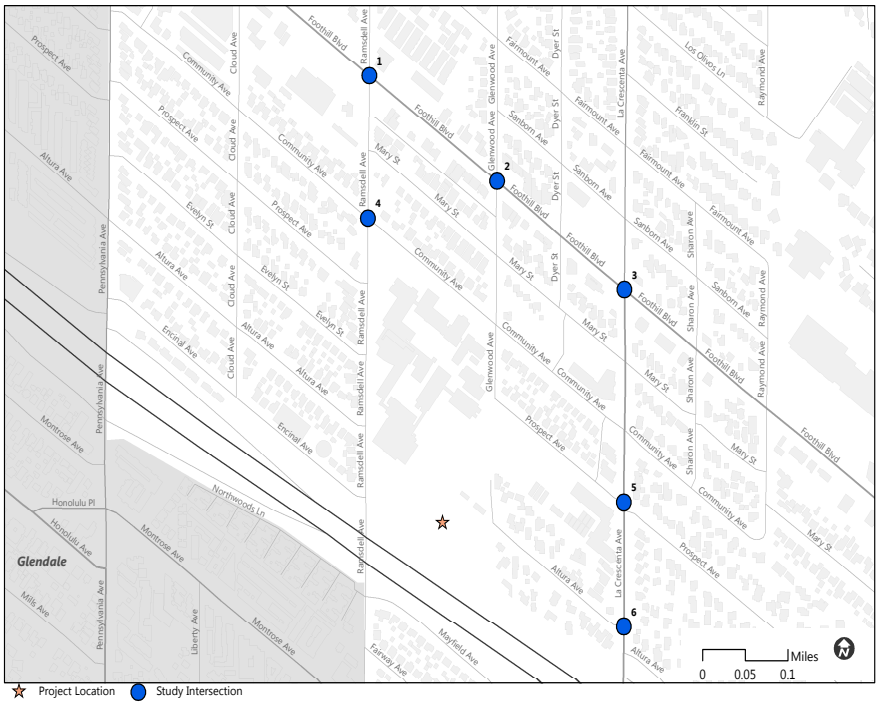


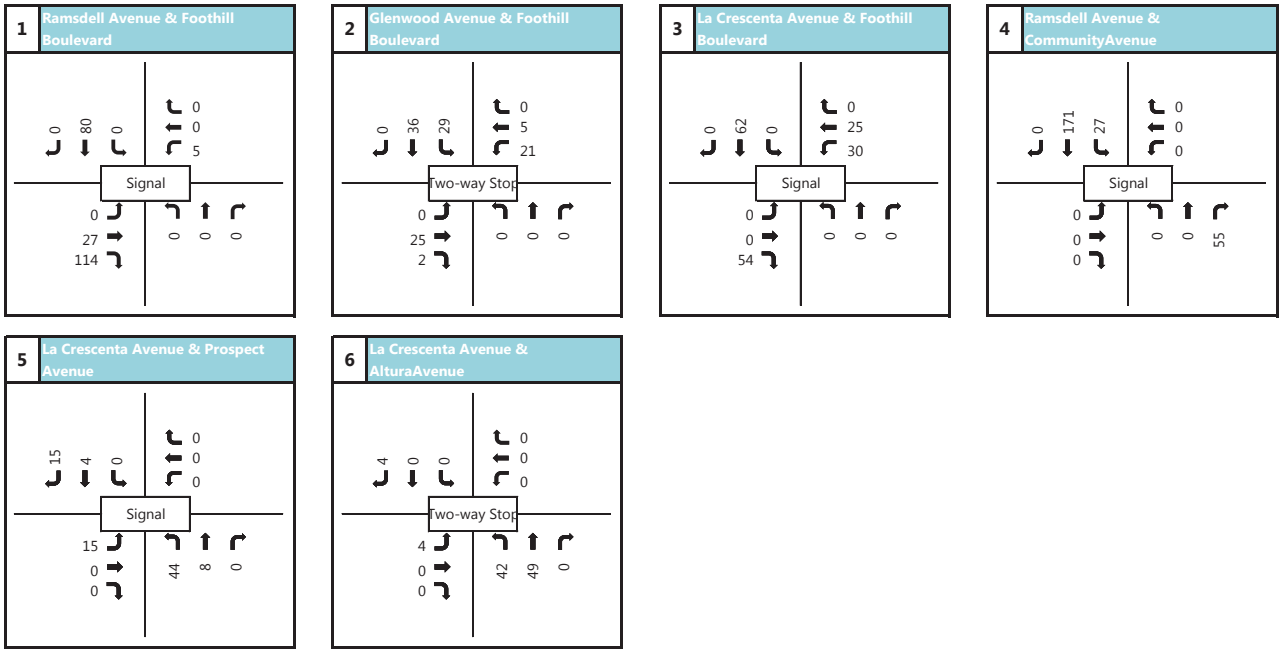
FIGURE 6

TRAFFIC IMPACT STUDY | CRESCENTA VALLEY HIGH SCHOOL FIELD IMPROVEMENT PROJECT

Project Trip Assignment



xx/xx AM/PM turning movement volumes



4. EXISTING WITH PROJECT CONDITIONS

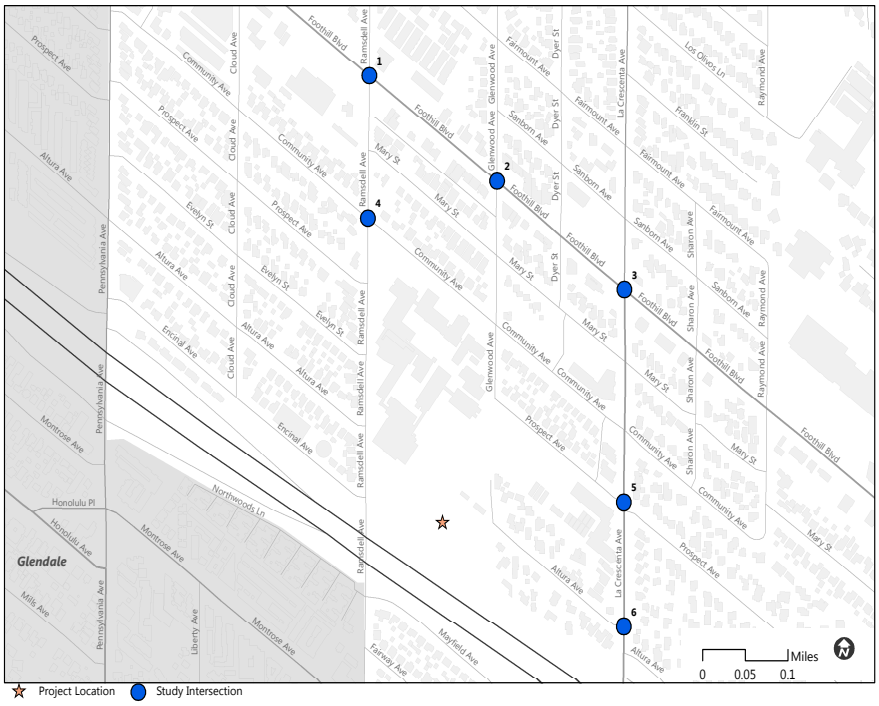
This section documents existing traffic volumes at the study intersections with the addition of Project-generated traffic. Traffic volumes for these conditions were derived by adding Project trips to the existing traffic volumes.

The existing with-Project traffic volumes are illustrated on Figure 7.

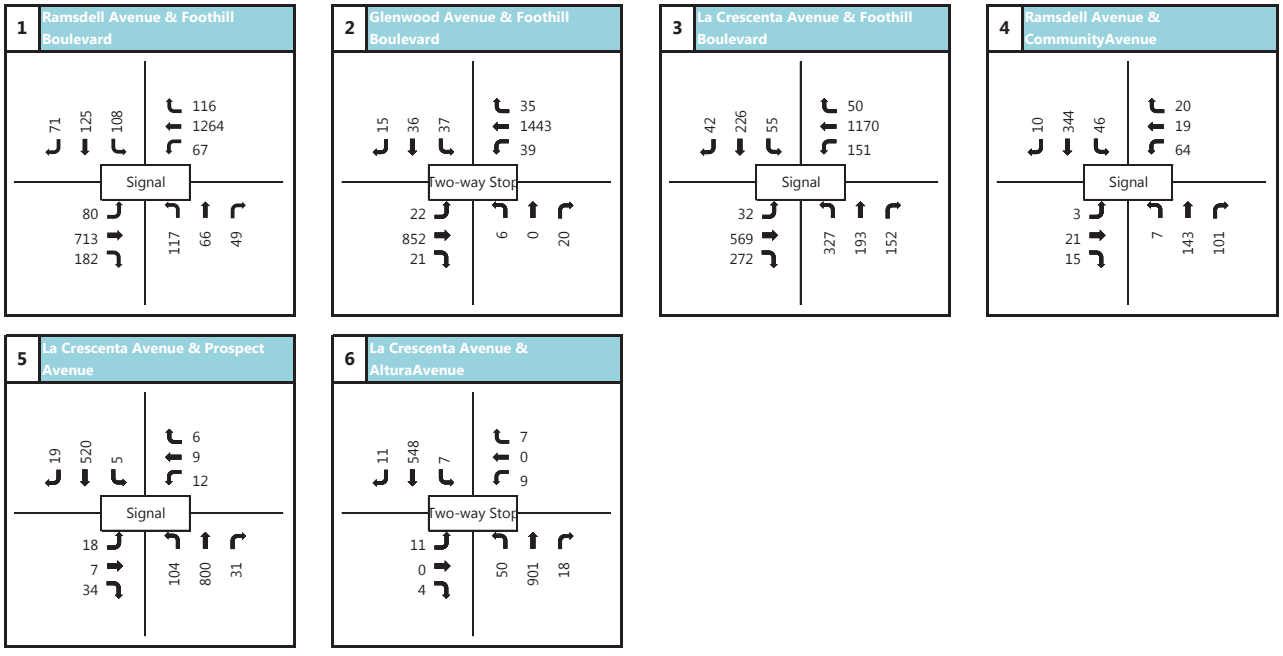
FIGURE 7

TRAFFIC IMPACT STUDY | CRESCENTA VALLEY HIGH SCHOOL FIELD IMPROVEMENT PROJECT

Existing with Project - PM Peak Hour Traffic Volumes



xx/xx AM/PM turning movement volumes



5. FUTURE WITHOUT PROJECT CONDITIONS

This section provides an analysis of future traffic volumes in the study area with area/related project trips and background growth added, but without Project traffic. The proposed Project is anticipated to be completed by 2020, and the future analysis was based on that year.

5.1 AMBIENT GROWTH

In order to acknowledge regional population and employment growth outside of the study area, an ambient traffic growth rate of one percent per year was applied to the existing traffic counts. Area project trips were also added to this scenario, as discussed below.

5.2 AREA PROJECTS

In addition to ambient traffic growth, traffic from cumulative/area projects (approved and pending developments) was included in the year-2020 traffic volumes analysis. A total of 97 projects in the community of La Crescenta-Montrose and the cities of Glendale and La Cañada Flintridge were identified for inclusion in the analysis.

Table 2 provides the trip generation estimates for the related area projects. The project locations are illustrated on Figure 8.

Table 2 – Area Projects Trip Generation Estimate

No.	Project Name	Address	City	Land Use	Intensity	Units	Daily	PM Peak Hour		
								Rate	% In	% Out
18	Accessory Dwelling Units	2418 Cross Street, La Crescenta CA 91214	La Crescenta-Montrose	Single-Family Homes	1.0	Dwelling Units	9	1	1	0
19	Accessory Dwelling Units	2410 Laughlin Avenue, La Crescenta CA 91214	La Crescenta-Montrose	Single-Family Homes	1.0	Dwelling Units	9	1	1	0
20	Accessory Dwelling Units	2763 Fairmount Avenue, La Crescenta CA 91214	La Crescenta-Montrose	Single-Family Homes	1.0	Dwelling Units	9	1	1	0
21	Accessory Dwelling Units	2700 Los Olivos Lane, La Crescenta CA 91214	La Crescenta-Montrose	Single-Family Homes	1.0	Dwelling Units	9	1	1	0
22	Accessory Dwelling Units	2315 Caracas Street, La Crescenta CA 91214	La Crescenta-Montrose	Single-Family Homes	1.0	Dwelling Units	9	1	1	0
23	Accessory Dwelling Units	4950 Rosemont Avenue, La Crescenta CA 91214	La Crescenta-Montrose	Single-Family Homes	1.0	Dwelling Units	9	1	1	0
24	Accessory Dwelling Units	2512 Los Amigos Street, La Crescenta CA 91214	La Crescenta-Montrose	Single-Family Homes	1.0	Dwelling Units	9	1	1	0
25	Accessory Dwelling Units	2542 Kemper Avenue, La Crescenta CA 91214	La Crescenta-Montrose	Single-Family Homes	1.0	Dwelling Units	9	1	1	0
26	Accessory Dwelling Units	3057 Gertrude Avenue, La Crescenta CA 91214	La Crescenta-Montrose	Single-Family Homes	1.0	Dwelling Units	9	1	1	0
27	Accessory Dwelling Units	2713 Mayfield Avenue, La Crescenta CA 91214	La Crescenta-Montrose	Single-Family Homes	1.0	Dwelling Units	9	1	1	0
28	Accessory Dwelling Units	3122 Los Olivos Lane, La Crescenta CA 91214	La Crescenta-Montrose	Single-Family Homes	1.0	Dwelling Units	9	1	1	0
29	Accessory Dwelling Units	4266 Pennsylvania Avenue, La Crescenta CA 91214	La Crescenta-Montrose	Single-Family Homes	1.0	Dwelling Units	9	1	1	0
30	Accessory Dwelling Units	2334 Del Mar Road, Montrose CA 91020	La Crescenta-Montrose	Single-Family Homes	1.0	Dwelling Units	9	1	1	0
31	Accessory Dwelling Units	2404 Mayfield Avenue, Montrose CA 91020	La Crescenta-Montrose	Single-Family Homes	1.0	Dwelling Units	9	1	1	0
32	Accessory Dwelling Units	2502 Community Avenue, Montrose CA 91020	La Crescenta-Montrose	Single-Family Homes	1.0	Dwelling Units	9	1	1	0
33	Accessory Dwelling Units	2575 Mayfield Avenue, Montrose CA 91020	La Crescenta-Montrose	Single-Family Homes	1.0	Dwelling Units	9	1	1	0
34	Accessory Dwelling Units	2923 Community Avenue, La Crescenta CA 91214	La Crescenta-Montrose	Single-Family Homes	1.0	Dwelling Units	9	1	1	0
35	Accessory Dwelling Units	4128 Ramsdell Avenue, La Crescenta CA 91214	La Crescenta-Montrose	Single-Family Homes	1.0	Dwelling Units	9	1	1	0
36	Accessory Dwelling Units	2264 Luana Lane, Montrose CA 91020	La Crescenta-Montrose	Single-Family Homes	1.0	Dwelling Units	9	1	1	0
37	Single-family Development	5919 Canyonside Road, La Crescenta CA 91214	La Crescenta-Montrose	Single-Family Homes	1.0	Dwelling Units	9	1	1	0
38	Single-family Development	2805 Orange Avenue, La Crescenta CA 91214	La Crescenta-Montrose	Single-Family Homes	1.0	Dwelling Units	9	1	1	0
39	Single-family Development	2322 Orange Cove Avenue, La Crescenta CA 91214	La Crescenta-Montrose	Single-Family Homes	1.0	Dwelling Units	9	1	1	0
40	Single-family Development	2440 Cross Street, La Crescenta CA 91214	La Crescenta-Montrose	Single-Family Homes	1.0	Dwelling Units	9	1	1	0
41	Single-family Development	2829 Willowhaven Drive, La Crescenta CA 91214	La Crescenta-Montrose	Single-Family Homes	1.0	Dwelling Units	9	1	1	0
42	Single-family Development	4927 El Sereno Avenue, La Crescenta CA 91214	La Crescenta-Montrose	Single-Family Homes	1.0	Dwelling Units	9	1	1	0
43	Single-family Development	4825 Briggs Avenue, La Crescenta CA 91214	La Crescenta-Montrose	Single-Family Homes	1.0	Dwelling Units	9	1	1	0
44	Single-family Development	2620 El Caminito St. La Crescenta-Montrose, CA 91214	La Crescenta-Montrose	Single-Family Homes	1.0	Dwelling Units	9	1	1	0
45	retail to office (1.653 KSF)	3825 Ocean View Boulevard 1/2 CA 91020	La Crescenta-Montrose	General Office	1.7	KSF	16	2	0	2
				Shopping Center	-1.7	KSF	-62	-6	-3	-3
46	Single-family Development	2535 Piedmont Avenue, Montrose CA 91020	La Crescenta-Montrose	Single-Family Homes	1.0	Dwelling Units	9	1	1	0
47	New 4 unit, two story apartments over single story parking garage	2231 Mira Vista Avenue, Montrose CA 91020	La Crescenta-Montrose	Multifamily Housing (Low Rise)	4.0	Dwelling Units	29	2	1	1
48	3 Story 9 unit residential apartment building	2225 Mira Vista Avenue, Montrose CA 91020	La Crescenta-Montrose	Multifamily Housing (Mid-Rise)	9.0	Dwelling Units	49	4	2	2
49	Single-family Residence	2740 Prospect Avenue, La Crescenta CA 91214	La Crescenta-Montrose	Single-Family Homes	1.0	Dwelling Units	9	1	1	0
50	Single-family Residence	2716 Mary Street, La Crescenta CA 91214	La Crescenta-Montrose	Single-Family Homes	1.0	Dwelling Units	9	1	1	0
51	3 unit low-rise multi-family (replacing 1 sfr)	2500 Hermosa Avenue, Montrose CA 91020	La Crescenta-Montrose	Multifamily Housing (Low Rise)	3.0	Dwelling Units	22	2	1	1
				Single-Family Homes	-1.0	Dwelling Units	-9	-1	-1	0
52	Proposed (n) 8 unit apt house w/ 16 covered parking spaces demo (e) 2323 sq. ft. SFR.	2218 Montrose Avenue 1/2, Montrose CA 91020	La Crescenta-Montrose	Multifamily Housing (Low Rise)	8.0	Dwelling Units	59	4	3	1
				Single-Family Homes	-1.0	Dwelling Units	-9	-1	-1	0
53	Single-family Residence	2644 Prospect Avenue, La Crescenta CA 91214	La Crescenta-Montrose	Single-Family Homes	1.0	Dwelling Units	9	1	1	0
54	NEW PROPOSED 10 UNIT TWO STORY APARTMENT BUILDING OVER SINGLE STORY PARKING GARAGE	2906 Fairmount Avenue, La Crescenta CA 91214	La Crescenta-Montrose	Multifamily Housing (Low Rise)	10.0	Dwelling Units	73	6	4	2
55	Single-family Residence	4329 BRIGGS Avenue, MONTROSE CA 91020	La Crescenta-Montrose	Single-Family Homes	4.0	Dwelling Units	38	4	3	1
56	5 UNIT NEW MULTIFAMILY APARTMENTS; SUB PARKING GARAGES.	2314 Montrose Avenue, Montrose CA 91020	La Crescenta-Montrose	Multifamily Housing (Low Rise)	5.0	Dwelling Units	37	3	2	1
57	Build a new two-story, 4 unit apartment build and connect to existing two-story, 2 unit apartment.	4360 Ocean View Boulevard, Montrose CA 91020	La Crescenta-Montrose	Multifamily Housing (Low Rise)	4.0	Dwelling Units	29	2	1	1
58	5-Unit Apt Bldg Replacing a SFR	4036 Rosemont Avenue, Montrose CA 91020	La Crescenta-Montrose	Multifamily Housing (Low Rise)	5.0	Dwelling Units	37	3	2	1
				Single-Family Homes	-1.0	Dwelling Units	-9	-1	-1	0
59	new construction for three stories 6-unit apartment building	4520 Rosemont Avenue, La Crescenta CA 91214	La Crescenta-Montrose	Multifamily Housing (Low Rise)	6.0	Dwelling Units	44	3	2	1

No.	Project Name	Address	City	Land Use	Intensity	Units	Daily	PM Peak Hour		
								Rate	% In	% Out
60	doctor's office replaces cleaners (.508 KSF)	3067 Foothill Boulevard, La Crescenta CA 91214	La Crescenta-Montrose	Medical/Dental Office	0.5	KSF	18	2	1	1
				Shopping Center	-0.5	KSF	-19	-2	-1	-1
61	Proposed new 6 units town house apartment building.	1961 Waltonia Drive, Montrose CA 91020	La Crescenta-Montrose	Multifamily Housing (Low Rise)	6.0	Dwelling Units	44	3	2	1
62	Single-family Residence	2461 Florencita Drive, Montrose CA 91020	La Crescenta-Montrose	Single-Family Homes	1.0	Dwelling Units	9	1	1	0
63	new offices -710 sf	2540 Foothill Boulevard, La Crescenta CA 91214	La Crescenta-Montrose	General Office	0.7	KSF	7	1	0	1
64	med office (minus existing office)-KSF	4141 Ocean View Boulevard #Suite # 4148, Montrose CA 91020	La Crescenta-Montrose	Medical/Dental Office	1.6	KSF	54	5	1	4
				General Office	-1.6	KSF	-15	-2	0	-2
65	Single-family Residence	3115 Los Olivos Lane, La Crescenta CA 91214	La Crescenta-Montrose	Single-Family Homes	1.0	Dwelling Units	9	1	1	0
66	16 two-story apartment units with 37 parking spaces.	2454 MONTROSE Avenue, MONTROSE CA 91020	La Crescenta-Montrose	Multifamily Housing (Low Rise)	16.0	Dwelling Units	117	9	6	3
67	New detached 496 SF ADU at rear	4908 TREND TERRACE GLENDALE CA 91214	Glendale	Single-Family Homes	1.0	Dwelling Units	9	1	1	0
68	Mixed-used development (Retail and Apartments)	3950 FOOTHILL BLVD	Glendale	Shopping Center	38.9	KSF	1,468	148	71	77
				Multifamily Housing (Mid-Rise)	30.0	Dwelling Units	163	13	8	5
69	600 SF Accessory Dwelling Unit	3700 PONTIAC ST GLENDALE CA 91214	Glendale	Single-Family Homes	1.0	Dwelling Units	9	1	1	0
70	Accessory Dwelling Unit	4419 LOWELL AVE GLENDALE CA 91214	Glendale	Single-Family Homes	1.0	Dwelling Units	9	1	1	0
71	Detached ADU at the rear	4144 LOWELL AVE GLENDALE CA 91214	Glendale	Single-Family Homes	1.0	Dwelling Units	9	1	1	0
72	416 SF Garage Conversion to ADU	3628 2ND AVE GLENDALE CA 91214	Glendale	Single-Family Homes	1.0	Dwelling Units	9	1	1	0
73	Convert existing 398 square-foot detached garage into an ADU and to construct a 202 square-foot addition to the ADU. DJOE	3313 FAIRMOUNT AVE GLENDALE CA 91214	Glendale	Single-Family Homes	1.0	Dwelling Units	9	1	1	0
74	convert portion of existing sfr into ADU	3515 COMMUNITY AVE GLENDALE CA 91214	Glendale	Single-Family Homes	1.0	Dwelling Units	9	1	1	0
75	281 SF ADU attached to existing gar	3425 MARYANN ST GLENDALE CA 91214	Glendale	Single-Family Homes	1.0	Dwelling Units	9	1	1	0
76	Convert existing guest house 499 sf and add 101 sf at the rear	3315 MARY ST GLENDALE CA 91214	Glendale	Single-Family Homes	1.0	Dwelling Units	9	1	1	0
77	to construct a 410 square-foot accessory dwelling unit addition to an existing 400 square-foot detached two car garage. DJOE	3257 PROSPECT AVE GLENDALE CA 91214	Glendale	Single-Family Homes	1.0	Dwelling Units	9	1	1	0
78	NEW 265 S.F. ACCESSORY DWELLING UNIT	3445 MONTROSE AVE GLENDALE CA 91214	Glendale	Single-Family Homes	1.0	Dwelling Units	9	1	1	0
79	convert existing garage into ADU and add 221 square feet to the rear (transit stop within half mile of property)	3210 MILLS AVE GLENDALE CA 91214	Glendale	Single-Family Homes	1.0	Dwelling Units	9	1	1	0
80	Garage conversion to ADU (3919 Ramsdell Avenue). Conversion of SF home to adu and construction of 2nd SF home (3912 Ramsdell)	3912-3919 Ramsdell Avenue Glendale CA 91214	Glendale	Single-Family Homes	3.0	Dwelling Units	28	3	2	1
81	38-unit multi-family affordable housing project	2817 Montrose Avenue Glendale CA 91214	Glendale	Multifamily Housing (Mid-Rise)	38.0	Dwelling Units	207	17	10	7
82	Conversion of garage and addition to garage for a total of 599 SF ADU.	2848 MANHATTAN AVE Glendale CA 91214	Glendale	Single-Family Homes	1.0	Dwelling Units	9	1	1	0
83	convert existing 240 square-foot one car garage into an accessory dwelling unit (ADU) and to construct a 236 square-foot ADU addition (total 476 square-foot ADU).	2941 PIEDMONT AVE GLENDALE CA 91214	Glendale	Single-Family Homes	1.0	Dwelling Units	9	1	1	0
84	Construct a new 18-unit affordable residential housing project(15% affordable to very low income households - rental) that includes the demolition of (e) commercial building built in 1983.	2941 Honolulu Avenue GLENDALE CA 91214	Glendale	Multifamily Housing (Low Rise)	18.0	Dwelling Units	132	10	6	4
85	To demolish an existing one-story, 1,140 square-foot single-family residence and detached two-car garage (constructed 1940), and to construct a three-story, 8,373 square-foot, six-unit, multi-family residential buildin	2760 HERMOSA AVE GLENDALE CA 91020	Glendale	Multifamily Housing (Mid-Rise)	6.0	Dwelling Units	6	3	2	1
86	DRB, New 2-story house on a through-lot	2636 MANHATTAN AVE	Glendale	Single-Family Homes	1.0	Dwelling Units	9	1	1	0
87	Conversion of the existing detached garage and addition of 110 sq.ft to the garage for the proposed ADU.	1539 BROADVIEW DR GLENDALE CA 91208	Glendale	Single-Family Homes	1.0	Dwelling Units	9	1	1	0
88	448 SF 2nd-story ADU on top of new detached garage	3457 BUENA VISTA AVE GLENDALE CA 91208	Glendale	Single-Family Homes	1.0	Dwelling Units	9	1	1	0
89	Convert 465 sq.ft. garage to ADU.	3310 SPARR BLVD GLENDALE CA 91208	Glendale	Single-Family Homes	1.0	Dwelling Units	9	1	1	0
90	588sf ADU attached to existing detached garage	1068 EILINITA AVE GLENDALE CA 91208	Glendale	Single-Family Homes	1.0	Dwelling Units	9	1	1	0
91	Description: Construct new 4453 sq. ft. residence and 598 sq. ft. garage on existing lot	1307 Olive Ln, La Canada Flintridge, CA 91011	La Canada Flintridge	Single-Family Homes	1.0	Dwelling Units	9	1	1	0

No.	Project Name	Address	City	Land Use	Intensity	Units	Daily	AM Peak Hour			PM Peak Hour		
								Rate	% In	% Out	Rate	% In	% Out
92	Demolition of existing building (1650 SF), construction of new 2250 sf building	1401 Foothill Blvd, La Canada Flintridge, 91011	La Canada Flintridge	General Office	0.6	KSF	6	1	1	0	1	0	1
93	Build new 2-story office/commercial/retail building with restaurant at 1st floor above 1 level basement parking. (Total 6,200 sf)	2236 Foothill Blvd, La Canada Flintridge, CA 91011	La Canada Flintridge	Shopping Center	6.2	KSF	234	6	4	2	24	12	12
95	Two new houses	2000 Chimneysmoke Rd, La Canada Flintridge, CA 91011	La Canada Flintridge	Single-Family Homes	2.0	Dwelling Units	19	1	0	1	2	1	1
96	Description: Construct a new 2 story residence	1307 Olive Ln, La Canada Flintridge, CA 91011	La Canada Flintridge	Single-Family Homes	1.0	Dwelling Units	9	1	0	1	1	1	0
97	Description: Proposed new two story Single Family Residence with attached 2 car garage: 5 bedrooms, 5.5 bathrooms Total area 5,828 S.F.	4698 Leir Drive	La Canada Flintridge	Single-Family Homes	1.0	Dwelling Units	9	1	0	1	1	1	0
Totals							**3,658**	**196**	**54**	**142**	**355**	**212**	**143**

The area projects were separated into zones that could be included in geographic groups within the analysis. The area project trips were added to the surrounding street system using a distribution and assignment methodology based on the area roadway network and freeway access points. Additional adjustments were made for area projects near the edges of the study area

The area project trip assignment volumes for the Friday p.m. peak hour are provided on Figure 9.

FIGURE 8

TRAFFIC IMPACT STUDY | CRESCENTA VALLEY HIGH SCHOOL FIELD IMPROVEMENT PROJECT

Location of Area Projects

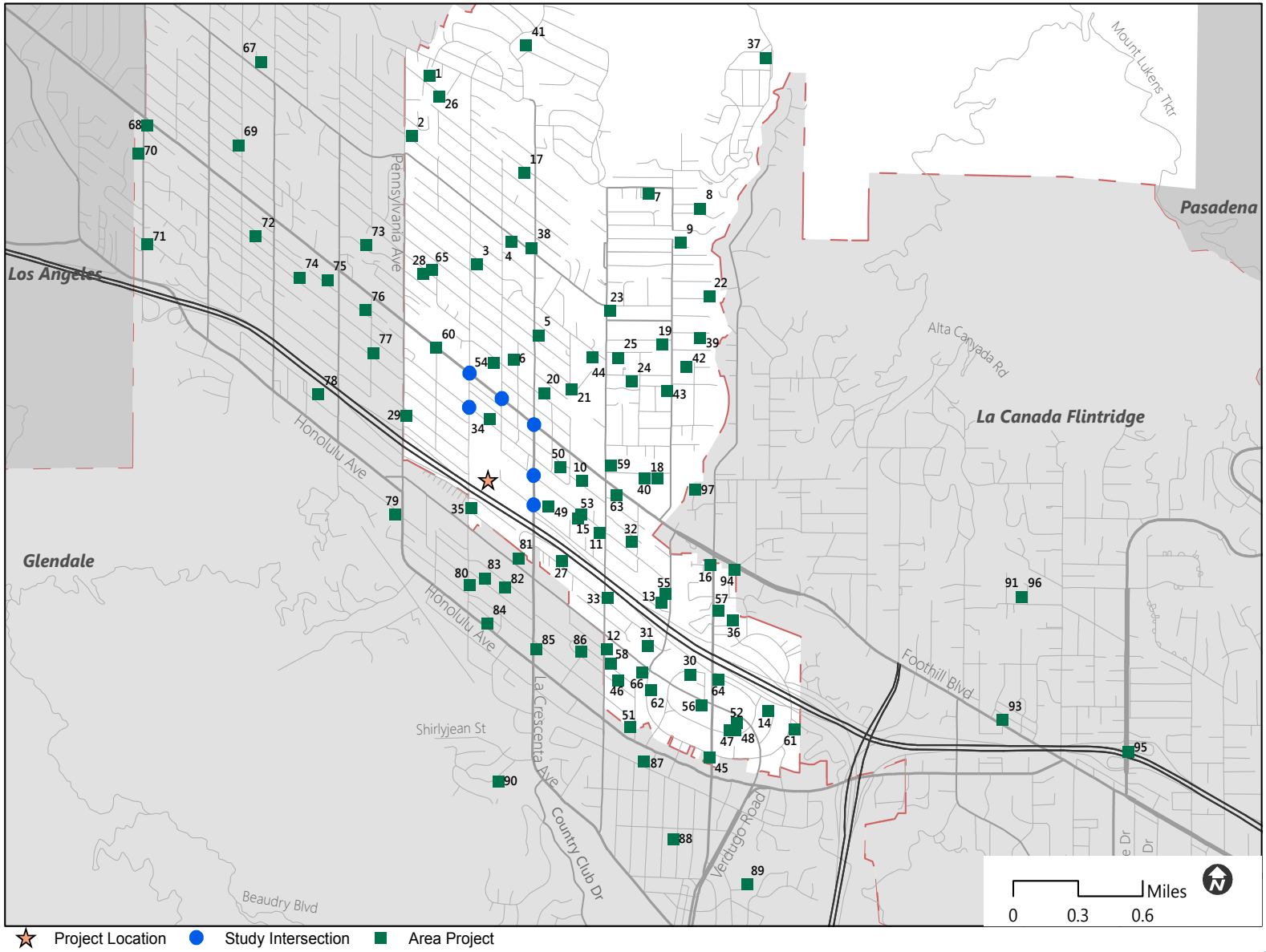
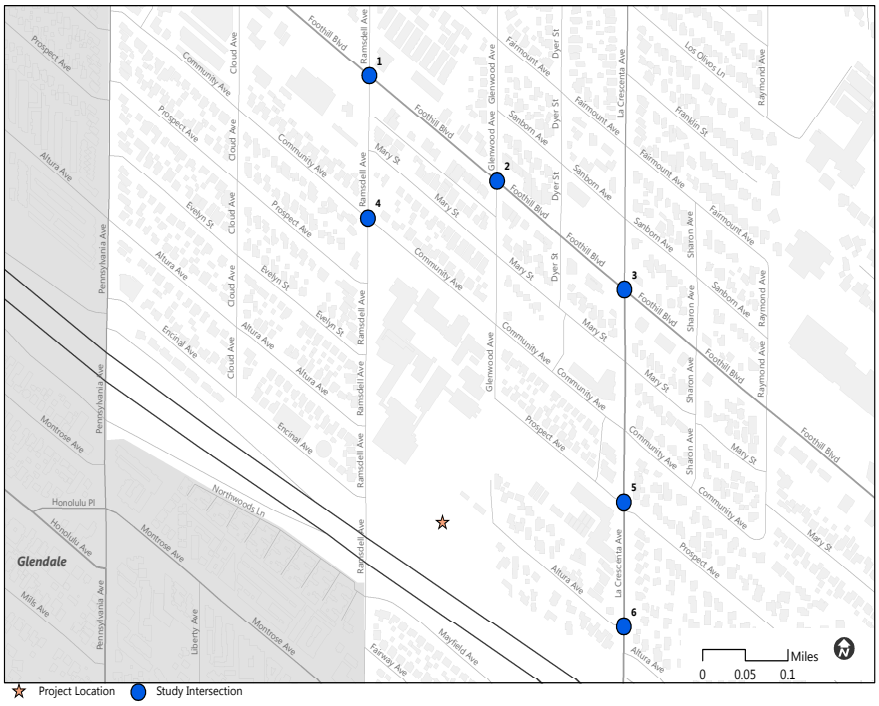


FIGURE 9

TRAFFIC IMPACT STUDY | CRESCENTA VALLEY HIGH SCHOOL FIELD IMPROVEMENT PROJECT

Area Projects Trip Assignment - PM Peak Hour



xx/xx AM/PM turning movement volumes

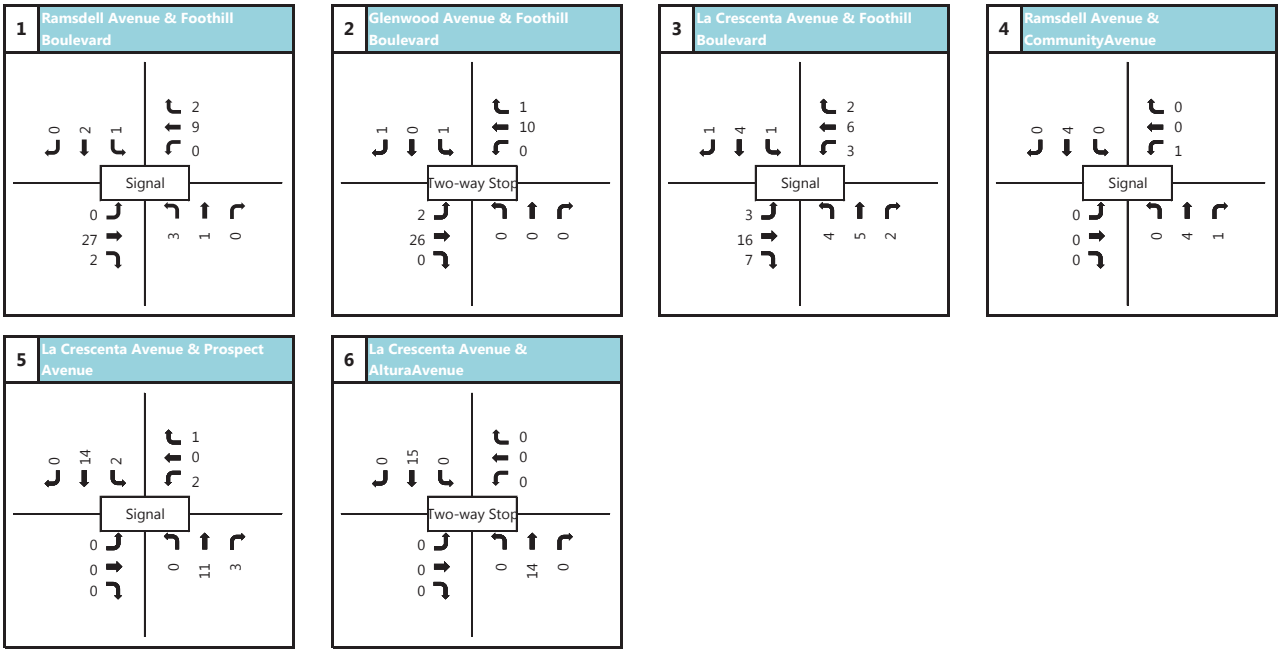
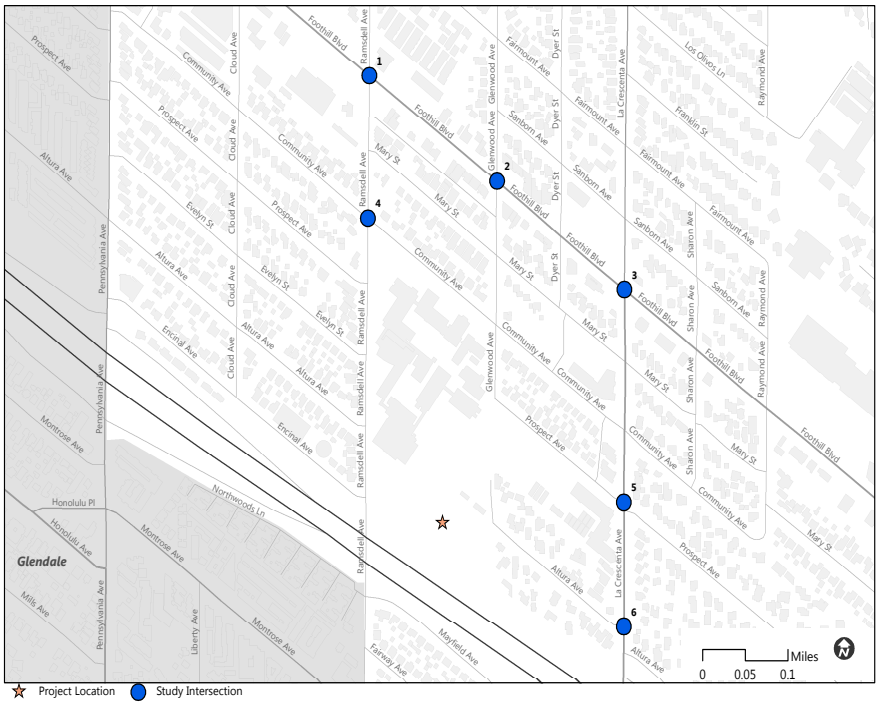


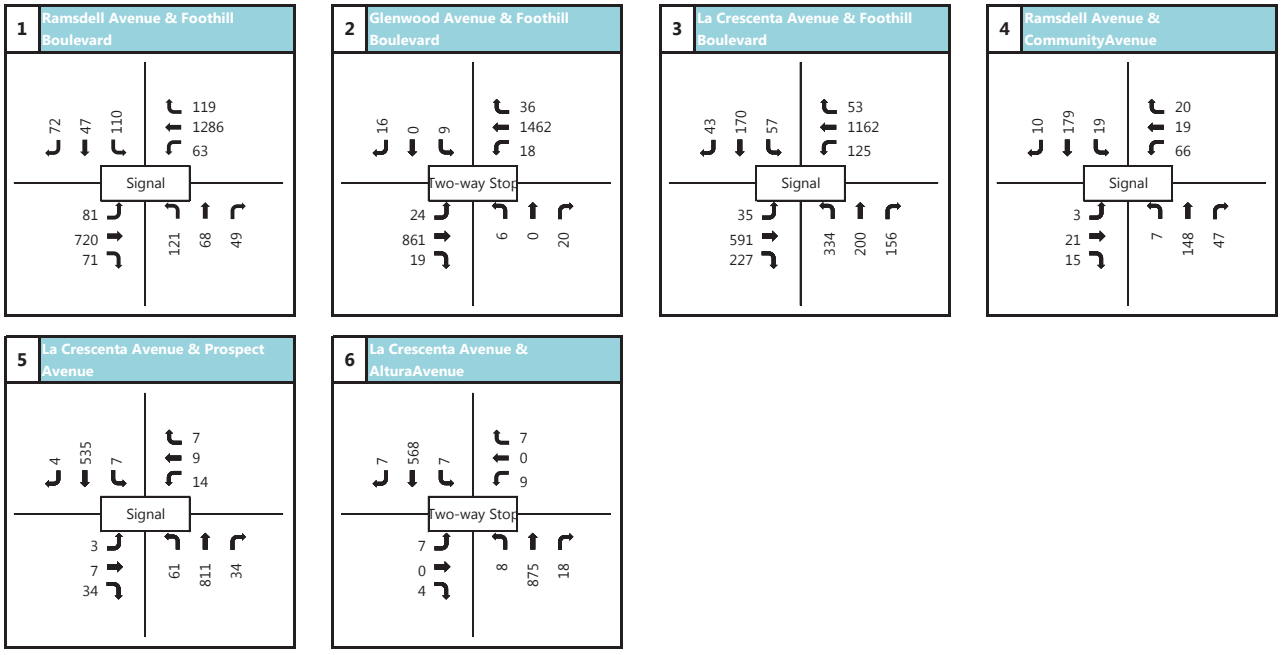
FIGURE 10

TRAFFIC IMPACT STUDY | CRESCENTA VALLEY HIGH SCHOOL FIELD IMPROVEMENT PROJECT

Future without Project- PM Peak Hour Traffic Volumes



xx/xx AM/PM turning movement volumes



6. FUTURE WITH PROJECT CONDITIONS

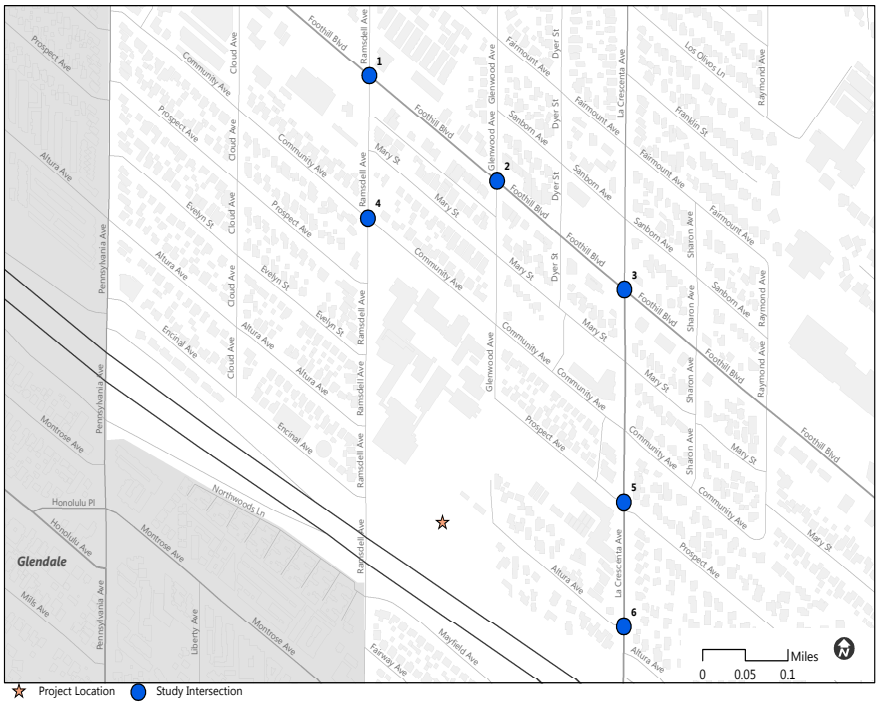
This section documents future traffic volumes at the study intersections with the addition of Project-generated traffic. Traffic volumes for these conditions were derived by adding project trips to the future without-Project scenario volumes.

The future with-Project traffic volumes for the weekday p.m. peak hour are illustrated on Figure 11.

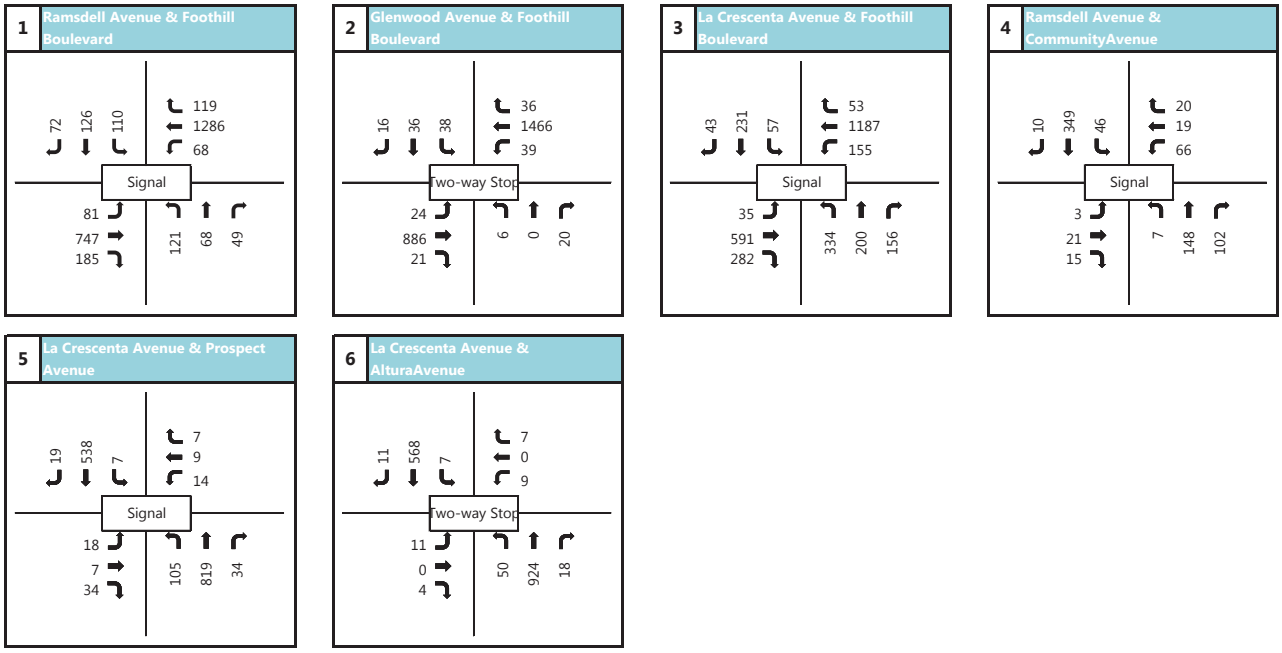
FIGURE 11

TRAFFIC IMPACT STUDY | CRESCENTA VALLEY HIGH SCHOOL FIELD IMPROVEMENT PROJECT

Future with Project- PM Peak Hour Traffic Volumes



xx/xx AM/PM turning movement volumes



7. VEHICLE MILES TRAVELED

Estimated project transportation impacts under California Environmental Quality Act (CEQA) guidelines for the proposed project. The Vehicle Miles Traveled (VMT) metric was considered in the project analysis, as stipulated under recent CEQA guidelines changes that required such analysis for CEQA by July 1, 2020.

As discussed previously, the proposed project would serve the existing and future students at Crescenta Valley HS. The proposed project would allow for already occurring larger sporting events such as varsity football games that are currently held at Glendale High School, approximately 7 miles from Crescenta Valley HS, to be relocated to Crescenta Valley HS, serving its own student population. The change in VMT as a result of this shift in vehicle trips cannot be precisely predicted. These trips are intermittent and infrequent in nature (depending on sports season, and no events during much of the calendar year). Any project-generated operational change in VMT would generally be associated with the redistribution of trips to and from these existing larger sporting events. With the implementation of the proposed project, trips generated by the football games would originate and conclude at Crescenta Valley HS instead of Glendale High School. Therefore, the proposed project would result in a shift in travel patterns among local streets rather than an overall increase in trips compared to existing traffic levels.

The proposed project is a local-serving use, providing an improved sports facility primarily for teams and spectators from the local school district. The proposed project would not create any new regional trips, even for playoff and championship games, and those are contained within one season of the year. Travel by the visiting team and spectators would simply be to a new facility, rather than the current facility, and no new regional trips would be created, and average trip lengths would not increase. VMT would not increase as local spectators would be closer to the event, and for the visiting team spectators the regional trips generated would not be new trips and many of those trips would be shorter in length than they were before the project. The presence of an additional facility to serve its own student population would make most trips more efficient and lessened in length. Overall trips would be shorter in length and VMT would be lower, as the District and local area would now have an additional destination for larger sporting events that are already occurring.

For typical daily operations of the school, the proposed project would have no measurable effect on VMT. The project would not generate any outside vehicle trips when events are not scheduled, and would only be supporting the school use as an ancillary facility. Therefore, the proposed project would not result in an increase in VMT from existing conditions by allowing local spectators to be closer to the events. VMT impacts of the project would be less than significant and mitigation is not required.

Cumulative impacts of VMT are required to be analyzed under CEQA. Cumulative changes in VMT would be caused by other development and roadway and transit infrastructure projects in the region, separate from project effects on VMT. As the project would not create VMT impacts that would be specific to the project, it would not be contributing to any significant cumulative VMT impacts in the region.

8. PARKING IMPACT ANALYSIS

This section provides a discussion of proposed project site parking and local circulation. Project parking demand was evaluated to determine the adequacy of the parking supply available on and off-site for spectators on Friday evenings.

For this analysis, parking lots within the school property, overflow parking at nearby school sites, and on-street parking spaces on surrounding streets were included as the potential supply for Friday evening event attendees.

A. PARKING DEMAND ANALYSIS

In order to assess parking demand at the proposed parking area, sweeps were conducted on a Friday evening, during the same peak period as the traffic counts. The parking occupancy was monitored during this period in order to assess how much parking would likely be available for facility attendees, both in area on-street and available off-street campus parking spaces.

Supply

The proposed parking supply was split between parking lots and on-street parking spaces. There is a total of 1,097 on-street parking spaces, and these spaces are located primarily within residential areas.

The parking zones used to conglomerate data and provide a picture of sub-areas of the total parking study area were as follows:

- Zone 1: On-street parking on roadways that directly border the campus, including Ramsdell Avenue, Community Avenue, Prospect Avenue and Altura Avenue.
- Zone 2: Local roadways one to two blocks away from the campus, extending to the east side of Cloud Avenue in the west, the south side of Foothill Boulevard in the north and La Crescenta Avenue (both sides) in the east.
- Zone 3: Local roadways west of Cloud Avenue (including the west side of Cloud Avenue), north of Foothill Boulevard (including the north side of Foothill Boulevard) and east of La Crescenta Avenue.

There are also 236 off-street parking spaces potentially available for use by facility attendees, including 122 parking spaces within the school campus and 114 overflow parking spaces. When combined, there is a total of 1,333 parking spaces potentially available for use.

Existing Demand

The occupancy counts demonstrated that for the on-street parking spaces, there was a total occupancy of 39.4%. A total of 665 on-street parking spaces were therefore available.

Project Parking Demand

The parking demand assumptions for the project with a 3,442-seat capacity included the following assumptions:

- 85% of spectators arriving and departing via automobiles
- An average vehicle occupancy of 2.5 persons per vehicle
- A 10 percent reduction due to assumed pick-up/drop activity (vehicles not parking)

The total estimated event parking demand is 1,053 spaces based on these calculations.

The parking study data provided in Table 3 provides an overview of occupancy based on the parking survey. The occupancy value represents the estimated utilized percent of parking supply for existing pre-project conditions (without added parking demand from major events).

Parking conditions with the added parking demand of a major school sporting event are discussed after the table.

Table 3 – Parking Availability within Study Area

	Total	Occupied	Unoccupied	Occupancy %
Zone 1	202	104	98	51%
Zone 2	537	259	278	48%
Zone 3	358	69	289	19%
School and Overflow Lots	236	0	236	0%
TOTAL SUPPLY	**1,333**	**432**	**901**	**32.0% overall**

The estimated event parking demand is 1,053 spaces. With the 236 spaces that can be provided in school or overflow parking facilities, the estimated demand spillover onto adjacent on-street parking areas within the neighborhood is 817 vehicles without additional arrangements. Based on distances form the school site, the following potential distribution to the parking study zones would occur:

- 98 vehicles to Zone 1 – Resulting in 100 percent occupancy, increased from 51 percent
- 278 vehicles to Zone 2 – Resulting in 100 percent occupancy, increased from 48 percent
- 289 vehicles to Zone 3 – Resulting in 100 percent occupancy, increased from 19 percent

The overall area parking occupancy would be 100 percent. It is recommended that the District contract with the Community Life Church, located on La Crescenta Avenue to the northeast of the school site, to provide additional off-street parking supply during events.

The pre-project parking study area occupancy percentages are illustrated on Figure 12. The post-project occupancy percentages (during major sporting events) are illustrated on Figure 13

It is recommended that the District implement a parking and pedestrian access plan for full-capacity events, documenting all available off-street parking supplies and providing for proper pathways for pedestrian travel from parking areas to the site.

FIGURE 12

TRAFFIC IMPACT STUDY | CRESCENTA VALLEY HIGH SCHOOL FIELD IMPROVEMENT PROJECT

Parking Supply and Occupancy – Pre-Project Conditions

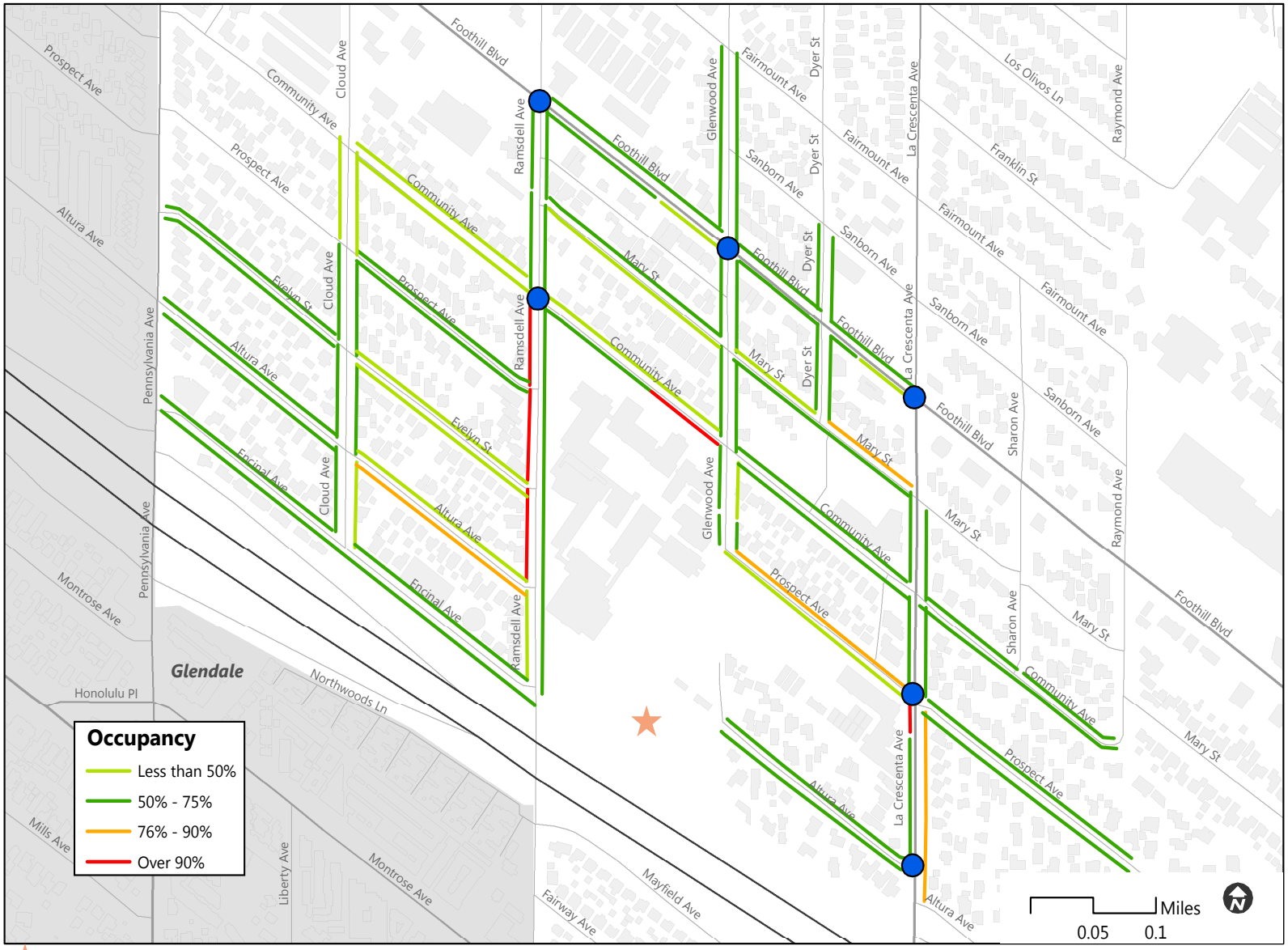
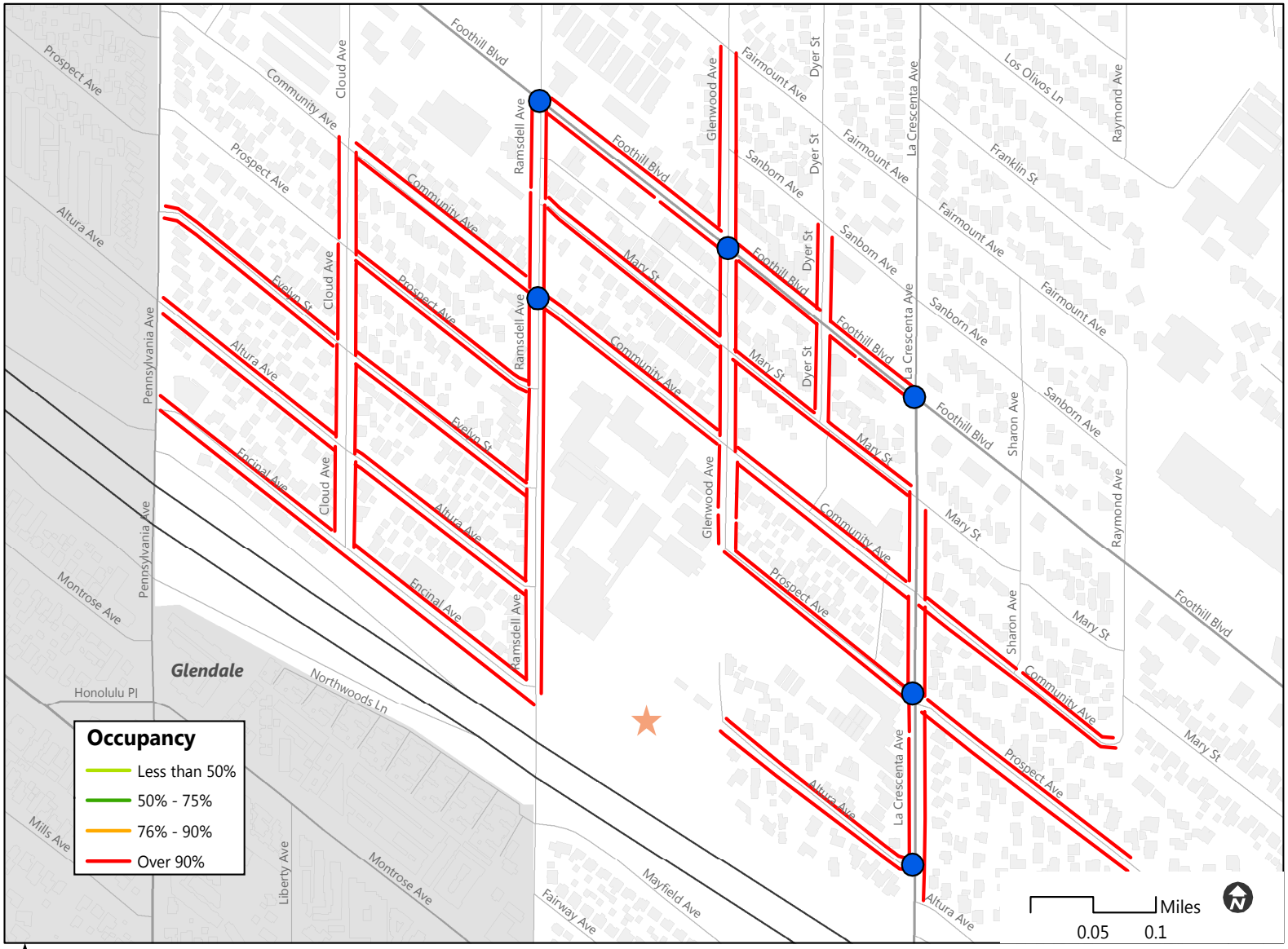


FIGURE 13

TRAFFIC IMPACT STUDY | CRESCENTA VALLEY HIGH SCHOOL FIELD IMPROVEMENT PROJECT

Parking Supply and Occupancy – Post-Project Conditions



9. ANALYSIS SUMMARY AND CONCLUSION

The following summarizes the traffic study results, conclusions and recommendations:

Traffic

- As proposed, the project would include 3,442 bleacher seats and lighting for night games to the Crescenta Valley High School Football/Track-and-field facility.

- It is estimated that on Friday evenings, with a major sporting event, the Project would generate 644 p.m. peak-hour trips, with 585 inbound and 59 outbound.

VMT

- The presence of an additional facility to serve its own student population would make most trips more efficient and lessened in length. Overall trips would be shorter in length and VMT would be lower, as the District and local area would now have an additional destination for larger sporting events that are already occurring.

- For typical daily operations of the school, the proposed project would have no measurable effect on VMT. The project would not generate any outside vehicle trips when events are not scheduled. The proposed project would not result in an increase in VMT from existing conditions by allowing local spectators to be closer to the events. VMT impacts of the project would be less than significant and mitigation is not required.

- Cumulative impacts of VMT are required to be analyzed under CEQA. Cumulative changes in VMT would be caused by other development and roadway and transit infrastructure projects in the region, separate from project effects on VMT. As the project would not create VMT impacts that would be specific to the project, it would not be contributing to any significant cumulative VMT impacts in the region.

Parking

- There are an estimated 1,097 on-street parking spaces within the area of the parking survey, and these spaces are located primarily within residential areas.

- There are also 236 off-street parking spaces potentially available for use by facility attendees, including 122 parking spaces within the school campus and 114 overflow parking spaces.

- When combined, there are a total of 1,333 parking spaces potentially available for use, based on this inventory.

- With the 236 spaces that can be provided on the school site and at overflow parking facilities, the estimated demand spillover onto adjacent on-street parking areas within the neighborhood is 817 vehicles.

- All three sub-areas of the overall on-street parking survey area would have occupancy rate (parked vehicles versus available space) changes due to demand from major sporting events. Existing occupancy rates range from 19 percent to 51 percent. With major events, the occupancy rates would increase to an overall area average of 100 percent.

Recommendations

- As the study area parking occupancy is estimated to be 100 percent with sporting events, as estimated by the analysis, other parking supplies should be acquired through parking lease agreements. It is recommended that the District contract with the Community Life Church, located on La Crescenta Avenue to the northeast of the school site, to provide additional off-street parking supply during events.

- The proposed project impacts would only occur during full capacity events, which would occur five to ten nights each year.

- It is recommended that the District implement a parking and pedestrian access plan for full-capacity events, documenting all available off-street parking supplies and providing for proper pathways for pedestrian travel from parking areas to the site.

APPENDIX A
Traffic Count Data

National Data & Surveying Services Intersection Turning Movement Count

Location: Ramsdell Ave & Foothill Blvd
City: La Crescenta
Control: Signalized

Project ID: 19-05252-001
Date: 2019-05-03

Total

NS/EW Streets:	Ramsdell Ave				Ramsdell Ave				Foothill Blvd				Foothill Blvd				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1	1	0	0	1	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
5:00 PM	22	20	17	0	24	6	11	0	13	156	18	3	14	298	19	1	622
5:15 PM	33	20	16	0	33	16	20	0	22	185	16	0	19	320	26	0	726
5:30 PM	31	18	7	0	24	4	18	0	18	149	19	1	12	332	26	1	660
5:45 PM	27	16	11	0	20	17	17	0	13	185	18	1	17	333	28	0	703
6:00 PM	26	12	15	0	31	8	16	0	24	167	15	1	13	279	36	0	643
6:15 PM	29	13	13	0	24	9	14	0	18	170	17	1	23	245	30	0	606
6:30 PM	27	19	10	0	23	18	10	0	14	192	16	0	16	172	17	1	535
6:45 PM	20	12	10	0	29	19	7	0	16	175	33	1	15	212	27	0	576
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	215	130	99	0	208	97	113	0	138	1379	152	8	129	2191	209	3	5071
APPROACH %'s :	48.42%	29.28%	22.30%	0.00%	49.76%	23.21%	27.03%	0.00%	8.23%	82.23%	9.06%	0.48%	5.09%	86.53%	8.25%	0.12%	
PEAK HR :	05:15 PM - 06:15 PM																TOTAL
PEAK HR VOL :	117	66	49	0	108	45	71	0	77	686	68	3	61	1264	116	1	2732
PEAK HR FACTOR :	0.886	0.825	0.766	0.000	0.818	0.662	0.888	0.000	0.802	0.927	0.895	0.750	0.803	0.949	0.806	0.250	0.941
	0.841				0.812				0.935				0.954				

Prepared by National Data & Surveying Services

Ramsdell Ave & Foothill Blvd

Peak Hour Turning Movement Count

ID: 19-05252-001
City: La Crescenta

Day: Friday
Date: 05/03/2019

PEAK HOURS

AM	NONE
NOON	NONE
PM	05:15 PM - 06:15 PM

COUNT PERIODS

AM	NONE
NOON	NONE
PM	05:00 PM - 07:00 PM

Ramsdell Ave — SOUTHBOUND

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	71	45	108	0	259	PM

EASTBOUND (Foothill Blvd)

AM	NOON	PM		
0	0	1455	⇦	
0	0	3	↰	0
0	0	77	↑	1
0	0	686	→	3
0	0	68	↱	0
AM	NOON	PM		

WESTBOUND (Foothill Blvd)

	PM	NOON	AM
0 ↱	116	0	0
3 ←	1264	0	0
1 ↰	61	0	0
0 ↰	1	0	0
⇨	844	0	0
	PM	NOON	AM

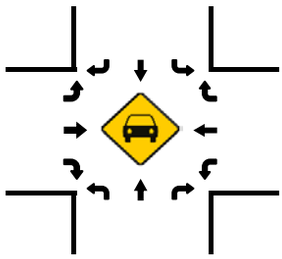
CONTROL: Signalized

	AM	NOON	PM
TEV	0	0	2732
PHF			0.94

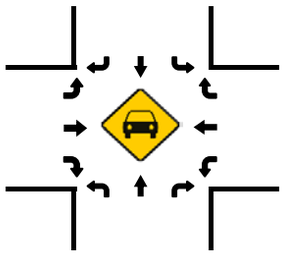
NORTHBOUND — Ramsdell Ave

	↰	↰	↑	↱	
	0	1	1	0	
PM	174	0	117	66	49	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

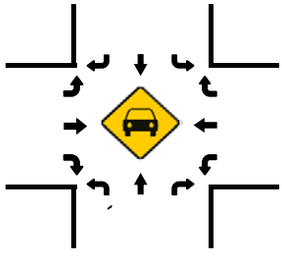
Total Vehicles (AM)



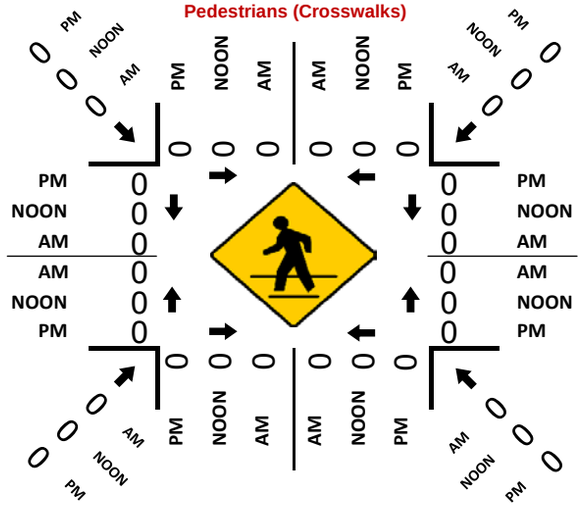
Total Vehicles (NOON)



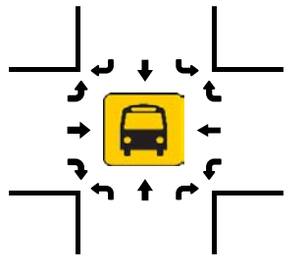
Total Vehicles (PM)



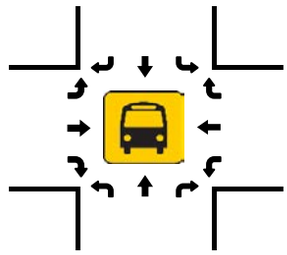
Pedestrians (Crosswalks)



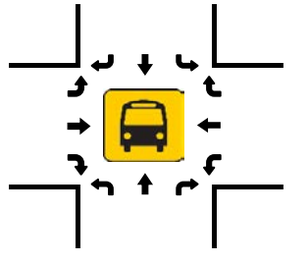
Total Vehicles (AM)



Total Vehicles (NOON)



Total Vehicles (PM)



National Data & Surveying Services Intersection Turning Movement Count

Location: Glenwood Ave & Foothill Blvd
City: La Crescenta
Control: 2-Way Stop (NB/SB)

Project ID: 19-05252-002
Date: 2019-05-03

Total

NS/EW Streets:	Glenwood Ave				Glenwood Ave				Foothill Blvd				Foothill Blvd				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	1	3	0	0	0	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
5:00 PM	0	0	6	0	2	0	4	0	7	200	5	2	1	338	9	1	575
5:15 PM	3	0	3	0	1	0	3	0	7	216	5	0	4	368	8	0	618
5:30 PM	0	0	9	0	1	0	3	0	5	192	4	1	5	360	6	1	587
5:45 PM	2	0	5	0	1	0	6	0	4	194	6	1	2	375	14	0	610
6:00 PM	1	0	3	0	5	0	3	0	4	225	4	0	4	335	7	2	593
6:15 PM	2	0	0	0	1	0	1	0	6	193	7	2	4	299	13	0	528
6:30 PM	1	0	6	0	1	0	6	0	7	229	3	1	4	204	5	0	467
6:45 PM	1	0	4	0	3	0	12	0	10	193	2	1	8	238	10	0	482
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	10	0	36	0	15	0	38	0	50	1642	36	8	32	2517	72	4	4460
APPROACH %'s :	21.74%	0.00%	78.26%	0.00%	28.30%	0.00%	71.70%	0.00%	2.88%	94.59%	2.07%	0.46%	1.22%	95.89%	2.74%	0.15%	
PEAK HR :	05:15 PM - 06:15 PM																TOTAL
PEAK HR VOL :	6	0	20	0	8	0	15	0	20	827	19	2	15	1438	35	3	2408
PEAK HR FACTOR :	0.500	0.000	0.556	0.000	0.400	0.000	0.625	0.000	0.714	0.919	0.792	0.500	0.750	0.959	0.625	0.375	0.974
	0.722				0.719				0.931				0.953				

Prepared by National Data & Surveying Services

Glenwood Ave & Foothill Blvd

Peak Hour Turning Movement Count

ID: 19-05252-002
City: La Crescenta

Day: Friday
Date: 05/03/2019

PEAK HOURS

AM: NONE
NOON: NONE
PM: 05:15 PM - 06:15 PM

COUNT PERIODS

AM: NONE
NOON: NONE
PM: 05:00 PM - 07:00 PM

Glenwood Ave — SOUTHBOUND

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	15	0	8	0	55	PM

Foothill Blvd — EASTBOUND

AM	NOON	PM		
0	0	1461	⇦	
0	0	2	↰	0
0	0	20	↱	1
0	0	827	→	3
0	0	19	↴	0
AM	NOON	PM		

WESTBOUND — Foothill Blvd

PM	NOON	AM		
35	0	0	↰	0
1438	0	0	←	3
15	0	0	↰	0
3	0	0	↩	0
858	0	0	⇨	
PM	NOON	AM		

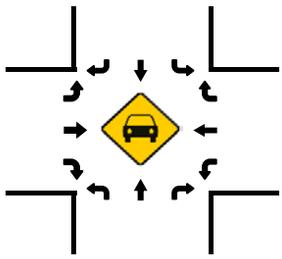
CONTROL: 2-Way Stop (NB/SB)

	AM	NOON	PM
TEV	0	0	2408
PHF			0.97

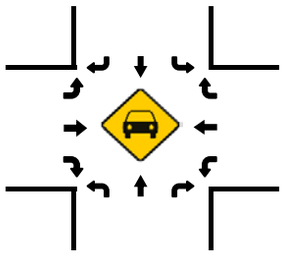
NORTHBOUND — Glenwood Ave

PM	34	0	6	0	20	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

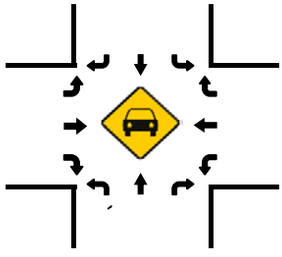
Total Vehicles (AM)



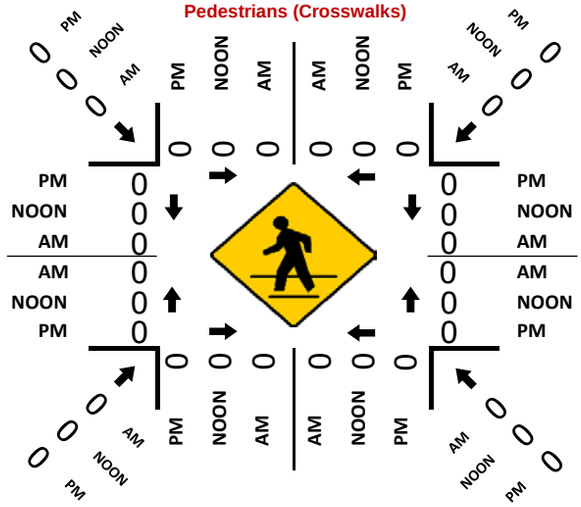
Total Vehicles (NOON)



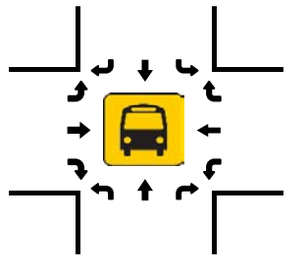
Total Vehicles (PM)



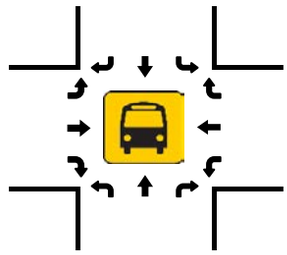
Pedestrians (Crosswalks)



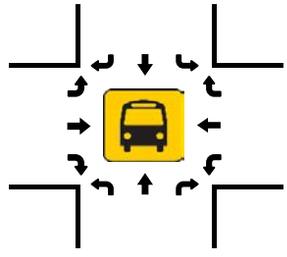
Total Vehicles (AM)



Total Vehicles (NOON)



Total Vehicles (PM)



National Data & Surveying Services Intersection Turning Movement Count

Location: La Crescenta Ave & Foothill Blvd
City: La Crescenta
Control: Signalized

Project ID: 19-05252-003
Date: 2019-05-03

Total

NS/EW Streets:	La Crescenta Ave				La Crescenta Ave				Foothill Blvd				Foothill Blvd				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	0.5	0.5	0	1	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
5:00 PM	99	50	44	0	22	47	14	0	12	148	63	0	26	253	14	0	792
5:15 PM	78	50	36	0	9	40	7	0	7	151	53	0	36	300	15	0	782
5:30 PM	76	37	41	0	9	39	8	0	8	139	51	0	33	301	12	0	754
5:45 PM	74	56	31	0	15	38	13	0	5	131	51	0	26	291	9	0	740
6:00 PM	110	69	42	0	8	43	2	0	12	159	68	0	24	231	9	0	777
6:15 PM	84	71	45	0	14	33	7	0	8	145	42	0	26	226	9	0	710
6:30 PM	71	55	47	0	4	45	6	0	6	160	58	0	20	137	3	0	612
6:45 PM	65	46	23	0	13	29	6	0	6	150	45	0	31	176	6	0	596
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	657	434	309	0	94	314	63	0	64	1183	431	0	222	1915	77	0	5763
APPROACH %'s :	46.93%	31.00%	22.07%	0.00%	19.96%	66.67%	13.38%	0.00%	3.81%	70.50%	25.69%	0.00%	10.03%	86.50%	3.48%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	327	193	152	0	55	164	42	0	32	569	218	0	121	1145	50	0	3068
PEAK HR FACTOR :	0.826	0.862	0.864	0.000	0.625	0.872	0.750	0.000	0.667	0.942	0.865	0.000	0.840	0.951	0.833	0.000	0.968
	0.870				0.786				0.918				0.937				

Prepared by National Data & Surveying Services

La Crescenta Ave & Foothill Blvd

Peak Hour Turning Movement Count

ID: 19-05252-003
City: La Crescenta

Day: Friday
Date: 05/03/2019

La Crescenta Ave — SOUTHBOUND

PEAK HOURS							COUNT PERIODS
NONE	AM	0	0	0	0	0	AM	NONE
NONE	NOON	0	0	0	0	0	NOON	NONE
05:00 PM - 06:00 PM	PM	42	164	55	0	275	PM	05:00 PM - 07:00 PM

Foothill Blvd — EASTBOUND

AM	NOON	PM		
0	0	1514	⇦	
0	0	0	↶	0
0	0	32	↱	1
0	0	569	→	3
0	0	218	↴	0
AM	NOON	PM		

WESTBOUND — Foothill Blvd

PM	NOON	AM		
50	0	0	↰	0
1145	0	0	←	3
121	0	0	↰	1
0	0	0	↶	0
776	0	0	⇨	
PM	NOON	AM		

	0.5	0.5	1	0	⇧

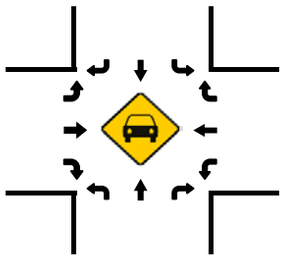
CONTROL			
Signalized			
TEV	0 AM	0 NOON	3068 PM
PHF			0.97

	0	1	2	1	⇩

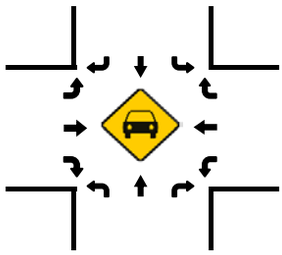
La Crescenta Ave — NORTHBOUND

PM	503	0	327	193	152	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

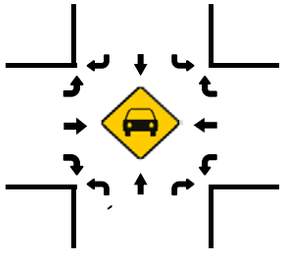
Total Vehicles (AM)



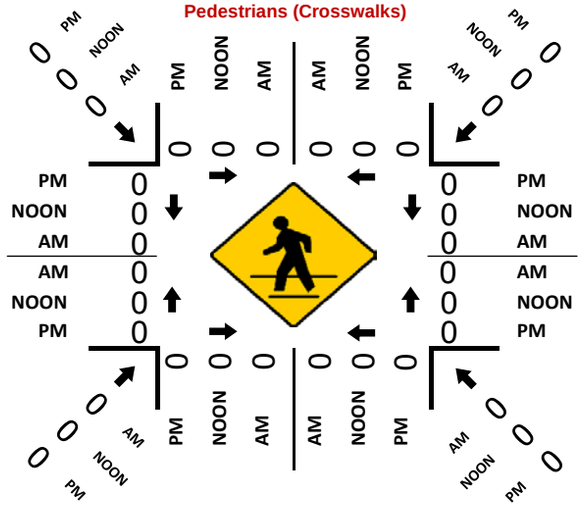
Total Vehicles (NOON)



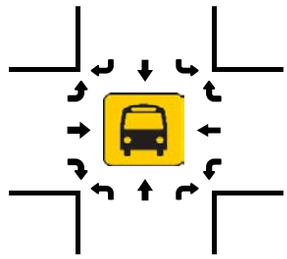
Total Vehicles (PM)



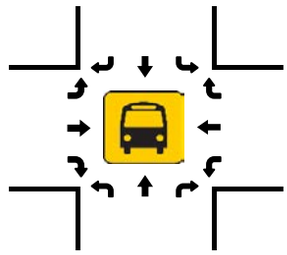
Pedestrians (Crosswalks)



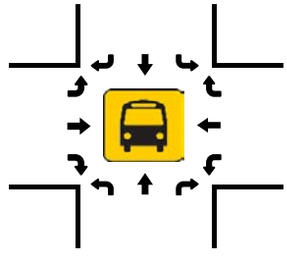
Total Vehicles (AM)



Total Vehicles (NOON)



Total Vehicles (PM)



National Data & Surveying Services Intersection Turning Movement Count

Location: Ramsdell Ave & Community Ave
City: La Crescenta
Control: Signalized

Project ID: 19-05252-004
Date: 2019-05-03

Total

NS/EW Streets:	Ramsdell Ave				Ramsdell Ave				Community Ave				Community Ave				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
5:00 PM	1	39	12	0	2	41	2	0	6	3	3	0	9	7	4	0	129
5:15 PM	2	51	2	0	5	38	5	0	2	4	5	0	8	8	7	0	137
5:30 PM	2	41	8	0	2	30	2	0	2	2	1	0	15	11	5	0	121
5:45 PM	2	39	10	0	5	46	3	0	2	2	6	0	8	6	5	0	134
6:00 PM	1	36	9	0	4	29	2	0	0	5	4	0	11	8	6	0	115
6:15 PM	4	29	5	0	2	43	5	0	3	4	2	0	17	5	6	0	125
6:30 PM	1	43	20	0	6	49	1	0	0	5	2	0	17	2	4	0	150
6:45 PM	1	35	12	0	7	52	2	0	0	7	7	0	19	4	4	0	150
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	14	313	78	0	33	328	22	0	15	32	30	0	104	51	41	0	1061
APPROACH %'s :	3.46%	77.28%	19.26%	0.00%	8.62%	85.64%	5.74%	0.00%	19.48%	41.56%	38.96%	0.00%	53.06%	26.02%	20.92%	0.00%	
PEAK HR :	06:00 PM - 07:00 PM																TOTAL
PEAK HR VOL :	7	143	46	0	19	173	10	0	3	21	15	0	64	19	20	0	540
PEAK HR FACTOR :	0.438	0.831	0.575	0.000	0.679	0.832	0.500	0.000	0.250	0.750	0.536	0.000	0.842	0.594	0.833	0.000	0.900
		0.766				0.828				0.696				0.920			

Prepared by National Data & Surveying Services

Ramsdell Ave & Community Ave

Peak Hour Turning Movement Count

ID: 19-05252-004
City: La Crescenta

Day: Friday
Date: 05/03/2019

PEAK HOURS

NONE
NONE
06:00 PM - 07:00 PM

COUNT PERIODS

NONE
NONE
05:00 PM - 07:00 PM

Ramsdell Ave

SOUTHBOUND

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	10	173	19	0	166	PM

0 1 0 0

Community Ave

EASTBOUND

AM	NOON	PM	
0	0	36	⇦
0	0	0	0
0	0	3	0
0	0	21	1
0	0	15	0
AM	NOON	PM	

CONTROL

Signalized

TEV	0 AM	0 NOON	540 PM
PHF			0.90

WESTBOUND

PM	NOON	AM	
20	0	0	0
19	0	0	1
64	0	0	0
0	0	0	0
86	0	0	⇨
PM	NOON	AM	

0 0 1 0

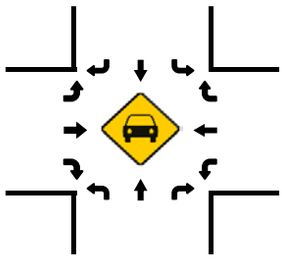
Community Ave

NORTHBOUND

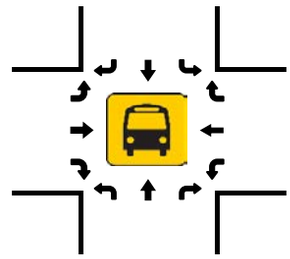
PM	252	0	7	143	46	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

Ramsdell Ave

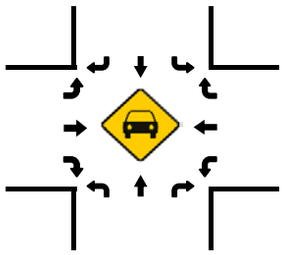
Total Vehicles (AM)



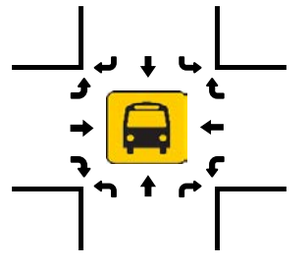
Total Vehicles (AM)



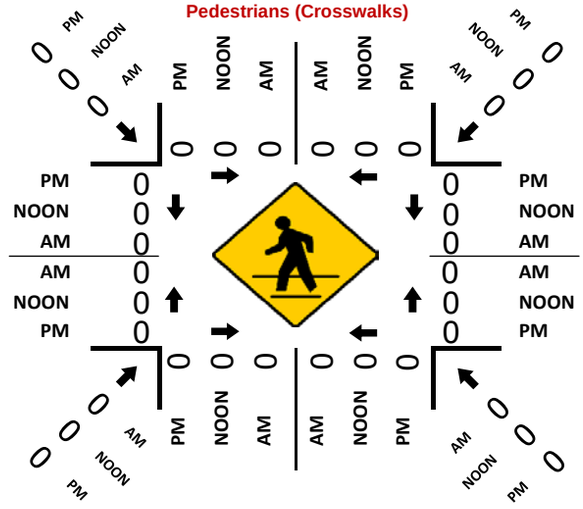
Total Vehicles (NOON)



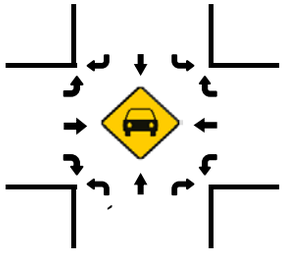
Total Vehicles (NOON)



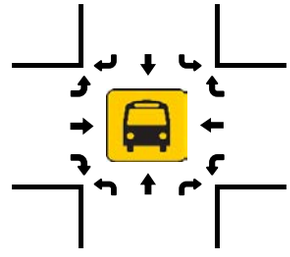
Pedestrians (Crosswalks)



Total Vehicles (PM)



Total Vehicles (PM)



National Data & Surveying Services Intersection Turning Movement Count

Location: La Crescenta Ave & Prospect Ave
City: La Crescenta
Control: Signalized

Project ID: 19-05252-005
Date: 2019-05-03

Total

NS/EW Streets:	La Crescenta Ave				La Crescenta Ave				Prospect Ave				Prospect Ave				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	0	1	1	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
5:00 PM	10	183	2	0	4	144	0	0	2	0	9	0	3	1	6	0	364
5:15 PM	16	164	4	0	2	138	0	0	0	1	7	0	0	3	1	0	336
5:30 PM	13	152	2	0	3	120	2	0	0	0	9	0	0	2	4	0	307
5:45 PM	16	171	8	0	1	122	0	0	2	1	12	0	3	2	0	0	338
6:00 PM	18	242	10	0	3	156	1	0	0	1	7	0	5	3	2	0	448
6:15 PM	13	203	9	0	0	110	1	0	0	1	8	0	1	4	0	0	350
6:30 PM	13	176	4	0	1	128	2	0	1	4	7	0	3	0	4	0	343
6:45 PM	18	141	5	0	2	110	0	0	1	1	4	0	3	1	2	0	288
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	117	1432	44	0	16	1028	6	0	6	9	63	0	18	16	19	0	2774
APPROACH %'s :	7.34%	89.89%	2.76%	0.00%	1.52%	97.90%	0.57%	0.00%	7.69%	11.54%	80.77%	0.00%	33.96%	30.19%	35.85%	0.00%	
PEAK HR :	05:45 PM - 06:45 PM																TOTAL
PEAK HR VOL :	60	792	31	0	5	516	4	0	3	7	34	0	12	9	6	0	1479
PEAK HR FACTOR :	0.833	0.818	0.775	0.000	0.417	0.827	0.500	0.000	0.375	0.438	0.708	0.000	0.600	0.563	0.375	0.000	0.825
		0.818				0.820				0.733				0.675			

Prepared by National Data & Surveying Services

La Crescenta Ave & Prospect Ave

Peak Hour Turning Movement Count

ID: 19-05252-005
City: La Crescenta

Day: Friday
Date: 05/03/2019

La Crescenta Ave — SOUTHBOUND

PEAK HOURS						COUNT PERIODS
AM	NONE					AM
NOON	NONE					NOON
PM	05:45 PM - 06:45 PM					PM
AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	4	516	5	0	801	PM
	NONE					
	NONE					
	05:00 PM - 07:00 PM					

Prospect Ave — EASTBOUND

AM	NOON	PM		
0	0	73	⇦	
0	0	0	↶	0
0	0	3	↱	0
0	0	7	→	1
0	0	34	↴	1
AM	NOON	PM		

WESTBOUND — Prospect Ave

PM	NOON	AM		
6	0	0	↰	0
9	0	0	←	1
12	0	0	↰	0
0	0	0	↶	0
43	0	0	⇨	
PM	NOON	AM		

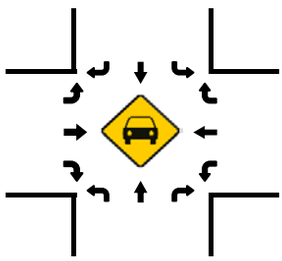
CONTROL: Signalized

	AM	NOON	PM
TEV	0	0	1479
PHF			0.83

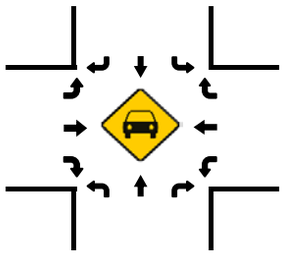
La Crescenta Ave — NORTHBOUND

		0	1	2	0	
		↶	↰	↑	↱	
PM	562	0	60	792	31	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM
	0	2	1	0	⇧	

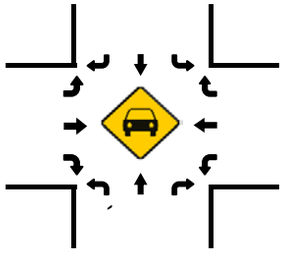
Total Vehicles (AM)



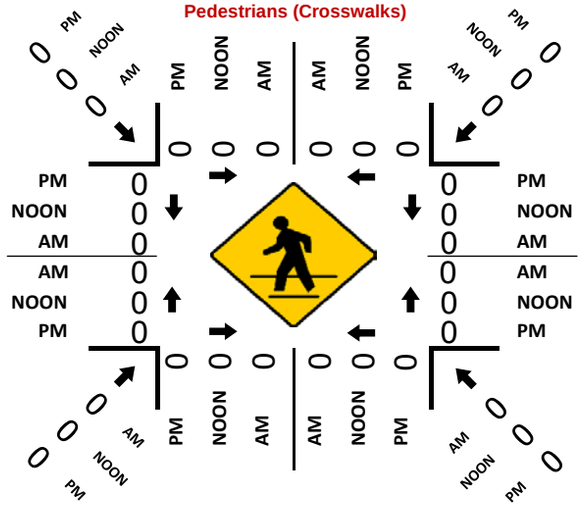
Total Vehicles (NOON)



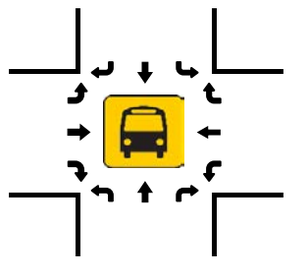
Total Vehicles (PM)



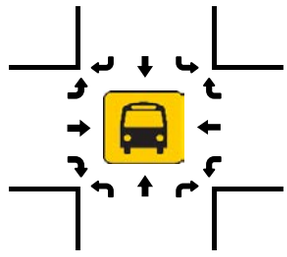
Pedestrians (Crosswalks)



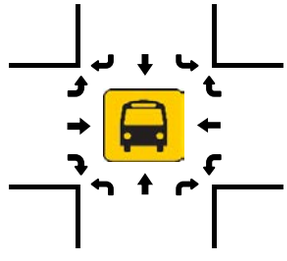
Total Vehicles (AM)



Total Vehicles (NOON)



Total Vehicles (PM)



National Data & Surveying Services Intersection Turning Movement Count

Location: La Crescenta Ave & Altura Ave
City: La Crescenta
Control: 2-Way Stop (EB/WB)

Project ID: 19-05252-006
Date: 2019-05-03

Total

NS/EW Streets:	La Crescenta Ave				La Crescenta Ave				Altura Ave				Altura Ave				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	2	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
5:00 PM	3	187	5	1	2	157	4	1	4	0	2	0	1	0	3	0	370
5:15 PM	3	174	4	0	1	122	6	0	1	0	1	0	1	1	6	0	320
5:30 PM	0	167	4	0	2	128	1	1	2	0	2	0	1	0	1	0	309
5:45 PM	6	206	5	0	1	140	1	0	2	0	0	0	2	0	3	0	366
6:00 PM	2	250	3	0	0	156	1	0	3	0	1	0	4	0	0	0	420
6:15 PM	0	229	6	0	2	124	4	1	0	0	1	0	2	0	3	0	372
6:30 PM	2	170	2	1	1	125	2	0	0	0	1	0	0	0	0	0	304
6:45 PM	3	164	7	0	1	112	0	0	2	0	1	0	0	1	3	0	294
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	19	1547	36	2	10	1064	19	3	14	0	9	0	11	2	19	0	2755
APPROACH %'s :	1.18%	96.45%	2.24%	0.12%	0.91%	97.08%	1.73%	0.27%	60.87%	0.00%	39.13%	0.00%	34.38%	6.25%	59.38%	0.00%	
PEAK HR :	05:30 PM - 06:30 PM																TOTAL
PEAK HR VOL :	8	852	18	0	5	548	7	2	7	0	4	0	9	0	7	0	1467
PEAK HR FACTOR :	0.333	0.852	0.750	0.000	0.625	0.878	0.438	0.500	0.583	0.000	0.500	0.000	0.563	0.000	0.583	0.000	0.873
	0.861				0.895				0.688				0.800				

Prepared by National Data & Surveying Services

La Crescenta Ave & Altura Ave

Peak Hour Turning Movement Count

ID: 19-05252-006
City: La Crescenta

Day: Friday
Date: 05/03/2019

La Crescenta Ave — SOUTHBOUND

PEAK HOURS						COUNT PERIODS
AM	NONE					NONE
NOON	NONE					NONE
PM	05:30 PM - 06:30 PM					05:00 PM - 07:00 PM
AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	7	548	5	2	868	PM

EASTBOUND (Altura Ave)

AM	NOON	PM		
0	0	15	⇦	
0	0	0	↰	0
0	0	7	↱	0
0	0	0	→	1
0	0	4	↳	0
AM	NOON	PM		

WESTBOUND (Altura Ave)

PM	NOON	AM		
7	0	0	↰	0
0	0	0	←	1
9	0	0	↰	0
0	0	0	↰	0
23	0	0	⇨	
PM	NOON	AM		

CONTROL

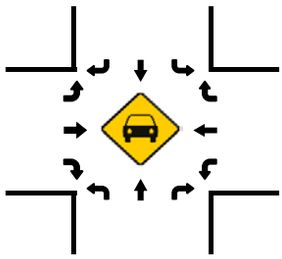
2-Way Stop (EB/WB)

	AM	NOON	PM
TEV	0	0	1467
PHF			0.87

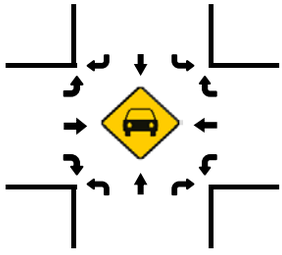
La Crescenta Ave — NORTHBOUND

PM	561	0	8	852	18	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM
		0	0	2	0	

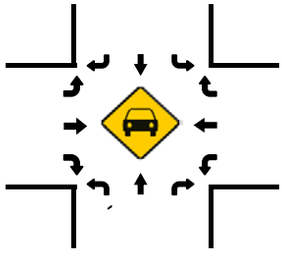
Total Vehicles (AM)



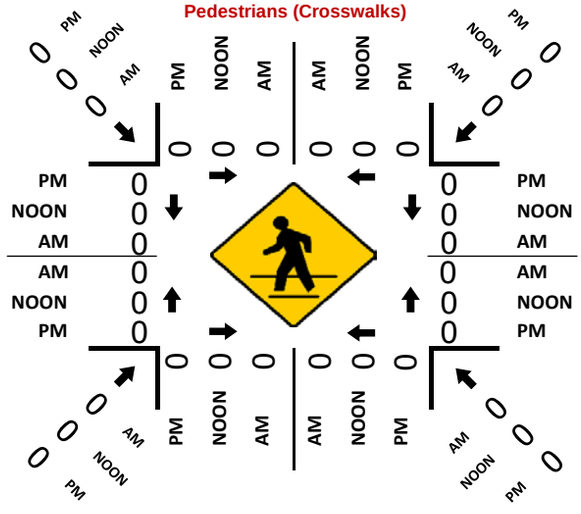
Total Vehicles (NOON)



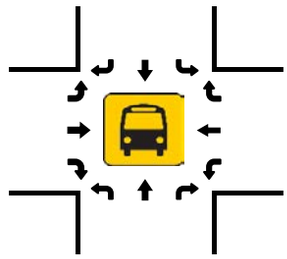
Total Vehicles (PM)



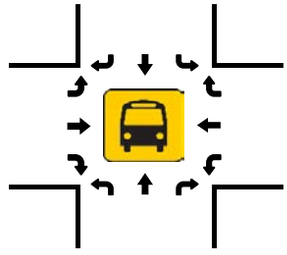
Pedestrians (Crosswalks)



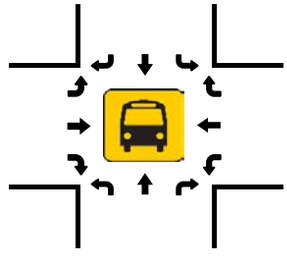
Total Vehicles (AM)



Total Vehicles (NOON)



Total Vehicles (PM)



APPENDIX B
On-Site Parking and Circulation Analysis Worksheets

Prepared by National Data & Surveying Services

Parking Study

Location: Crescenta Valley High School Football Field/Track
City: Crescenta,CA

Date: 5/3/2019
Day: Friday

	Segment	Street	From	To	Restriction	6:00 PM	Supply	Pre-event (Observed) Occupancy	Parking Zone	Spillover Parking	Post-Event Occupancy
1	**001E**	Cloud Ave	Prospect Ave	Community Ave	None	7	12	58%	2	5	100%
2	**001W**	Cloud Ave	Community Ave	Prospect Ave	None	4	6	67%	3	2	100%
3	**002E**	Cloud Ave	Evelyn St	Prospect Ave	None	3	7	43%	2	4	100%
4	**002W**	Cloud Ave	Prospect Ave	Evelyn St	None	3	7	43%	3	4	100%
5	**003E**	Cloud Ave	Altura Ave	Evelyn St	None	4	8	50%	2	4	100%
6	**003W**	Cloud Ave	Evelyn St	Altura Ave	None	3	9	33%	3	6	100%
7	**004E**	Cloud Ave	Encinal Ave	Altura Ave	None	6	9	67%	2	3	100%
8	**004W**	Cloud Ave	Altura Ave	Encinal Ave	None	4	8	50%	3	4	100%
9	**005E**	Ramsdell Ave	Mary St	Foothill Blvd	Red	0		-	2	0	-
10	**005W**	Ramsdell Ave	Foothill Blvd	Mary St	None	2	6	33%	2	4	100%
11	**006E**	Ramsdell Ave	Community Ave	Mary St	None	4	8	50%	2	4	100%
12	**006W**	Ramsdell Ave	Mary St	community Ave	No Stopping Anytime	0		-	2	0	-
13	**007E**	Ramsdell Ave	Encinal Ave	Community Ave	None	5	33	15%	1	28	100%
14	**007W**	Ramsdell Ave	Community Ave	Prospect Ave	No parking 7-5 AM	4	4	100%	1	0	100%
15	**007W.2**	Ramsdell Ave	Prospect Ave	Evelyn St	None	8	6	100%	1	0	100%
16	**007W.3**	Ramsdell Ave	Evelyn St	Altura Ave	None	6	6	100%	1	0	100%
17	**007W.4**	Ramsdell Ave	Altura Ave	Encinal Ave	None	4	6	67%	1	2	100%
18	**008E**	Glenwood Ave	Sanborn Ave	Fairmount Ave	None	1	8	13%	3	7	100%
19	**008W**	Glenwood Ave	Fairmount Ave	Foothill Blvd	None	2	18	11%	3	16	100%
20	**009E**	Glenwood Ave	Foothill Blvd	Sanborn Ave	None	1	7	14%	3	6	100%
21	**010E**	Glenwood Ave	Mary St	Foothill Blvd	None	1	10	10%	2	9	100%
22	**010W**	Glenwood Ave	Foothill Blvd	Mary St	None	2	8	25%	2	6	100%
23	**011E**	Glenwood Ave	Community Ave	Mary St	None	2	7	29%	2	5	100%
24	**011W**	Glenwood Ave	Mary St	Community Ave	None	1	7	14%	2	6	100%
25	**012E**	Glenwood Ave	Prospect Ave	Community Ave	o Parking 7 AM-5 PM,School Da	0	2	0%	1	2	100%
26	**012E**	Glenwood Ave	Prospect Ave	Community Ave	None	3	5	60%	1	2	100%
27	**012W**	Glenwood Ave	Community Ave	Prospect Ave	None	1	5	20%	1	4	100%
28	**012W**	Glenwood Ave	Community Ave	Prospect Ave	Passenger Loading 7 AM- 4 PM	0	2	0%	1	2	100%
29	**014E**	Dyer St	Foothill Blvd	Sanborn Ave	None	2	6	33%	3	4	100%
30	**014W**	Dyer St	Sanborn Ave	Foothill Blvd	None	3	11	27%	3	8	100%
31	**015E**	Dyer St	Mary St	Foothill Blvd	None	2	9	22%	2	7	100%
32	**015W**	Dyer St	Foothill Blvd	Mary St	None	3	11	27%	2	8	100%
33	**016E**	La Crescenta Ave	Community Ave	Mary St	No Parking of Vehicles for Sale	2	7	29%	2	5	100%
34	**016W**	La Crescenta Ave	Mary St	Community Ave	None	0	4	0%	2	4	100%
35	**017E**	La Crescenta Ave	Prospect Ave	Community Ave	Red	0		-	2	0	-
36	**017W**	La Crescenta Ave	Community Ave	Prospect Ave	No Parking of Vehicles for Sale	1	6	17%	2	5	100%
37	**018E**	La Crescenta Ave	Altura Ave	Prospect Ave	No Parking of Vehicles for Sale	5	6	83%	2	1	100%
38	**018W**	La Crescenta Ave	Prospect Ave	Altura Ave	Passenger Loading 7AM-5 PM	1	1	100%	2	0	100%
39	**018W**	La Crescenta Ave	Prospect Ave	Altura Ave	No Parking of Vehicles for Sale	4	12	33%	2	8	100%
40	**019N**	Foothill Blvd	Glenwood Ave	Ramsdell Ave	arking Anytime,Commercial Veh	0	18	0%	3	18	100%
41	**019S**	Foothill Blvd	Ramsdell Ave	Glenwood Ave	ing 7AM-6 PM, No Parking of Ve	7	12	58%	2	5	100%
42	**019S**	Foothill Blvd	Ramsdell Ave	Glenwood Ave	One Hour Parking 7AM-6 PM	1	7	14%	2	6	100%
43	**020N**	Foothill Blvd	Dyer St	Glenwood Ave	One Hour Parking 7AM-6 PM	4	7	57%	2	3	100%
44	**020N**	Foothill Blvd	Dyer St	Glenwood Ave	No Parking of Vehicles for Sale	0			3	0	
45	**020S**	Foothill Blvd	Glenwood Ave	Dyer St	One Hour Parking 7AM-6 PM	3	11	27%	2	8	100%
46	**020S**	Foothill Blvd	Glenwood Ave	Dyer St	No Parking of Vehicles for Sale	0			2	0	
47	**021N**	Foothill Blvd	La Crescenta Ave	Dyer St	No Parking of Vehicles for Sale	1	5	20%	3	4	100%
48	**021S**	Foothill Blvd	Dyer St	La Crescenta Ave	One Hour Parking 7AM-6 PM	5	7	71%	2	2	100%
49	**021S**	Foothill Blvd	Dyer St	La Crescenta Ave	No Parking of Vehicles for Sale	0			2	0	
50	**022N**	Mary St	Glenwood Ave	Ramsdell Ave	None	12	27	44%	2	15	100%
51	**022S**	Mary St	Ramsdell Ave	Glenwood Ave	None	13	25	52%	2	12	100%
52	**023N**	Mary St	Dyer St	Glenwood Ave	None	6	11	55%	2	5	100%
53	**023N.2**	Mary St	La Crescenta Ave	Dyer St	None	6	7	86%	2	1	100%
54	**023S**	Mary St	Glenwood Ave	La Crescenta Ave	None	8	25	32%	2	17	100%
55	**024N**	Community Ave	Ramsdell Ave	Cloud Ave	None	19	26	73%	2	7	100%
56	**024S**	Community Ave	Cloud Ave	Ramsdell Ave	None	10	16	63%	2	6	100%
57	**025N**	Community Ave	Glenwood Ave	Ramsdell Ave	arking 8.30 AM-3.30 PM,School	13	21	62%	1	8	100%
58	**025S**	Community Ave	Ramsdell Ave	Glenwood Ave	ol Bus Only,7AM-4 PM School D	7	22	32%	1	15	100%
59	**025S**	Community Ave	Ramsdell Ave	Glenwood Ave	One Hour Parking 7AM-4 PM	8	4	100%	1	0	100%
60	**026N**	Community Ave	La Crescenta Ave	Glenwood Ave	None	11	25	44%	2	14	100%
61	**026N**	Community Ave	La Crescenta Ave	Glenwood Ave	Passenger Loading Only	0	1	0%	2	1	100%
62	**026S**	Community Ave	Glenwood Ave	La Crescenta Ave	None	9	19	47%	2	10	100%
63	**027N**	Community Ave	Sharon Ave	La Crescenta Ave	None	3	10	30%	3	7	100%
64	**027N.2**	Community Ave	Raymond Ave	Sharon Ave	None	1	6	17%	3	5	100%
65	**027S**	Community Ave	La Crescenta Ave	Raymond Ave	None	4	24	17%	3	20	100%
66	**028N**	Prospect Ave	Ramsdell Ave	Cloud Ave	One Hour Parking 8 AM-3 PM	7	23	30%	2	16	100%
67	**028S**	Prospect Ave	Cloud Ave	Ramsdell Ave	One Hour Parking 8 AM-3 PM	9	22	41%	2	13	100%
68	**029N**	Prospect Ave	La Crescenta Ave	Glenwood Ave	o Parking 7 AM-5 PM,School Da	21	26	81%	1	5	100%
69	**029S**	Prospect Ave	Glenwood Ave	La Crescenta Ave	Passenger Loading 7AM-3.30 PM	9	17	53%	1	8	100%
70	**030N**	Prospect Ave	Mid Block	La Crescenta Ave	None	3	21	14%	3	18	100%
71	**030S**	Prospect Ave	La Crescenta Ave	Mid Block	None	5	23	22%	3	18	100%
72	**031N**	Evelyn St	Cloud Ave	Pennsylvania Ave	None	7	18	39%	3	11	100%
73	**031S**	Evelyn St	Pennsylvania Ave	Cloud Ave	None	6	24	25%	3	18	100%
74	**032N**	Evelyn St	Ramsdell Ave	Cloud Ave	None	15	25	60%	2	10	100%
75	**032S**	Evelyn St	Cloud Ave	Ramsdell Ave	None	17	27	63%	2	10	100%
76	**033N**	Altura Ave	Cloud Ave	Pennsylvania Ave	None	3	24	13%	3	21	100%
77	**033S**	Altura Ave	Pennsylvania Ave	Cloud Ave	None	2	26	8%	3	24	100%
78	**034N**	Altura Ave	Ramsdell Ave	Cloud Ave	None	18	25	72%	2	7	100%
79	**034S**	Altura Ave	Cloud Ave	Ramsdell Ave	None	19	24	79%	2	5	100%
80	**035N**	Altura Ave	La Crescenta Ave	Dead End	None	6	17	35%	1	11	100%
81	**035S**	Altura Ave	Dead End	La Crescenta Ave	None	9	26	35%	1	17	100%
82	**036N**	Encinal Ave	Cloud Ave	Pennsylvania Ave	None	1	24	4%	3	23	100%
83	**036N.2**	Encinal Ave	Ramsdell Ave	Cloud Ave	None	10	27	37%	2	17	100%
84	**036S**	Encinal Ave	Pennsylvania Ave	Ramsdell Ave	None	10	55	18%	3	45	100%
					Total Occupied	**432**	**1097**	**39.4%**	On-Street occ (%) **Pre**		

Single segment with different sets of restrictions

Total Pkg	1333
No. unoccupied	901
Overall Occupancy	32%

665 On-Street Parking Unocc **Pre**

Parking Demand-Off-Street

nbound Trip	School		Off-site Spillover
1053	School	122	817
	Preschool	61	
	LC Elementary	53	
	Total	236	

Parking Demand-On-Street On-Street Parking

Zone	Total Spaces	Occupied	Unoccupied	Occupancy	No. Parked-Spillover	Post-event Occupancy
1	202	104	98	51%	98	100%
2	537	259	278	48%	278	100%
3	358	69	289	19%	289	100%
				Total Spillover (Original)	817	
				Total Spillover accommodatedby off-street parking	665	
				Total Outstanding	152	
		152		**Overall Occupied (%)**	**100%**	