Agenda Report

DATE: February 14, 2005

TO: CITY COUNCIL

FROM: CYNTHIA J. KURTZ, CITY MANAGER

SUBJECT: CALL FOR REVIEW OF DESIGN COMMISSION DECISION TO APPROVE A NEGATIVE DECLARATION AND CONCEPT DESIGN REVIEW FOR A NEW MIXED-USE BUILDING AT 260 SOUTH ARROYO PARKWAY

RECOMMENDATION:

It is recommended that the City Council:

Environmental Determination and Land Use Entitlements

1. Affirm the conclusions of the draft initial environmental study, which includes a traffic study approved by the Transportation Department, that the proposed project will not create any significant adverse effects on the environment
2. Approve the Negative Declaration
3. Acknowledge that the Department of Transportation imposed project conditions to fund improvements to traffic-control operations in the area
4. Direct the City Clerk to file a Notice of Determination with the County Clerk.

Art Plan

Acknowledge that the Arts Commission approved the concept art plan on November 11, 2004.

Findings for Removal of Protected Native, Specimen, and Landmark Trees

Acknowledge that none of the trees identified for removal on the project site qualify as landmark, native, or specimen trees.

Findings for Concept Design Approval

1. Find that the concept-level design is consistent with the Goals and Objectives and Citywide Design Principles of the Pasadena General Plan, the Design

Guidelines in the Central District Specific Plan, and the Purposes of Design Review in §17.92.010 of the Zoning Code.

2. Based on these findings, affirm the Design Commission's approval of the application for concept design review with the conditions and recommendations specified in the attached decision letter dated December 14, 2004 (Attachment B).

TRANSPORTATION ADVISORY COMMISSION COMMENTS

The Transportation Advisory Commission (TAC) met on February 10, 2005 and reviewed the project. TAC found that the project complies with the Central District Specific Plan, Land Use Element, Mobility Element, and Zoning Code. They also found that the transportation analysis was methodologically sound (Attachment E).

TAC complimented the developer's commitment to provide new owners with transit passes. TAC suggested consideration be given to providing and maintaining an information kiosk on-site to encourage the use of public transit. TAC also encouraged staff to continue to be proactive in the implementation of transit-oriented development zones.

TAC also offered suggestions beyond the scope of the traffic study for this project since this was the first project processed under the new Transit Oriented Development rules. Their suggestions for future projects included considering covered bicycle parking areas, enhanced pedestrian/sidewalk interface, and the inclusion of more information regarding future pedestrian uses and transit access/connections.

BACKGROUND

On December 13, 2004, the Design Commission held a public hearing to review a draft environmental initial study and an application for Concept Design Review of the project. Concept Design, the first of two steps in the City's design review process, concentrates on schematic-level issues such as massing, orientation, roofline, wall openings, proportions, rhythms, and volumes.

The Commission heard presentations from City staff, the design architects, the developer, as well as comments from the public. The comments from the public living in close proximity to the proposed project focused primarily on traffic circulation and massing of the building. At the conclusion of the hearing, the Commission unanimously voted to issue a concept-level approval of the design. This approval has ten conditions, along with six other items for further consideration during final design review. In addition, the Design Commission recommended two items for further consideration. The conditions of approval of the Design Commission strive to refine the detailing and articulation of building features such as the curvature of the retail corner, the solidity of the retail base, and landscape improvements (Attachment B, Notice of Decision). The project will be further evaluated for compliance with the conditions of approval at a final Design Review public meeting.

PROJECT DESCRIPTION

The corner lot occupies 33,707 square feet bordering East Cordova Street to the north and South Arroyo Parkway to the west. The new construction requires demolition of a surface parking lot and two existing buildings (Shakers restaurant and a second vacant building), which are excluded from the recently adopted Central District Historic Resources Survey and do not meet the criteria as a cultural resource in Section 17.42 of the Pasadena Municipal Code.

The proposed new development is a five-story, 74,680-square foot mixed-use building with 144 subterranean parking spaces, 54 residential loft-style units, and a total of 7,000 square feet of street-level commercial floor area. At a schematic level, the design of the project complies with the City's Citywide Design Principles and Guidelines, adopted by City Council on October 21, 2002, which emphasize integrated site planning, articulate building facades, and appealing street scenes. The design responds to the surrounding area by continuing many of the features of the neighboring Del Mar Station Transit Village: visual transparency, strong roofline, and rhythmic and symmetrically grouped window openings. The project will provide new, high-density housing adjacent to a transportation center. Staff believes that the loft-style concept is well executed and that the architecture of the building is of high quality.

NEGATIVE DECLARATION

The draft Negative Declaration for this development is attached to this report (Attachment E). In accordance with the City's established Guidelines for Preparing Traffic Impact and Parking Analysis, the Department of Transportation examined the potential traffic and parking impacts and concluded that the proposed project will not exceed the level of significance at any of the study intersections or street segments (Exhibit C, Initial Environmental Study, Traffic Impact Analysis). Based on the determination of insignificance, no environmental mitigation measures are required. However, in accordance with the City's established Average Daily Traffic (ADT) impact thresholds for street segments, the project is subject to staff review and conditions. Conditions have been placed on the project to improve pedestrian safety and traffic-control operations in the area (Exhibit B, Initial Environmental Study, Department of Transportation Comment Letter for Traffic Impact Analysis, dated October 13, 2004). The developer (Champion Development) prepared a letter of consent (Exhibit B, Initial Environmental Study) accepting the Department of Transportation's project conditions.

FISCAL IMPACT

The developers will pay fees for the required discretionary applications. The project will also generate plan check permit fees and construction tax. Once constructed, the project will generate increased revenues from property taxes and sales tax from the retail/commercial component on the ground floor.

Respectfully submitted by:

Cynthia J. Kurtz
City Manager

Prepared by:

Vincent C. Gonzalez, Senior Planner
Design and Historic Preservation Section

Approved by:

Richard J. Bruckner, Director
Planning & Development Department

ATTACHMENTS:

Attachment A	Master Application Form
Attachment B	Notice of Decision Dated December 14, 2004
Attachment C	Staff Report Dated December 13, 2004
Attachment D	Letter Dated December 17, 2004, Champion Development Letter Dated January 6, 2005, Studi**one**leven, Architects Project Plans and Elevations
Attachment E	Draft Environmental Initial Study Negative Declaration Traffic Impact Analysis

ATTACHMENT A
Master Application Form

MASTER APPLICATION FORM

Planning & Development Department, 175 North Garfield Avenue, Pasadena, CA 91109

Application # _____

PROJECT ADDRESS: 240 South Arroyo Parkway

PROJECT NAME: Milan Lofts

PROJECT DESCRIPTION: (Please describe demolitions, alterations and any new construction)

Demolition of two existing commercial structures. To be replaced with new five story mixed-use buildings with condominiums over retail and two subterranean parking levels.

Zoning Designation RM-32 General Plan Designation CD-9

APPLICANT/OWNER INFORMATION

Name of Applicant: Champion Realty LTD

Address: 11845 W. Olympic Blvd. suite #700 Los Angeles, CA. 90064

Phone #: (day) (310) 312-8020 Fax #: (310) 312-8030 E-mail: sproffitt@championdev.com

Contact Person: Stuart Proffitt (Champion Realty LTD)

Address: 11845 W. Olympic Blvd. suite #700 Los Angeles, CA. 90064

Phone #: (day) (310) 312-8020 Fax #: (310) 312-8030 E-mail: sproffitt@championdev.com

Name of Property Owner: Henry and Cynthia Yost

Address: 260 S. Arroyo Parkway

City: Pasadena State: California Zip: 91101

Type of City review and approvals required:

___ Zone Change	___ Conditional Use Permit	___ Sign Exception	_X_ Design Review
_X_ Variance	___ CUP in Hillside	___ City of Gardens	___ Street Vacation
___ General Plan Amendment	___ Development Plan Review	___ Single Family in Hillside area	___ Master Development Plan
_X_ Subdivision	_X_ Predevelopment Plan Review	____ Other: _____	

Explain clearly the nature of the review and approval request:

Conceptual Design Review

CERTIFICATION:

I hereby certify that I am the applicant or designated agent named herein and that I am familiar with the rules and regulations with respect to preparing and filing this petition for discretionary action, and that the statements and answers contained herein and the information attached are in all respects true and accurate to the best of my knowledge and belief.

Applicant Signature Date

FOR STAFF USE ONLY

PROJECT #: Description:

Case #s:

Date application/submittals received: Received by: Date of Meeting:

Historic Architectural Research Evaluation Required: Yes ☐ No ☒ Public Arts Required: Yes ☐ No ☒

Date application completed: Total Fees Paid $:

ENVIRONMENTAL ASSESSMENT

EXISTING PROPERTY INFORMATION

Assessor Parcel Number(s): 5722-013 -015
Square footage of property 33,861 sq. ft. Average slope of land if over 15% 10% slope @ greatest

Surrounding Land Uses:
North Commercial (across Cordova) South Commercial
East Multi-family Residential West Commercial w/ multi-family (across Arroyo)

	BLDG A	BLDG B	BLDG C	BLDG D
Total gross square footage	3,438 sq. ft.	4,000 sq. ft.		
Year built	1970	1970		
Building footprint in square feet	3,438 sq. ft.	4,000 sq. ft.		
Open space/landscaping square footage	1,500 sq. ft.	1,600 sq. ft.		
Paving square footage	11,00 sq. ft.	12,000 sq. ft.		
Number of parking spaces	30 stalls	29 stalls		
Height of Building in feet	18'	15'		
Number of stories	1 level	1 level		
Number of Housing Units	0	0		
Square feet to be demolished	3,438 sq. ft.	4,000 sq. ft.		
Number of covenanted affordable units demolished	0	0		
Number of housing units demolished	0	0		
Number of hotel/motel rooms to be demolished	0	0		
To be altered? (yes/no)	no	no		
To be relocated? (yes/no)	no	no		
Un-reinforced Masonry? (yes/no)	no	no		
Type of Use (i.e. Residential, Commercial, Mixed Use, etc)	commercial	commercial		

PROPOSED PROJECT INFORMATION:

Estimated valuation: $6,226,172

Explain if the project located in geological hazard area (i.e. hillside area, seismic fault, erosive soils)? none determined at this time

List any engineering, geological, traffic, or other technical reports prepared concerning the proposed project: none at this time

Amount of grading proposed: Cut: 21,000 cu. yd. Fill: - Balance: 21,000 cu. yd.

Imported: - Exported: 21,000 cu. yd.

Square feet of open space/ landscaping: 4,200 sq. ft. Square feet of paving: 7,600 sq. ft.

Type of development (single-family residence, apartments, condominiums, commercial, industrial, institutional):

condominiums over commercial

Total housing units: 66 Is this an affordable housing project? (y/n) n # of affordable units: -

Proposed energy type: All Electrical ____ Electric Kitchen ____ Electric HVAC ____ Gas Kitchen X

	BLDG A	BLDG B	BLDG C	BLDG D
Total gross square footage	76,150 sq. ft.			
Building footprint square feet	22,100 sq. ft.			
Height of Building in feet	75' @ greatest			
Number of stories	5 w/ 2 subterranean			
Number of parking spaces	147 parking stalls			
Number of Housing Units	66 units			
Number of Bedrooms	n/a (all loft units)			
Hotel/motel number of rooms	0			
Hours of Operation	11 am to 11pm			
Number of Employees	30 employees			
Square Feet of Restaurant Seating Area	2,800 sq. ft.			
Number of Fixed Seats (Restaurant)	186 seats			
Type of Use (i.e. Res., Commercial, Mixed)	mixed-use			
UBC Occupancy group	R1, S3 and A2.1			
UBC Type of construction	III			
Fire sprinklers? (yes/no)	yes			

If there are additional buildings on the site, please attach a separate sheet with the above information for each building.

Attach an explanation of any questions answered with yes.

no Is this a Phased Project?
no Will there be demolition or removal of any structure 50 years or more of age?
yes Will there be demolition or removal of any structure of any age?
no Will there be any alteration of any existing structure 50 years or more of age?
no Will there be any alteration of any existing structure?

INCLUSIONARY HOUSING (If proposed project includes 10 or more new residential units):

Project Type: X Ownership (for sale)
_____ Rental
_____ Combination (sale/rental)

For Sale Subarea 66 units
For Rental Subarea -

Net residential floor area (habitable space) of project in square feet:

Rental units - For Sale units 60,300 sq. ft.

Total number of residential units proposed 66 units

Inclusionary Units required # 10 units Inclusionary Units proposed # 0
(Calculate at 6% prior to September 13, 2002, & 15% thereafter)

Residential Unit Mix:

# of Bdrms	Total # Units	# Units on-site	# Units off-site	# Market Rate Units	# Very Low Income Units	# Low Income Units	# Mod. Income Units
Studio	66 lofts	66 lofts	-	66 lofts	-	-	-
1			-		-	-	-
2			-		-	-	-
3			-		-	-	-
4			-		-	-	-
5			-		-	-	-

Alternatives Selected (If 'Yes' is selected, provide information in second part)

On-site Development	_X_ No ___ Yes	✍	Inclusionary Units Provided #_____
Off-site Development	_X_ No ___ Yes	✍	Inclusionary Units Provided #_____
Land Donation	_X_ No ___ Yes	✍	Estimated Land Value $_____
In-Lieu Fee	___ No _X_ Yes	✍	Estimated In-Lieu Fee $ 481,703

Land Donation or Off-site Development Project Address n/a

Incentives Requested:

Fee Waiver	___Yes _X_No
Unit Credit	___Yes _X_No
Density Bonus	___Yes _X_No
Financial Assistance	___Yes _X_No
Marketing Assistance	___Yes _X_No

Your application is complete when all attached supplemental applications are completed and submitted. The case manager will notify you if any additional items or reviews are necessary.

Note to question on page 3 of application regarding Demolition or removal of any structure of any age:

The two existing commercial structures on the site (built circa 1970)will both be demolished to allow for construction of new project structure. The two existing structures total 7,438 square feet of built area.

TREE INVENTORY FOR PROPERTY LOCATED AT 240 South Arroyo Parkway

(For hillside projects include all trees with a diameter of 4 inches or more. For all other projects, include all trees with a diameter of 8 inches or more.)

Application may not be processed if Tree Inventory is not completed or if left blank. If no trees exist on site indicate "NONE."

Tree #[1]	Scientific Name / Common Name	DBH[2]	Height[3]	Spread	Proposed Status X = Remove R = Remain L = Relocate	Street tree or public tree? Y = Yes, N = No, U = Unknown
1	Podocarpus Gracilior / Fern Pine	20"	35'	35'	Remain	yes
2	Podocarpus Gracilior / Fern Pine	9"	12'	8'	Remain	yes
3	Cupaniopsis Anacardiodes / Carrot Wood	8"	18'	14'	Remove	no
4	Cupaniopsis Anacardiodes / Carrot Wood	6"	12'	6'	Remove	no
5	Cupaniopsis Anacardiodes / Carrot Wood	10"	14'	8'	Remove	no
6	Cupaniopsis Anacardiodes / Carrot Wood	12"	28'	20'	Remove	no
7	Cupaniopsis Anacardiodes / Carrot Wood	12"	22'	16'	Remove	no

[1] Tree number should match number on the site plan. Show tree location on site plan. Include all street trees and trees in public rights-of-way.

[2] Diameter at breast height (DBH) measured at 4 1/2 feet above the point where the trunk meets the ground.

ATTACHMENT B
Notice of Decision

PLANNING & DEVELOPMENT DEPARTMENT
PLANNING DIVISION

December 14, 2004

Mr. Winston Chang
Studio One Eleven
111 West Ocean Boulevard
Long Beach, CA 90802

NOTICE OF DECISION
Application for Concept Design Review
260 South Arroyo Parkway—Milan Lofts
Council District 6

Dear Mr. Chang:

At a public hearing held in the Pasadena Civic Auditorium Gold Room on December 13, 2004, the Design Commission reviewed an application for a Negative Declaration and Concept Design Review for the construction of a new mixed-use project with 54 loft-style residential units and 7,000 square feet of commercial space with subterranean parking—at 260 South Arroyo Parkway. In accordance with §17.92.050 of the *Pasadena Municipal Code*, the Commission:

Environmental Determination

1. Affirmed the conclusions of the draft initial environmental study—which includes a traffic study approved by the Transportation Department—that the proposed project will not create any significant adverse effects on the environment; and
2. Approved a Negative Declaration for the project.

Department of Transportation Conditions

Acknowledged the Department of Transportation project conditions requesting the developer to fund improvements to traffic-control operations in the area.

1. The project will fund the upgrade of the traffic signal at Arroyo Parkway and Cordova Street, including enhanced pedestrian indicators to facilitate pedestrian crossings and manage auto traffic at this intersection (not to exceed $38,000).
2. The project will fund the upgrade of pedestrian indicators at the intersection of Green Street and Arroyo Parkway to enhance pedestrian linkage to the downtown (not to exceed $8,000).
3. The project will upgrade the traffic management communications by funding the installation of fiber optic cable on Cordova Street from Marengo Avenue to Arroyo Parkway (not to exceed $30,000).

Art Plan
Acknowledged that the Arts Commission approved the concept art plan on November 11, 2004.

Findings for Removal of Specimen Trees and Replacement Trees
Acknowledged that none of the trees identified for removal on the project site qualify as landmark, native, or specimen trees.

Findings for Concept Design Approval

1. Found that the concept-level design is **consistent** with the Goals and Objectives of the Pasadena General Plan, the Design Guidelines for the Central District Specific Plan, Citywide Design Principles in the Land Use Element of the General Plan; and the Purposes of Design Review in §17.92.010 of the Zoning Code.

2. Based on these findings, **approved** the application for concept design review with the following conditions:

   a) Introduce a commercial entrance to the corner of Cordova Street and Arroyo Parkway. New development in the Central District places a strong emphasis on articulated building entrances oriented to the street, particularly at the corner, to promote pedestrian activity. *Source: District-wide Guidelines, Recommendation 5.5: "consider placing the main building entrance at a street corner..."*

   b) Restudy the curvature at the retail corner.

   c) Add more solidity to the retail base to support the vertical walls above it.

   d) To avoid the appearance of thin walls and surface-applied detail, recess the windows and patio doors approximately three inches behind the primary building wall. Recessing the window plane back from the building surface will enhance the level of detail of the building and create more solidity to the wall surfaces. *Source: Citywide Design Guidelines for Windows in Multi-family Residential Projects. Buildings should not have window frames flush with the stucco surface.*

   e) Introduce some color variation to inset balcony locations and/or introduce variation in railing, i.e., opaque-glass balcony railing to enliven the building elevations.

   f) Restudy the shed roofs at the 5th floor. They lack articulation and should be more dramatic. Consider extending the down-slope over-hang and restudy the interface between the roof and chimney connections.

   g) Enhance the pedestrian stairways leading from the sidewalk to the podium deck.

   h) Develop a more creative landscape design solution in each courtyard to reduce the number of individual planters and allow for landscape berms to accommodate the planting of larger-scale trees.

   i) Provide elevations that show the context of adjacent new projects on Marengo Avenue.

   j) The Commission shall conduct final design review and asked that the final art plan—as developed at that time—be presented during final design review.

k) Among the issues to be carefully evaluated during final design are:
   - location of retail signs
   - the detailing of the window assemblies and the location of operable and fixed window openings
   - balcony guardrail detail
   - detailing of raised planters
   - the screening of mechanical equipment, backflow preventor/utility vault/gas meters, dryer vents, and location of mechanical ventilation for parking garage and restaurant component (if applicable)
   - dimension and placement of aluminum reveals (e.g., Fry Reglet) within plaster surfaced walls

Recommendations

1. Consider depressing portions of the podium within the landscaped courtyards to *increase the overall depth of the planting area and minimize the presence of large scale planters* (Sheet A2.3).

2. Increase the depth or vary the size of the 5th floor loft area(s) to modulate the wall plane and to introduce variation in light and shadow.

Effective Date ❖ Appeals ❖ Call for Review

This decision becomes effective on **Friday, December 24, 2004.** Prior to the effective date, the City Council may call for a review of this decision. In addition, you or any interested person may appeal this decision to the **City Council before the effective date** by filing an appeal in writing with a fee equal to 65% of the original application in the office of the City Clerk, 116 E. Colorado Boulevard, 6th floor. Appeals must cite a reason for objecting to a decision. Please note that appeals and calls for review are held as *de novo* hearings, meaning that the lower decision is set aside and the entire application is reviewed as a new proposal. The City Council may also call for a review of this decision before the effective date.

This approval expires **one year** from the effective date. The approval period may be extended once—for a second and final year—by filing a written request with the Planning Director before the expiration of the two-year effective date (along with the fee for renewal of an approval). Any **changes in the approved design** for the project, whether before construction or during construction, must be submitted to City staff for review and approval. The municipal code authorizes the staff to approve minor changes to the project—including the conditions of approval. Major changes, however, must be reviewed as part of a separate application for modifications to the project—including the conditions of approval (for which the filing fee is equal to one-half the original fee). As many as two applications for major changes to the project may be filed during a calendar year. Major changes may be approved only if there are findings of changed circumstances that justify the revisions.

Please call me at (626) 744-6750 if you have any questions regarding this matter.

Sincerely,

Vincent C. Gonzalez

Vincent C. Gonzalez, Senior Planner
Design & Historic Preservation Section

cc: Stuart Proffitt, Champion Development Group; Eric Shen, Department of Transportation; City Manager; City Clerk; address file; chron file; Tidemark

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ATTACHMENT C
Staff Report

STAFF REPORT

TO: Design Commission

FROM: Richard J. Bruckner, Director, Planning & Development Department

SUBJECT: Application to Adopt an Initial Study, Negative Declaration, and Concept Design Approval
260 South Arroyo Parkway (Milan Lofts)
Case #PLN 2004-00297
Council District 6

DATE: Meeting of December 13, 2004

RECOMMENDATION:

The staff recommends that the Commission:

Environmental Determination and Land-use Entitlements

1. **Affirm** the conclusions of the **draft initial environmental study** that the proposed project will not create any significant adverse effects on the environment.
2. **Approve** a **Negative Declaration** for the project.

Art Plan

Acknowledge that an application to the Arts Commission was submitted for the concept art plan on November 11, 2004.

Findings for Removal of Specimen Trees and Replacement Trees

Acknowledge that none of the trees identified for removal on the project site qualify as landmark, native, or specimen trees.

Findings for Concept Design Approval

1. Find that the concept-level design is **consistent** with the Goals and Objectives of the Pasadena General Plan, the Design Guidelines for the Central District Specific Plan, Citywide Design Principles in the Land Use Element of the General Plan; Fundamental Qualities of Buildings and Open Space of the General Plan; the Design Guidelines for the Central District, and the Purposes of Design Review in §17.92.010 of the Zoning Code.

2. Based on these findings, **approve** the application for concept design review with the following conditions:

   a) Relocate the commercial entrance to the corner of Cordova Street and Arroyo Parkway. New development in the Central District places a strong emphasis on articulated building entrances oriented to the street, particularly at the corner, to promote pedestrian activity. *Source: District-wide Guidelines, Recommendation 5.5: "consider placing the main building entrance at a street corner..."*

   b) Develop a more creative landscape design solution in each courtyard to reduce the number of individual planters and allow for landscape-berms to accommodate the planting of larger-scale trees.

c) To avoid the appearance of thin walls and surface-applied detail, recess the windows and patio doors approximately three inches behind the primary building wall. Recessing the window plane back from the building surface will enhance the level of detail of the building and create more solidity to the wall surfaces. *Source: Citywide Design Guidelines for Windows in Multi-family Residential Projects. Buildings should not have window frames flush with the stucco surface.*

d) The Commission shall conduct final design review.

e) Among the issues to be carefully evaluated during final design are:
   - location of retail signs
   - the window assemblies
   - projecting architectural canopy at lobby entrance and radius corner
   - balcony guardrail detail
   - detailing of raised planters
   - the screening of mechanical equipment, backflow preventor/utility vault/gas meters, dryer vents, etc.

Staff Recommendation
Consider depressing portions of the podium within the landscaped courtyards to *increase the overall depth of the planting area and minimize the presence of large scale planters* (Sheet A2.3).

DEVELOPMENT TEAM
Developer: Champion Development Group
Architect: Studio One-Eleven

GENERAL PLAN
The project is located in the Central District Specific Plan (CD-9 Zoning District), which is identified by the General Plan as one of several areas within the City targeted to accommodate future growth. The project will place high-density housing within walking distance to the Del Mar Gold Line Station and to Central District shopping and employment centers.

PROGRAM
The corner lot occupies 33,707 square feet bordering South Arroyo Parkway to the west, and East Cordova Street to the north. The proposed new development is a five-story mixed-use structure with four-levels of residential lofts (54-units) and approximately 7,000 square feet of street level commercial space. A total of 145 parking spaces are located in an at-grade parking garage and two subterranean parking levels below the building.

The new construction requires demolition of a surface parking lot and two existing buildings (Shakers and a second vacant building), which do not meet the criteria in Section 17.42 of the Pasadena Municipal code for designation as a historic resource. In addition, the structures, built in 1971, are excluded from the recently adopted Central District Historic Resources Survey. Therefore, as affirmed by the initial environmental study; the demolitions will not have a significant effect on cultural resources.

ENVIRONMENTAL STATUS
The Transportation Department examined the potential traffic and parking impacts and concluded that the new construction will not have a significant traffic impact at any of the study intersections identified in Exhibit C-Traffic Impact Analysis (Initial Environmental Study). Based

on the determination of insignificance, no environmental mitigation measures are required. However, the Department of Transportation reviewed the traffic impact on nearby street segments and requested a financial contribution from the developer to fund improvements to traffic-control operations in the area. Champion Development prepared a letter of consent (Attachment B, Initial Environmental Study) accepting the Department of Transportation recommended conditions to be incorporated into this project as follows:

1. The project will fund the upgrade of the traffic signal at Arroyo Parkway and Cordova Street, including enhanced pedestrian indicators to facilitate pedestrian crossings and manage auto traffic at this intersection (not to exceed $38,000).
2. The project will fund the upgrade of pedestrian indicators at the intersection of Green Street and Arroyo Parkway to enhance pedestrian linkage to the downtown (not to exceed $8,000).
3. The project will upgrade the traffic management communications by funding the installation of fiber optic cable on Cordova Street from Marengo Avenue to Arroyo Parkway (not to exceed $30,000).

The pedestrian improvements and the expansion of the City's Intelligent Transportation System (ITS) network listed above will improve overall traffic operations in the area and provide better access to and from the project site.

CONCEPT DESIGN REVIEW

Concept design review, as defined in the municipal code, concentrates on massing, orientation, wall modulation, solid-to-void relationships, roofline, compatibility with surroundings, proportions, and compliance with design guidelines. By code, the staff conducts final design review, unless during concept review the Commission requests that it act as the decision-maker for final review in place of the staff. The recommendation in this report proposes that the Commission conduct final design review.

COMPLIANCE WITH DESIGN GUIDELINES

At a schematic level, many elements of the design of the project comply with the *City's Citywide Design Principles and guidelines, which emphasize integrated site planning, articulate building facades, and appealing street scenes.* The design responds well to the surrounding area by continuing many of the features of the neighboring Del Mar Station Transit Village: visual transparency, strong roofline, and rhythmic and symmetrically grouped window openings.

ANALYSIS

Siting and Orientation. The context plan shows the relationship of the building to the street and to surrounding land uses (see architectural drawings page A1.0). The irregular L-shaped configuration of the site presents a number of difficult design challenges, including a 9-foot grade difference along the Cordova Street frontage, and shallow depth of the lot along a portion of South Arroyo Parkway.

The lot extends a distance of 100 feet along Cordova Street and 243 feet along Arroyo Parkway. The development has one-ground level and two-subterranean levels of parking (145 spaces) accessed from Arroyo Parkway. Commercial uses surround the ground-level parking spaces, obscuring views of the parking area from the street.

The first 151 feet of ground-level street frontage (from Cordova Street south along Arroyo Parkway) is a 7,000-square foot commercial component. A recessed commercial lobby entrance separates the commercial frontage from the residential lobby. One, two, four, and eight-foot setbacks modulate the ground plane of the building along the street.

Although the building successfully addresses the corner and gives the appearance of a corner-entrance into the building, the primary access to the commercial component is located approximately 60 feet to the south. Staff believes that the project would best meet the City's design principles, which continually reinforce the "...promotion of active, pedestrian-oriented street environments," by siting *the entry doors at the corner of Cordova Street and Arroyo Parkway.* This layout will promote a more vital pedestrian interaction with the project, while furthering the urban design goals set forth in the Citywide Design Principles.

The residential lofts and two landscaped courtyards are located on a second-level podium. A community deck (with spa and outdoor fireplace) at the forth level overlooks Arroyo Parkway and offers a second common outdoor space for the residents of the project. In addition, each unit is provided with a private courtyard, balcony, or rooftop deck.

Height. The scale of the building is fitting for its location. The building is adjacent to structures of similar height across South Arroyo Parkway (Del Mar Station Transit Village) and immediately to the east (Cinema Lofts – 215 S Marengo Avenue). The building is designed with varying parapet heights that range from 45 feet to 71 feet to reduce the overall bulk and mass of the building. Through height averaging, the project proposes an average height of 60 feet throughout the block. Height averaging allows additional height over no more than 30% of the building footprint on a development parcel (excluding parking garages) provided that the average height of that footprint does not exceed the otherwise required maximum building height. Height averaging requires approval from the Design Commission.

The height limit permitted currently under the Zoning Code is 75 feet. At a maximum height of 71 feet, the project complies with the current Code height limit. Under the recently approved Central District Specific Plan (see attached District-wide Urban Design Concept, Section 6) and the approved Zoning Code, however, height exceeding 60 feet, up to 75 feet, is allowed only if the overall height averages 60 feet or less. In addition, the Height Flexibility Provision limits heights above 60 feet to 30 percent of the building footprint. (Although the Council approved both the Specific Plan and the Zoning Code, it has not yet adopted the new Zoning Code ordinance, establishing the reduced height limit and the Height Flexibility Provision.)

Under the approved Specific Plan and Code, height averaging for a project will require approval by the Design Commission, which must make four findings for that approval. The Commission may impose conditions for approval of the additional height. The provision is intended for certain scenarios described in the Specific Plan (District-wide Urban Design Concept, Section 6, page 91).

For approval, each of the four following findings will be required:

a) The additional height allows for preservation of vistas and view corridors, and/or a more sensitive transition to an adjacent historic structure, and/or provides for a more interesting skyline;

b) The additional height will not be injurious to adjacent properties or uses, or detrimental to environmental quality, quality of life, or the health, safety, and welfare of the public;

c) The additional height will promote a superior design solution that enhances the property and its surroundings, without detrimental impacts on views and sight lines;

d) The additional height is consistent with the objectives and policies of this Specific Plan and the General Plan.

Although not required at this time, staff believes that the Design Commission could make these findings because the project includes two landscaped courtyards, including the central courtyard that separates the structure fronting on Arroyo Parkway from the freestanding module at the southeast corner of the site. It opens the interior of the project to views from Cordova. The fifth-story portion of the units allows them to be larger, consistent with the FAR under 2.25, which is permitted on the site and is achieved through the additional height rather than through greater bulk at lower levels. The additional height above 60 feet does not block views and sightlines from neighboring properties that would be present with a structure limited to 60 feet.

Under the Specific Plan and Zoning Code, the Commission may impose conditions of approval related to the additional height. These may include, but are not limited to: 1) additional requirements for site planning and architectural design, including massing and articulation; and 2) additional requirements for public amenities, including public outdoor space and pedestrian paths.

Massing and Modulation. Oriented to the street corner, the building has the traditional massing of base, middle, and top encouraged for new construction in the Central District Specific Plan. The base is expressed with a series of storefront windows and commercial and residential lobby entrances that face the street. The mid-section has symmetrically arranged groupings of clerestory windows and balconies. Portions of the top floor of the building are stepped-back approximately 26 feet from the lower four-levels, to diminish the scale and bulk of the building along the street-frontage. The roofline at this segment of the building is detailed with a simple shed-roof form that contrasts with the vertical lines of the building. The guard-rail detail at level-four will be the most visible element at this location and will terminate the top of the building along the Arroyo Parkway elevation. The remaining rooflines are detailed with a simple projecting flat-roof configuration that appears to float above the building.

The street-facing elevations of the building are composed of three volumes: a five-story, glazed corner tower with a radius-edge, a hyphenated sub-volume (community deck) that separates the larger building masses, and a third module to the south. This design reduces the mass of the structure along the street and allows the building to read as separate volumes, as encouraged by the *District-wide Guidelines, Recommendation 2.4, "Employ simple, yet varied masses, and emphasize deep opening that create shadow lines and provide visual relief..."*

A freestanding building module at the rear portion of the lot helps to define the 40-foot deep courtyard further reducing the prominence of the building through segmentation of building volumes. This configuration capitalizes on the desired single-stack floor plan allowing access to light and air from each end of the unit.

Solid-to-Void Relationships. The composition of solids-to-voids is well balanced, with symmetrically placed window openings set in large wall planes. The ground-floor commercial space is composed of a storefront window and door system with vision glass panels. Views into the ground floor commercial space enhance the visual interest at the pedestrian level. The windows at the residential levels also resemble a storefront window system, which include transoms (typically at balcony locations). At this schematic level, information regarding a window recess is not detailed in the plans and elevations. To avoid the appearance of thin walls and surface-applied detail, *staff recommends that the windows be recessed in plane approximately three inches. Recessing the window plane back from the building surface will*

enhance the level of detail of the building and create more solidity to the wall surfaces. Source: Citywide Design Guidelines for Windows in Multi-family Residential Projects.

Architectural Style and Details. The design of the building is contemporary and references upon the design of previous residential buildings in this vicinity of South Arroyo Parkway. It achieves the City's objective of designing buildings that enhance the community's unique character and special qualities through the articulation of wall surfaces; by creating an urban edge with a retail base, and by creating building volumes to minimize the visual impact of the structure.

The Arroyo Parkway elevation has the general aesthetic of a loft building. The building is composed of three volumes. The architectural expression along the Arroyo Parkway elevation is varied, using a stone base, precast-limestone veneer wall cladding, exterior cement plaster wall surfaces, and large industrial aluminum windows. A flat roof plane and architectural projection at the street corner impart a simplistic terminus to the top of the building.

Landscaping. As part of the final review of this project, the applicant is required to submit a detailed landscape and irrigation plan detailing the use of plant material in the two courtyards. The courtyards as designed have no direct access from the street. The fourth level community deck above the commercial lobby affords limited views and impression of a courtyard from the street. A plan view of this condition is illustrated in the plans and elevations (Sheets A2.3 & A2.5).

Rows of raised planters are proposed along the podium level courtyards. The planters are approximately 2'-6" in depth, to accommodate large shrubs and small trees. Because of the confined planting area, it is unlikely that the plant material will reach maturity, in terms of height and spread.

Staff recommends the podium level be detailed with a depressed concrete deck and 18" tall planter walls to increase the overall depth of the planting area and minimize the presence of a large-scale planter. The landscape architects should also strive to achieve a landscape design that goes beyond the typical rhythmically spaced tree wells throughout the courtyards, and incorporate a more creative landscape solution. Staff believes that this approach will enhance the design aesthetic of the project and buffer views across the courtyard from adjacent residential units within the project.

Compatibility with Surroundings. The project is located in the Central District Specific Plan area, which is one of several areas within the City targeted to accommodate future growth. The project will place high-density housing and commercial space within walking distance to the Del Mar Gold Line light-rail station and to Central District shopping and employment centers.

The adjacent buildings in the immediate area represent a mix of architectural styles. The closest neighbors to the project are an entitled contemporary five-story mixed-use building immediately to the east of the project site, and a single-story plumbing supply retail building to the south. Across the street (to the west) are a Streamline Moderne public storage building and a mixed-use development (under construction) with the aesthetic of a loft building. The contemporary detailing of the proposed project will be compatible in use and architectural style to the buildings in the immediate area.

CONCLUSION

The proposed development complies with the Urban Design Objectives and Policies as envisioned in the General Plan. The development incorporates many of the qualities of buildings and places that are inviting and sustain visual interest as guided by the Central District Design Guidelines (listed below). The project will provide new, high-density housing adjacent to a transportation center. Resident and commercial uses will be included, creating a mixed-use complex. Staff believes that the loft style concept is well executed, that the architectural expression of the building is of high quality, and therefore, recommends approval of the project with the conditions cited in the report.

Respectfully submitted,

Richard J. Bruckner, Director
Planning and Development Department

Prepared by:

Vincent Gonzalez, Senior Planner
Design & Historic Preservation Section

Reviewed by:

Jeff Crohin, Principal Planner

John Poindexter, Planning Division Manager

W/Design-HP/2004 Staff Reports/Residential Mixed-use/Arroyo Parkway_S260_121304_conc_sr.doc

Attachments: Initial Study, Mitigated Negative Declaration, and Traffic Study
Project Plans and Elevations
Relevant Design Principles and Guidelines
District-Wide Urban Design Concept, Section 6

RELAVANT DESIGN PRINCIPLES AND GUIDELINES IN SUPPORT OF THIS PROJECT
Citywide Design Principles – Guiding Principles

No. 1: Enhance the Surrounding Environment.
(Retains residential scale of Marengo Avenue corridor)

No. 2: Incorporate Human Values and Needs.
(pedestrian-oriented development and human scale, entry stoops)

Central District Private Realm Design Guidelines- Site Planning

1.1: Provide for the functional and visual integration of building, services, vehicular access and parking, and "outdoor rooms" such as plazas, fore-courts, interior courtyards, and passages.

2.1 Locate and orient buildings to positively define public streets and civic spaces...

2.2 Build to a sufficient height at or near the property line to define the street edge and create a sense of enclosure.
(building heights appropriate for the Central District; residential component engages the public with stoops)

3.1: Encourage the presence of well-defined outdoor space, such as on-site plazas, interior courtyards, patios, terraces, and gardens; these are especially encouraged in association with major developments.

4.4: Use plants, furniture and lighting to shape, embellish, enliven and give purpose to outdoor space; lush plants, warm materials and pleasing details are encouraged.
(plantings in courtyard and along pedestrian routes; decorative tiles and pavers)

6.1: Encourage subterranean and structured parking...
(all parking is subterranean or concealed from public view)

Central District Private Realm Design Guidelines- Building Design

1.1: Design visually attractive buildings that add richness and variety to the Downtown environment, including creative contemporary architectural solutions.

1.7: Employ design strategies and incorporate architectural elements that reinforce Downtown's unique qualities; in particular, Downtown's best building tend to support an active street life.

6.1: Consider each building as a high-quality, long-term addition to Downtown; exterior architectural design and building material should exhibit permanence and quality appropriate to an urban setting.

6.2: Employ especially durable and high quality materials at the street level...

6.3: Design architectural features that are an integral part of the building...
(balconies, roof, metalwork, gates)

6.4 Minimize the number of curb cuts and access points to parking from the street; curb cuts should be consolidated and placed at mid-block, or provide alley access to service and parking, where feasible.

Central District Private Realm Design Guidelines- Urban Residential

1.1: Discourage internally focused residential developments...

2.4: Incorporate upper floor balconies, bays, and windows that overlook the street, enliven the street elevation, and communicate the residential function of the building.

ATTACHMENT D

Letter Dated December 17, 2004, Champion development;
Letter Dated January 6, 2005. Studi**one**leven;
Project Plans and Elevations

CHAMPION
DEVELOPMENT

December 17, 2004

In regards to: Proposed Project at SEC of Arroyo Parkway and Cordova Street

City Council
P.O. Box 7115
Pasadena, CA 91109-7215

Honorable Members of the City Council:

We are writing to update you regarding the design review meeting for our proposed project known as "The Milan" at 240 South Arroyo Parkway, and to address certain concerns that Staff informed us were raised regarding the window treatment and proposed exterior finish.

To ensure The Milan will be a successful project we made efforts to introduce our project to the community and to design a high-quality project with special sensitivity to the neighboring projects. We also paid careful attention to the evolving central district plan to ensure our project would comply with its intentions and specific requirements.

Design's Sensitivity to Neighboring Properties

Champion Development Group has worked in concert with the accomplished architects of Studio One Eleven, the urban division of Perkowitz & Ruth to create a high-quality project that we believe is contextually appropriate and architecturally significant. Please see select floor plans and elevations attached.

The Milan is designed with great sensitivity to the properties it adjoins. We began community outreach last August by contacting adjacent neighbors and representatives of the Old Pasadena Management District. To ensure community compatibility, the massing of the project was customized to provide view corridors and open space for units on adjacent properties. Specifically, we eliminated proposed units to create interior courtyards and aligned them to provide view corridors to the south and the east for the co-op residential units closest to our property line. See site plan attached. Our intent in creating these courtyards and view corridors was to ensure the long term viability and attractiveness of the adjacent units even though we did not own them. We have also finished all elevations of the project with equal attention to detail, architecturally and with landscaping, so that no neighbor will feel like they are looking at the back of a project. This is in keeping with our mission to design projects that will be an example of outstanding architecture. Our Pasadena Collection at 175 South Lake, developed in collaboration with Sid Tyler, is another project that is highly valued by the community that is a testament to this commitment.

On Monday December 13th The Pasadena Design Review Commission ("The Board") reviewed the Project and was pleased with the design. The Board unanimously approved the application for concept design review with several very minor design conditions. The Board was impressed with the Project's orientation to its neighbors. Referring to the Project's sensitivity to its neighbors, Design

11601 Wilshire Boulevard, Suite 1650, Los Angeles, California 90025
Telephone: (310) 312-8020 Fax: (310) 312-8030

Commissioner James Lomako, Community Development Committee Representative, stated that "this is as good as it gets," and that our Project was a wonderful departure from common developments that present a four story flat stucco wall to their neighbors.

The concerns staff made us aware of related to window treatment and the exterior finish. These concerns are addressed in detail in the attached letter from Studio One Eleven. As discussed in Studio One Eleven's letter, high-quality operable inset double-paned windows will be provided for all the residential units, which will contribute to an up-scale finished product. The base of the building will be comprised of limestone panels. Less than 25% of the building exterior will be comprised of stucco, and where stucco is employed it will be utilized with a fine sand float finish, that has a rich appearance.

Intentions of Central District Specific Plan

The Milan is located within the Old Pasadena Sub-district of the Central District Specific Plan. The Milan fulfills the Plan's goals of supporting "long-term viability of its core as a regional retail and entertainment destination through the development of nearby complimentary uses, including urban housing near light rail stations and parks."

The Milan is located in the West Downtown Transit District of the Specific Plan, which provides that "...new housing should contribute to an urban village atmosphere that provides for a range of lifestyles and activities, and includes support retail and services. Compact development at higher densities (60-87 DUs/acre) will strengthen pedestrian- and transit-oriented movement patterns, and recognizes the presence of two rail stations within this Sub-district."

With a density of approximately 69 DUs/acre, the Milan is substantially below the maximum density envisioned by the Plan. It is located on Arroyo Parkway, directly across from the Del Mar light rail station, and thus promotes the Plan's objective of providing residential density within close proximity to the light rail stations. The Milan also includes a retail frontage to strengthen pedestrian movement patterns and to provide support services to the district.

Specific Requirements of the Central District Specific Plan

The Project has been continually redesigned and refined to comply with the City's objectives. Our first design was a mixed-use project that complied with the Code in place at the beginning of 2004. The size of the project was subsequently decreased by more than 16,000 gross square feet to comply with requirements anticipated to be in the Central District Specific Plan. A third revision was made to comply with the Zoning Code as it was actually approved. As part of this revision, the Project was reduced from 66 to 54 units, and the portion of the Project dedicated to retail was increased.

Traffic Analysis

The design of the project was also reworked numerous times to minimize the projects impact on its neighbors. We changed the traffic flow through the project to restrict project access on Cordova to exit only, thereby reducing the impact on the Arroyo Parkway and Cordova intersection. We also commissioned a full traffic study as prepared by an independent traffic engineer and reviewed and approved by Eric C. Shen, P.E., Transportation Planning Development Manager for the City of Pasadena. The study indicated the project will not significantly impact any of the eight study intersections. Nevertheless, CDG has agreed to fund the following traffic improvement measures:

1. The project will fund the upgrade of the traffic signal at Arroyo Parkway and Cordova Street, including enhanced pedestrian indicators to facilitate pedestrian traffic and manage auto traffic at this intersection (cost estimate $38,000).
2. The project will fund the upgrade of pedestrian indicators at the intersection of Green Street and Arroyo Parkway to enhance pedestrian linkage to the downtown (cost estimate $8,000).
3. The project will upgrade the traffic management communications by funding the installation of fiber optic cable on Cordova Street from Marengo Avenue to Arroyo Parkway (cost estimate $30,000.)

We hope that the foregoing information documents to your satisfaction, the special efforts we have made to bring a project to the table that meets the vision and goals of the Central District Specific Plan that you and your colleagues have spent such considerable time and expense crafting and articulating. We look forward to the opportunity to answer any questions you may have at the Council meeting on Monday, January 10, 2005.

Sincerely,

Robert D. Champion/MR

Robert D. Champion
President
Champion Development Group

cc: StuartProffitt
Allan J. Abshez
Vincent Gonzalez
Richard Bruckner
Cynthia Kurtz
Studio One Eleven

11601 Wilshire Boulevard, Suite 1650, Los Angeles, California 90025
Telephone: (310) 312-8020 Fax: (310) 312-8030

studioneleven
at Perkowitz+Ruth Architects

January 6, 2005

Mr. Stuart Proffitt
CHAMPION DEVELOPMENT GROUP
11601 Wilshire Boulevard, Suite 1650
Los Angeles, CA 90025

RE: THE MILAN LOFTS
240 Arroyo Parkway
Pasadena, California
PROJECT NO. 03.408.11

Dear Stuart:

I am writing this letter to address concerns regarding this project. I am glad to see the level of care voiced on behalf of the community, and I hope that this letter can assuage these concerns.

From the outset, Champion Development Group has expressed the desire to create a very high quality project for the corner site at Arroyo Parkway and Cordova Street. As the project architects, we have endeavored to provide a design which is appropriate and responsive to site conditions. Our goal is to provide a building that complements its location along a major arterial boulevard, yet responds to the scale of the residents and surrounding neighborhood.

We understand that there are concerns regarding the windows. We are specifying high quality prefinished aluminum, double-paned windows and doors for the project exterior at the residential levels. Openings at residential levels shall contain operable windows to allow for natural ventilation within the units. The hardware specified shall be of the highest quality for multi-family residential buildings. The windows are for the most part recessed more than 12". While this alone does not make for a beautiful building, in this application, the added depth will enhance the overall aesthetic qualities of this building.

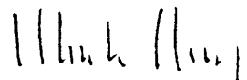
There was also a concern regarding the use of stucco for the building skin. Along Arroyo Parkway and Cordova Street, less than 25% of the surface area is stucco. Limestone is used almost entirely along the building base and precast limestone panels are utilized in substantial proportions above the base. Additionally, we are utilizing cementitious board siding (favored for application as a sustainable material) and metal panels. The stucco portions of the building shall be of a fine sand float finish with reveals, which adds to the richness of this ubiquitous and flexible material.

111 West Ocean Blvd., 21st Floor
Long Beach, CA 90802
t 562.901.1500 f 562.901.1501
www.studio-111.com info@studio-111.com

I hope that this letter can address the concerns expressed, and would be more than happy to discuss these issues or any other issues regarding the design of this project.

Sincerely,

STUDIO ONE ELEVEN
AT PERKOWITZ + RUTH ARCHITECTS



Winston Chang, AIA
Associate, Project Director

cc: Alan Pullman, AIA
Studio One Eleven

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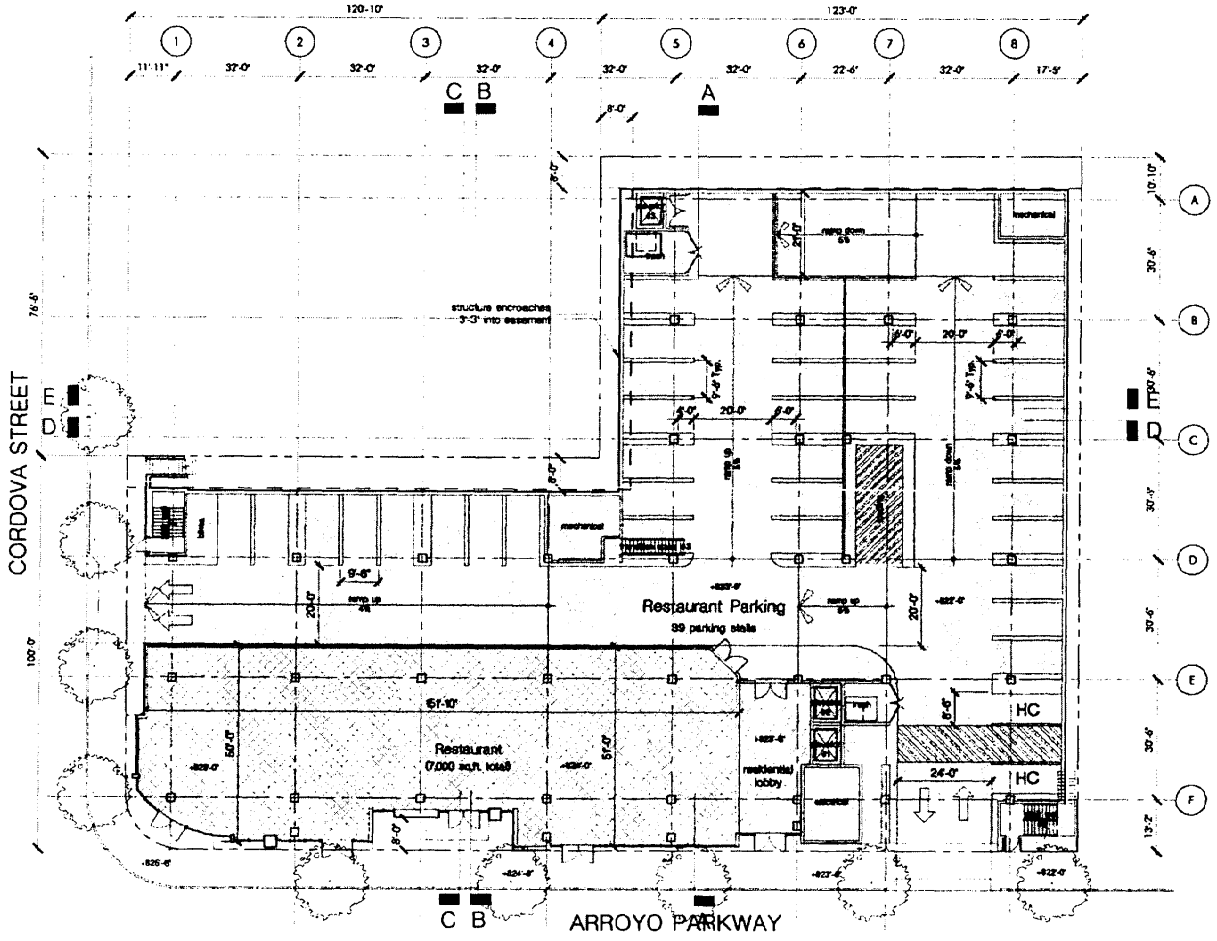

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a Partnership of Ruth Architects
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(562) 901-1501 (f)

CHAMPION
DEVELOPMENT GROUP

#	Date	Issue
1	11.08.04	CONCEPTUAL DESIGN REVIEW

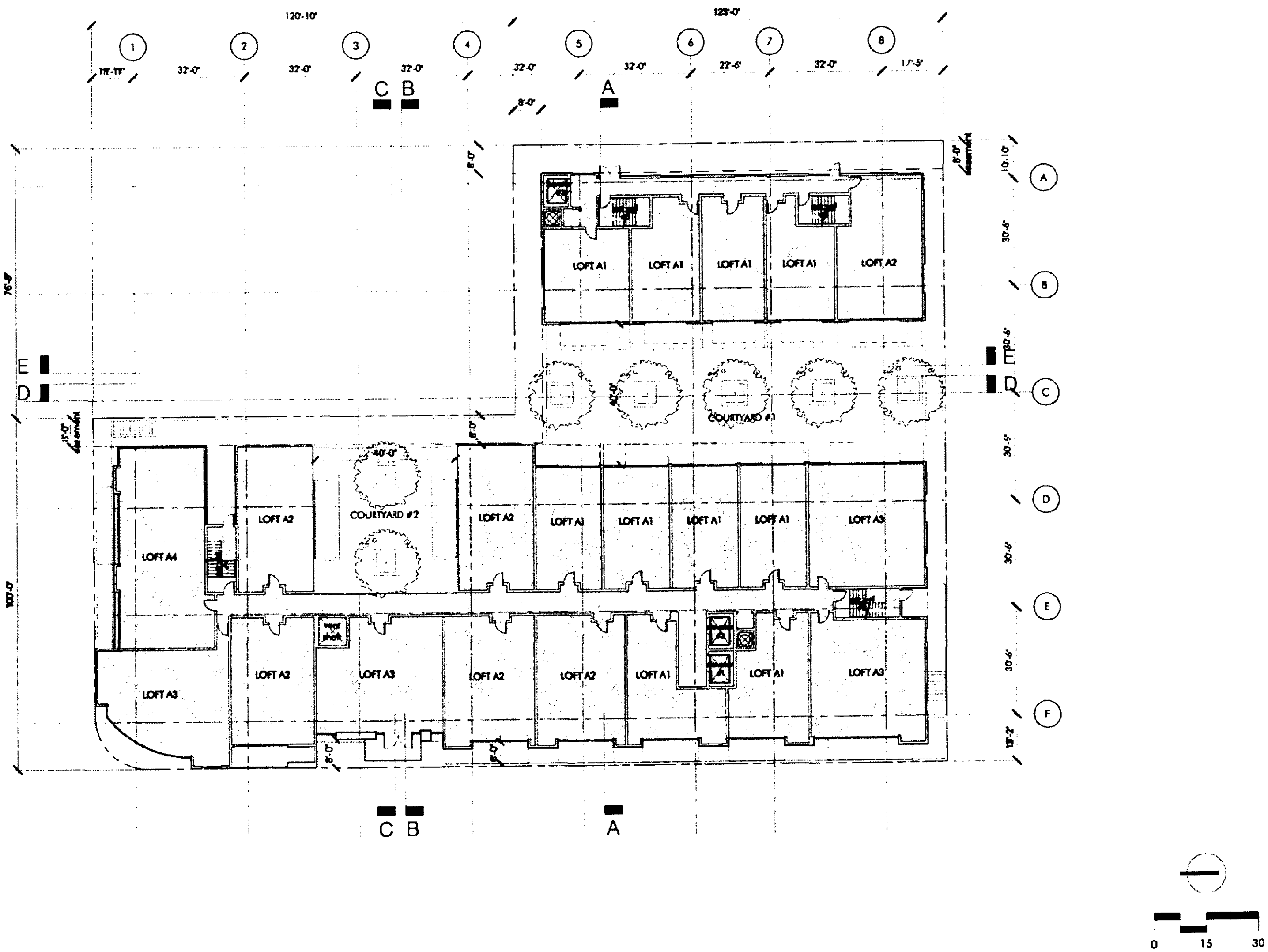
Job No. 03408.11

Date
11.08.04
Scale
1" = 30'-0"

Ground Floor Plan

A 2.2

NOT ISSUED FOR CONSTRUCTION



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MILAN

CHAMPION
DEVELOPMENT GROUP

#	Date	Issue
1	11.08.04	CONCEPTUAL DESIGN REVIEW

Job No. 03.406.11

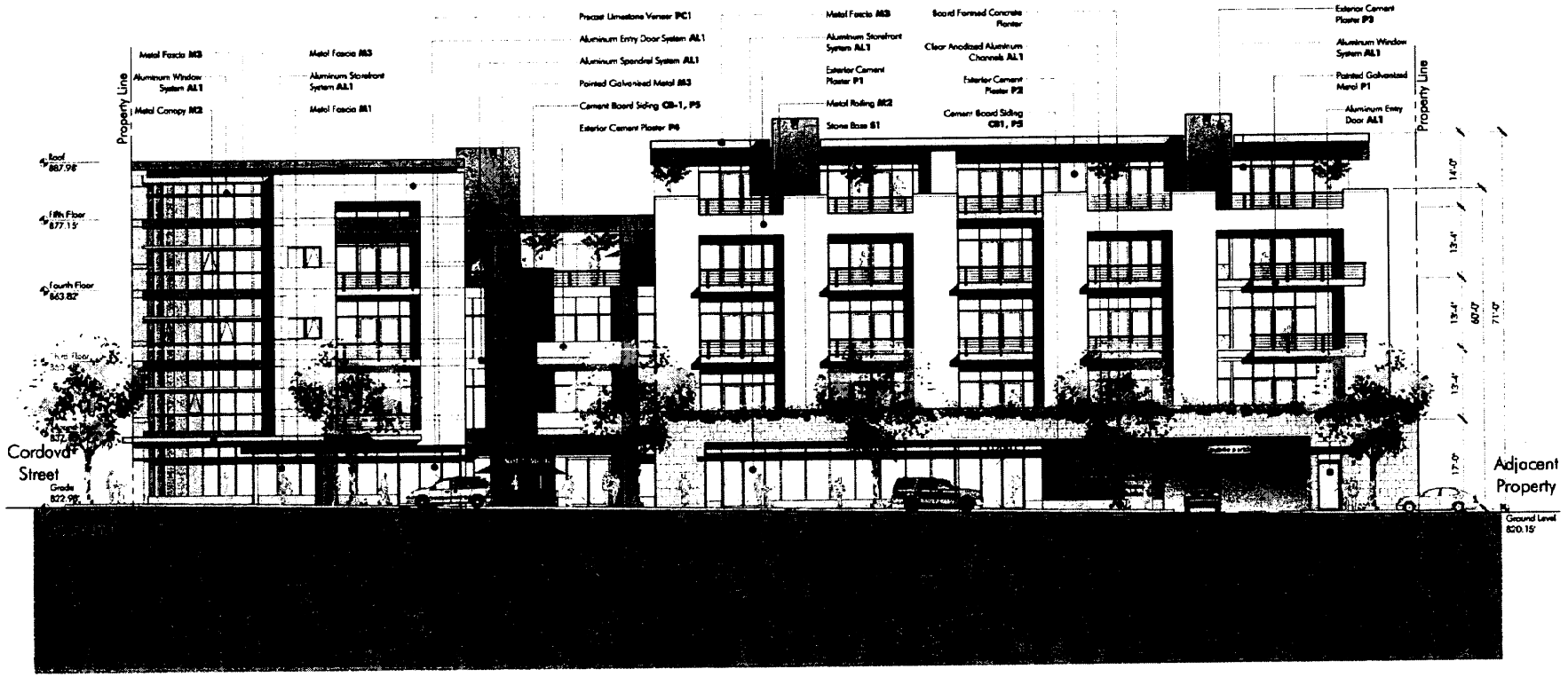
Date
11.08.04

Scale
1" = 30'-0"

Second Floor Plan

A 2.3

NOT ISSUED FOR CONSTRUCTION



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CHAMPION DEVELOPMENT GROUP

#	Date	Issue
1	11.08.04	CONCEPTUAL DESIGN REVIEW

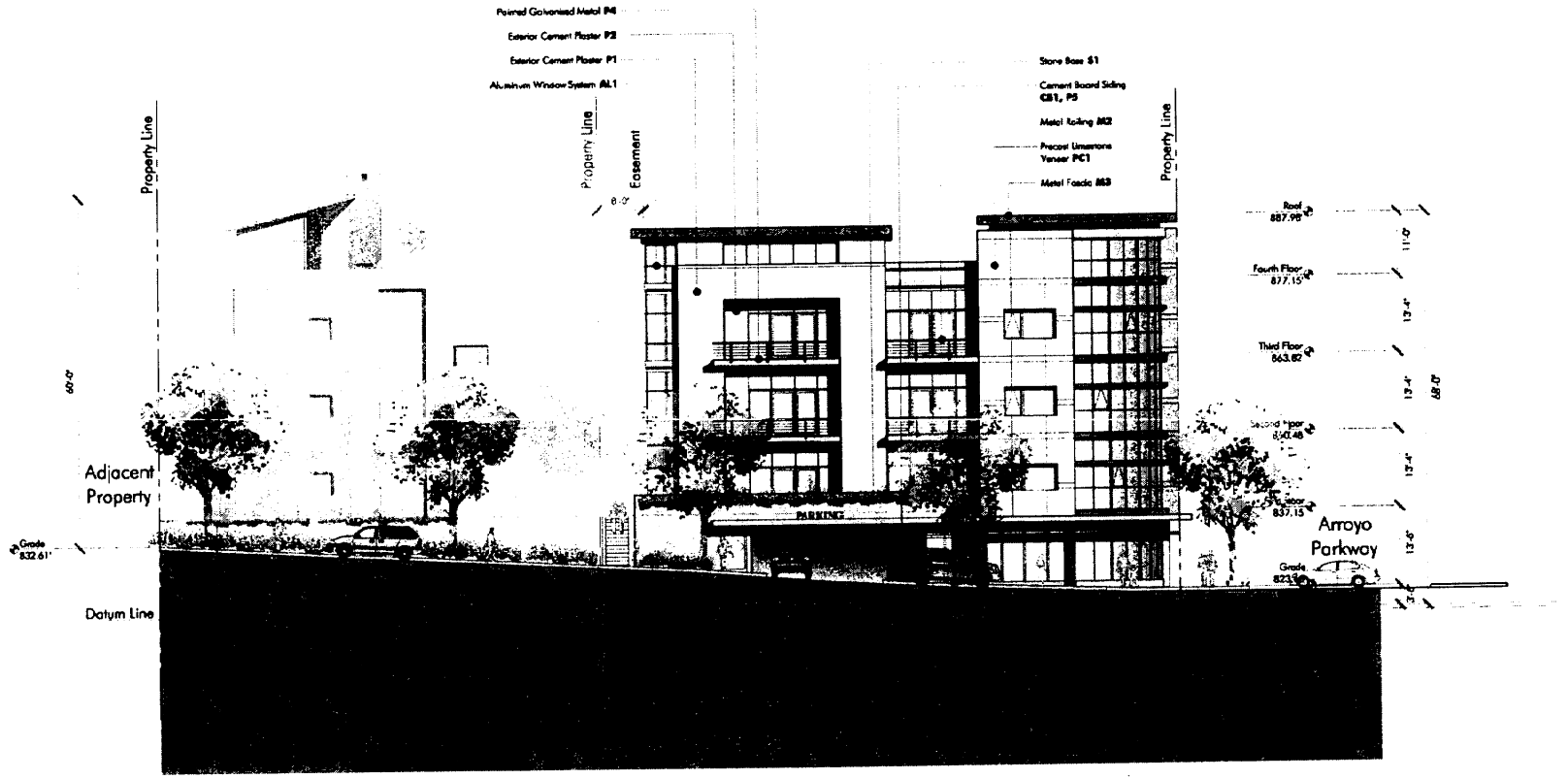
Job No. 03.408.11

Date
11.08.04
Scale
1" = 20'-0"

Arroyo Parkway Elevation

A 3.0

NOT ISSUED FOR CONSTRUCTION



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VILLA

CHAMPION DEVELOPMENT GROUP

#	Date	Issue
1	11.08.04	CONCEPTUAL DESIGN REVIEW

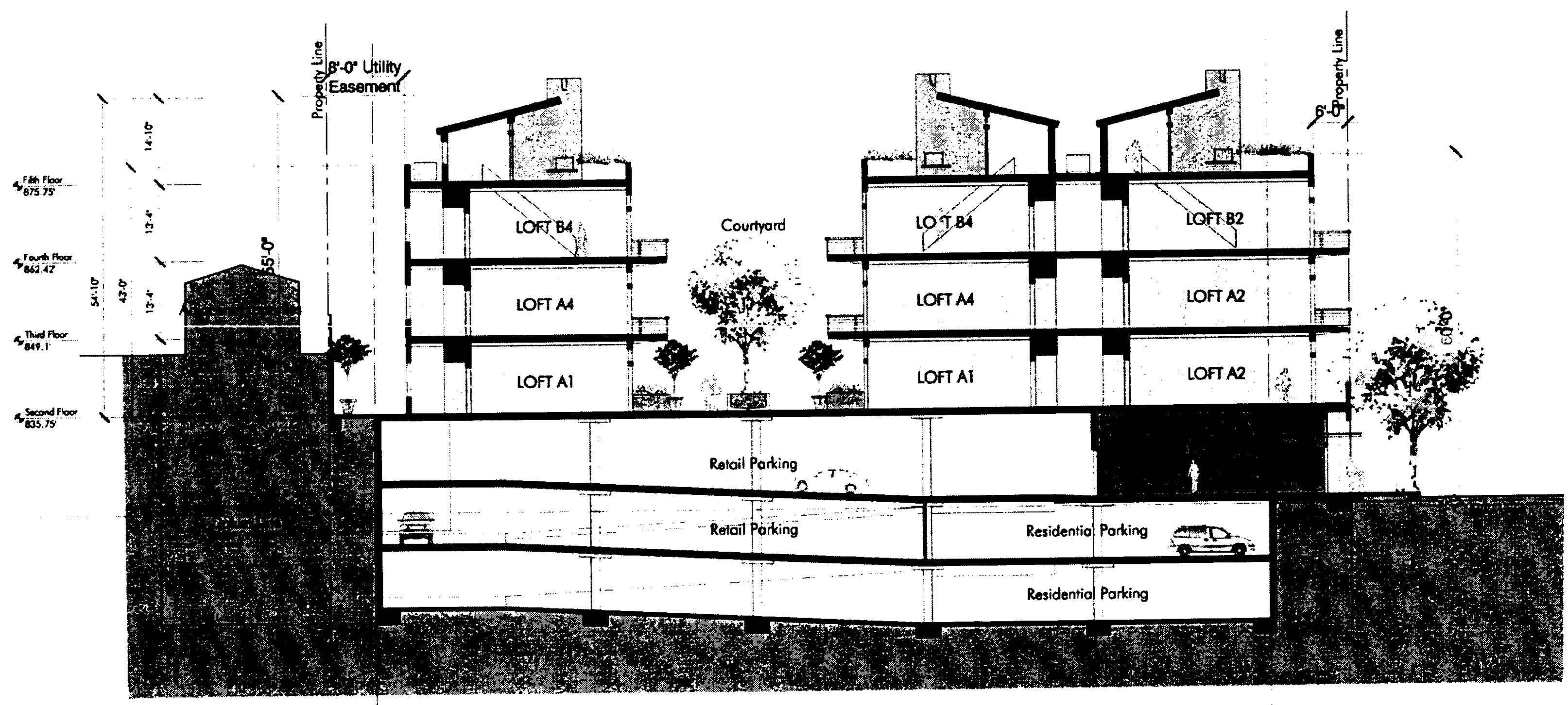
Job No. 03.408.11

Date
11.08.04
Scale
1" = 20'-0"

Cordova Street Elevation

A 3.1

NOT ISSUED FOR CONSTRUCTION



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MILAN

CHAMPION
DEVELOPMENT GROUP

#	Date	Issue
1	11.08.04	CONCEPTUAL DESIGN REVIEW

Job No. 03408.11

Date
11.08.04

Scale
1" = 20'-0"

Section AA

A 4.0

NOT ISSUED FOR CONSTRUCTION

ATTACHMENT E

Draft Environmental Initial Study, Negative Declaration, and Traffic Impact Analysis

INITIAL STUDY

260 SOUTH ARROYO PARKWAY

MILAN LOFTS MIXED-USE PROJECT

PLN2004-00297
December 13, 2004
City of Pasadena

Contact Person:

Vincent C. Gonzalez
City of Pasadena
Planning and Development Department
Design and Historic Preservation Section
175 North Garfield Avenue
Pasadena, California 91109-1704

Contents

CITY OF PASADENA
PLANNING DIVISION
HALE BUILDING
175 NORTH GARFIELD AVENUE
PASADENA, CA 91109-7215

INITIAL STUDY

In accordance with the Environmental Policy Guidelines of the City of Pasadena, this analysis, the associated "Master Application Form," and/or Environmental Assessment Form (EAF) and supporting data constitute the Initial Study for the subject project. This Initial Study provides the assessment for a determination whether the project may have a significant effect on the environment.

SECTION I – PROJECT INFORMATION

1. Project Title: **Milan Lofts**
   Case # PLN2004-00297

2. Lead Agency Name and Address: **City of Pasadena- Current Planning Section**
   175 N. Garfield Avenue
   Pasadena CA 91101

3. Contact Person and Phone Number: **Vincent Gonzalez, Senior Planner**
   (626) 744-6750

4. Project Location: **260 South Arroyo Parkway**

5. Project Sponsor's Name and Address: **Champion Development**
   11601 Wilshire Boulevard, Suite 1650
   Los Angeles, CA 90025

6. General Plan Designation: **Central District-9, Arroyo Parkway**

7. Zoning: **CD-9**

8. Description of the Project: The City of Pasadena has received an application to construct a mixed-use development with 54 residential condominium lofts above 7,000 square feet of commercial space with one at-grade level and two levels of subterranean parking for 145 spaces. The mixed-use project as proposed complies with all other development standards including building height, setbacks, and density.

9. Surrounding Land Uses and Setting: The site is presently developed with two existing restaurants and surface parking area. The one-story buildings are 3,438- and 4,000 sq. ft. The corner lot is approximately 33,861 square feet. The property is located in the Central District, a developed urban area consisting of multi-family residential, retail, office and commercial uses. The corner lot is surrounded by development on two sides with an entitled five-story mixed-use building immediately to the east of the project site, and a single-story plumbing supply retail building to the south.

10. Other public agencies whose approval is required (e.g. permits, financing approval, or participation agreement): The Pasadena Department of Public Works and Transportation, Pasadena Building Division, and Pasadena Fire Department will review the project. The project is also subject to review by the Design Commission.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

	Aesthetics		Geology and Soils		Population and Housing
	Agricultural Resources		Hazards and Hazardous Materials		Public Services
	Air Quality		Hydrology and Water Quality		Recreation
	Biological Resources		Land Use and Planning		Transportation/Traffic
	Cultural Resources		Mineral Resources		Utilities and Service Systems
	Energy		Noise		Mandatory Findings of Significance

DETERMINATION:

On the basis of this initial evaluation:

I find that the proposed project DOES NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.	X
I find that, although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A MITIGATED NEGATIVE DECLARATION will be prepared.	
I find that the proposed project MAY have a significant effect(s) on the environment. Analysis in the Initial Study shows that one or more impact areas will have a "Potentially Significant Impact" An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that were not analyzed in a previously approved EIR or Negative Declaration for the project at hand.	
I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.	

Prepared by: Vincent Gonzalez

Signature

Reviewed by:

Signature

Date Adopted: 12/13/04

Adoption attested to by:

Denver Miller, Environmental Administrator

Lead Agency: City of Pasadena
Planning & Development Department

EVALUATION OF ENVIRONMENTAL IMPACTS:

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. " Potentially Significant Impact' is appropriate if there is substantial evidence that an effect is significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Unless Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less than Significant Impact." The Lead Agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section 20, "Earlier Analysis," may be cross-referenced).

5) Earlier analysis may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. See CEQA Guidelines Section 15063(c)(3)(D). Earlier analyses are discussed in Section 20 at the end of the checklist.

   a) Earlier Analysis Used. Identify and state where they are available for review.

   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

   c) Mitigation Measures. For effects that are "less than Significant with Mitigation Measures Incorporated," describe the mitigation measures, which were incorporated or refined from the earlier documents and the extent to which address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated. A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) The explanation of each issue should identify:

   a) The significance criteria or threshold, if any, used to evaluate each question; and

   b) The mitigation measure identified, if any, to reduce the impact to less than significant

SECTION II - ENVIRONMENTAL CHECKLIST FORM

1. **BACKGROUND.**
   Date checklist submitted: July 23, 2004
   Department requiring checklist: Planning and Development
   Planner assigned: Vincent Gonzalez, Senior Planner

2. **ENVIRONMENTAL IMPACTS.** (explanations of all answers are required):

	Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact

3. **AESTHETICS.** Would the project:

   a. *Have a substantial adverse effect on a scenic vista? ( )*

☐	☐	X	☐

WHY? The proposed project is located in a fully developed commercial/multi-family residential district, within the City of Pasadena on a site surrounded by urban development that includes two- to seven story residential apartment and mixed-use buildings, a storage facility, and the Del Mar Gold Line transit station. The project site offers limited views of the mountains to the northeast. Views of the mountains may be enhanced and maintained for the upper-level residential units that face northeast. Impact will be less than significant.

   b. *Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? ( )*

☐	☐	☐	x

WHY? The project site is not located within the view corridor of a state scenic highway. The project site is developed with two single-story buildings and paved surface parking area, and does not contain rock outcroppings. The trees on the site are subject to the City's Tree Protection Ordinance, which provides protection for specific types of trees on private property and all trees on public property. The applicant has prepared a tree inventory that illustrates which trees are to be removed. In compliance with existing City regulations, if street tree vacancies are found to exist, the applicant will plant along the site frontages the officially designated street trees per the City-approved master street tree plan.

The existing 1-story commercial buildings that will be removed from the site were constructed in 1971. According to the updated Central District survey, none of these buildings is of historic significance. Impact will be less than significant. Since the project would not damage any scenic resources and the site is not within a scenic highway corridor, the project would have no impacts under this topic.

c. *Substantially degrade the existing visual character or quality of the site and its surroundings? ( )*

☐ ☐ x ☐

WHY? The site is presently developed with an existing paved surface parking lot and two one-story buildings used as restaurants. The site is a 33,861 square foot lot located at the southeast corner of South Arroyo Parkway and East Cordova Street. A single level building currently used as a plumbing supply facility adjoins the property to the south. The site, which is located in the Central District, is subject to review by the Design Commission. As such the design, colors and finish materials will be regulated to ensure compatibility with the surrounding area. Therefore, the project will not degrade the quality of the site and its surroundings.

The proposed 5-story building will be similar in scale to surrounding residential development proposed in the immediate area: including a 5-story mixed-use building to the north, and a 2- to 7-story mixed use development to the west. The project design includes features such as a courtyard, varied roof forms, and building height to modulate the massing of the building. The project design is subject to review and approval by the City's Design Commission, which will consider the project design at a public hearing.

The City's Citywide Design Guidelines encourage contemporary design solutions, with building facades that have a simple, uncluttered, and harmonious appearance. Any design modifications recommended by the staff or the Design Commission will be incorporated in the project. Impact will be less than significant.

d. *Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area? ( )*

☐ ☐ ☐ x

WHY? The project will not have a significant impact on light and glare because it will be required to comply with the standards in the zoning code that regulate glare and outdoor lighting. The project does not propose any outdoor recreation courts or other similar sources of light that could cause an adverse effect to surrounding properties. The height and direction of any outdoor lighting and the screening of mechanical equipment must conform to Zoning Code requirements. The project is also subject to review by the Design Commission where the finish color and materials will be regulated.

Specifically, the project design does not include significant reflective materials, with the exception of glazing pursuant to Title 24 (California Energy Efficiency Standards for Residential and non-residential Buildings), and thus will not create a new source of substantial glare in the area. All safety and security lighting will be shielded and focused away from surrounding uses in compliance with existing City regulations. Thus, the project would have no impact from light or glare and will be less than significant.

4. AGRICULTURAL RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project.

a. *Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? ( )*

☐ ☐ ☐ x

WHY? The City of Pasadena is a developed urban area surrounded by hillsides to the north and northwest. The western portion of the City contains the Arroyo Seco, which runs from north to south though the City. It has commercial recreation, park, natural and open space. There is no prime farmland, unique farmland, or farmland of statewide importance, as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency.

b. Conflict with existing zoning for agricultural use, or a Williamson Act contract? ( )

☐ ☐ ☐ **X**

WHY? The City of Pasadena has no land zoned for agricultural use other than retail plant nurseries being allowed by right in the CG (General Commercial) and conditionally in the CL (Limited Commercial) and IG (Industrial) OS (Open Space) Zoning Districts.

c. *Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use? ( )*

☐ ☐ ☐ **X**

WHY? There is no known farmland in the City of Pasadena; therefore the proposed project would not result in the conversion of farmland to a non-agricultural use.

5. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

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

☐ ☐ ☐ **X**

WHY? The project must comply with the Federal Clean Air Act, the California Clean Air Act and the regional Air Quality Management Plan (AQMP) adopted by the South Coast Air Quality Management District and Southern California Association of Governments. The AQMP contains measures to meet federal and state requirements. The City of Pasadena is also part of the West San Gabriel Valley Planning Council, which adopted the West San Gabriel Valley Air Quality Plan.

The project will provide commercial and residential uses within walking distance of the Del Mar Station Gold Line light retail station and to Central District shopping and employment centers. The project will not generate additional population growth beyond that anticipated in the Pasadena General Plan or by the Southern California Association of Government's (SCAG) regional population projections. Since the AQMP is based on SCAG's growth projections, the project will not conflict with the AQMP. No adverse impact will result.

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

☐ ☐ ☐ **X**

WHY? Due to its geographical location and the prevailing off shore daytime winds, Pasadena receives smog from downtown Los Angeles and other areas in the Los Angeles basin. The prevailing winds, from the southwest, carry smog from wide areas of Los Angeles and adjacent cities, to the San Fernando Valley and to Pasadena in the San Gabriel Valley where it is trapped against the foothills. For these reasons the potential for adverse air quality in Pasadena is high.

Although the project will result in additional vehicle trips and construction activities that will contribute to air pollutant emissions within the basin, the emissions are substantially below the thresholds established by SCAQMD. The proposed project would not violate any air quality standard or contribute to an existing or project air quality violation, and the project would have no related impacts. Therefore, impact will be less than significant.

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

☐ ☐ **x** ☐

WHY? The City of Pasadena is within the South Coast Air Basin (SCAB). This basin is a non-attainment area for Ozone (O_3), Fine Particulate Matter ($PM_{2.5}$), Respirable Particulate Matter (PM_{10}), and Carbon Monoxide (CO), and is in a maintenance area for Nitrogen Dioxide (NO_2).Nitrogen Dioxide (NO_2) and fine particulates matter (PM_{10}). Projects that contribute to a significant cumulative increase in Ozone (O_3), Fine Particulate Matter ($PM_{2.5}$), Respirable Particulate Matter (PM_{10}), and Carbon Monoxide (CO), and is in a maintenance area for Nitrogen Dioxide (NO_2). NO_2 or PM_{10} will be considered to be significant and require the consideration of mitigation measures. This project may result in temporary short-term increases in particulate matter due to routine construction activities, however the project will not cause a *cumulatively considerable* increase in NO_2 and/or PM_{10} during construction and/or operation.

Short-term construction emissions will be generated by construction equipment, dust emissions (PM10) during grading (the removal of 21,000 cubic yards of soil) and other construction activities including vehicles of workers traveling to and from the site. Site preparation activities will consist of the demolition of two existing structures, excavation of two levels of underground parking, and construction of a new building. Since grading and site preparation may be conducted concurrently, the highest emissions scenario will be mitigated by existing regulations, including SCAQMD Rule 403. This rule limits the amount of fugitive dust created at construction site, and requires the use of best available control measures to minimize emissions, such as watering exposed soils, using properly tuned construction equipment, and covering trucks carrying contents subject to airborne dispersal. With application of SCAQMD Rule 403, the peak daily construction emissions will be below the SCAQMD thresholds levels; thus, impact will be less than significant.

The SCQAMD established their thresholds in consideration of cumulative air pollution in the SCAB and with the intent of improving cumulative air quality. Thus, projects that do not exceed the SCAQMD's thresholds do not significantly contribute to cumulative air quality impacts. Since the proposed project would not exceed the SCAQMD's thresholds, the project would not result in a cumulatively considerable net increase of any criteria pollutant, and the project would have no related significant impacts.

d. *Expose sensitive receptors to substantial pollutant concentrations? ( )*

☐ ☐ ☐ **x**

WHY? According to Figure 5-1 and Table 5-1 of the 1993 updated SCAQMD's CEQA Air Quality Handbook, the project is located near sensitive receptors (residences). The closest sensitive-receptors to the project

are a proposed five-story mixed-use development and a two-story apartment building immediately to the east of the project site, and a plumbing supply facility located south of the property. However, the proposed use is also a residential use with a small retail component on the ground floor. As such the proposed project will not generate any significant toxic air emissions.

WHY? According to Figure 5-1 and Table 5-1 of the 1993 updated SCAQMD's CEQA Air Quality Handbook, the project is potentially located near sensitive receptors, a mixed-use development. However, the proposed project will not generate any significant toxic air emissions.

As indicated in the traffic study prepared for the project, the addition of the 66 net new daily peak hour trips will not result in congested conditions at any intersection at or near the project site with the exception of the California/Arroyo intersection which is operating at the upper level of LOS "E" during pre-project conditions and trips into LOS "F" under post project conditions. The project impacts however, are within the level of significance as defined under the City's sliding scale of significance. Thus, the project will not cause a CO hotspot. Due to existing environmental conditions; however, the new residents of the project may be sensitive receptors from the operation of the Gold Line transit station and mixed-use development to the west. It is anticipated, however, that this exposure will be minimal at these locations. No adverse impact will result.

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

☐ ☐ ☐ x

WHY? This type of use is not shown on the 1993 updated SCAQMD's CEQA Air Quality Handbook Figure 5-5 "Land Uses Associated with Odor Complaints."

6. **BIOLOGICAL RESOURCES.** Would the project:

a. *Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?* ( )

☐ ☐ ☐ x

The site is located within the Central District, a fully developed urban area and is presently developed as a paved surface parking lot and two separate buildings currently used as restaurants. Although the site development will require the removal of on-site trees, the species being removed are ornamental varieties. As such, the project is not subject to review by the Department of Fish and Game and construction of a mixed-use building will not affect local habitat, regional plans, or policies.

The removal of on-site trees are also subject to the City's Tree Protection Ordinance, which provides protection for specific types of trees on private property and all trees on public property. The applicant has prepared a tree inventory, which revealed that none of the private property trees fall under the requirements of the Tree Protection Ordinance. One specimen street tree is located in the parkway and meets the standards of the Tree Protection Ordinance. This tree is not proposed for removal. The preparation of a tree protection plan approved by the Department of Public Works is one requirement in the entitlement process, thus, impact will be less than significant.

b. *Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? ( )*

☐ ☐ ☐ **x**

WHY? There are no designated natural communities however; the Final Environmental Impact Report for the adopted 1994 Land Use and Mobility Elements maps the natural communities within the City's boundaries. The subject site is not located within a natural community.

c. *Have a substantial adverse effect of federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? ( )*

☐ ☐ ☐ **x**

WHY? See response 6 a.

d. *Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? ( )*

☐ ☐ ☐ **x**

WHY? *See response to 6 a.*

e. *Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? ( )*

☐ ☐ **X** ☐

WHY? Although the site development will require the removal of trees, the species being removed are ornamental varieties and will follow the Tree Protection Ordinance requirements for removal. The Public Works Department will require the applicant to plant and maintain the officially designated street tree, if any street tree vacancies exist.

f. *Conflict with the provisions of an adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other approved local, regional, or state habitat conservation plan? ( )*

☐ ☐ ☐ **x**

WHY? As of June 2003, there are no adopted Habitat Conservation or Natural Community Conservation Plans within the City of Pasadena. There are also no approved local, regional or state habitat conservation plans.

7. **CULTURAL RESOURCES.** Would the project:

a. *Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5? ( )*

☐ ☐ ☐ x

WHY?) The site is developed with an existing paved surface parking lot and two buildings currently used as restaurants, which do not meet the criteria in Section 2.75.040 of the Pasadena Municipal code for designation as a Historic Resource. In addition, the structures, built in 1971, are excluded from the draft Central District Historic Resources Survey. There are no known buildings, structures, natural features, works of art or similar objects on the site having a significant historic value to the City which are to be demolished, relocated, removed, or significantly altered by the project.

b. *Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5? ( )*

☐ ☐ ☐ x

WHY? There are no known prehistoric or historic archeological sites on the project site. If any such sites are encountered during grading or construction of the project, all grading or construction efforts, which would disturb these sites, shall cease. An archaeologist shall be notified and provisions for recording and excavating the site shall be made in compliance with Section 15064.5 of the California Environmental Quality Act Guidelines. There are no buildings (and/or structures, natural features, works of art or similar objects) scheduled for demolition, relocation, removal or significant alteration on the project site, which are of significant archaeological value to the City.

There are no known prehistoric or historic archeological sites on the project site. In addition, the project site does not contain undisturbed surficial soils. The site is currently entirely developed with restaurant uses and associated structures and facilities. If archaeological resources once existed on-site, it is likely that previous grading, construction, and modern use of the site have either removed or destroyed them. Consequently, the project site is devoid of archaeological resources.

Development of the proposed project would involve minor grading to establish building pads and develop onsite infrastructure. However, the proposed grading would not encroach into undisturbed soils. Therefore, the proposed project would have no impacts to archaeological resources.

c. *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? ( )*

☐ ☐ ☐ x

WHY? There are no records of any significant paleontological resources in the City of Pasadena. Therefore, there are no known paleontological resources affected by the project. If any such sites are encountered during grading or construction of the project, all grading or construction efforts, which would disturb these sites, shall cease. An archaeologist shall be notified and provisions for recording and excavating the site shall be made in compliance with Section 15064.5 of the California Environmental Quality Act Guidelines.

The project site lies on the valley floor in an urbanized portion of the City of Pasadena. This portion of the City does not contain any unique geologic features and is not known or expected to contain paleontological resources. Therefore, the proposed project would not destroy a unique paleontological resource or unique geologic feature, and would have no related impacts.

d. Disturb any human remains, including those interred outside of formal ceremonies? ( )

☐ ☐ ☐ x

WHY? There are no known human remains on the site. If any remains are encountered during project implementation the Los Angeles County Coroner will be contacted.

8. ENERGY. Would the proposal:

a. Conflict with adopted energy conservation plans? ( )

☐ ☐ ☐ x

WHY? The project does not conflict with the 1983 adopted Energy Element of the General Plan. The proposed intensity of the project is within the intensity allowed by the Zoning Code and envisioned in the City's approved General Plan. Further the project will comply with the energy standards in the California Energy Code, Part 6 of the California Building Standards Code (Title 24). Measures to meet these performance standards may include high-efficiency Heating Ventilation and Air Conditioning (HVAC) and hot water storage tank equipment, lighting conservation features, higher than required rated insulation and double-glazed windows.

b. Use non-renewable resources in a wasteful and inefficient manner? ( )

☐ ☐ x ☐

Why?
Oil-based products: The proposed project will not create a high enough demand for energy to require development of new energy sources. Construction of the project will result in a short-term insignificant consumption of oil-based energy products. However, the additional amount of resources used will not cause a significant reduction in available supplies.

Energy: The long-term impact from increased energy use by this project is not significant in relationship to the number of customers currently served by the electrical and gas utility companies. Supplies are available from existing mains, lines and substations in the area. Occupation of the project will result in an insignificant increase in the consumption of natural gas and electricity. This consumption will be lessened by adherence to the performance standards of California Energy Code, Part 6 of the California Building Standards Code Title 24. This project will result in the increased consumption of approximately 226,448 net kilowatt-hours of electrical energy per year for the combined residential and restaurant components. This increased consumption will be reduced to an insignificant level by meeting the above referenced energy standards. Measures to meet these performance standards may include high efficiency Heating Ventilation and Air Conditioning (HVAC) and hot water storage tank equipment, lighting conservation features, higher than required rated insulation and double-glazed windows. The energy conservation measures will be prepared by the developer and shown on a building plan(s). This plan will be submitted to the Water and Power Department and Building Official for review and approval prior to the issuance of a building permit. A

City Inspector prior to issuance of a Certificate of Occupancy will inspect installation of energy-saving features.

Water: This project will result in an increase of approximately 11,580 gallons per day in water consumption for the 54 residential units and commercial component. The site is currently developed with two-restaurant uses consuming 2,231 gallons of water per day. The net gain in water consumption would be 9,348.6 gallons of water per day. However, this impact will be mitigated during drought periods by the applicant adhering to the Water Shortage Procedures Ordinance, which restricts water consumption to 90% of expected consumption during each billing period. Installation of plumbing will be inspected by a Building Division Code Enforcement Inspector prior to issuance of a Certificate of Occupancy.

9. GEOLOGY AND SOILS. Would the project:

a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. ( )

☐ ☐ x ☐

WHY? According to the 2002 adopted Safety Element of the City of Pasadena's General Plan, the San Andreas Fault is a "master" active fault and controls seismic hazard in Southern California. This fault is located approximately 21 miles north of Pasadena.

The County of Los Angeles and the City of Pasadena are both affected by Alquist-Priolo Earthquake Fault Zones. Pasadena is in four USGS Quadrants, the Los Angeles, and the Mt. Wilson quadrants were mapped for earthquake fault zones under the Alquist-Priolo Act in 1977. The Pasadena and Condor Peak USGS Quadrangles have not yet been mapped per the Alquist-Priolo Act.

Adjacent to and partially in the City of Pasadena are two faults, considered active, the Sierra Madre primarily north of the City and the Raymond Fault primarily south of the City. The 2002 Safety Element of the General Plan considers the Sierra Madre Fault to be in a Fault Hazard Management Zone and the Raymond Fault to be in an Alquist-Priolo Earthquake Fault Zone. Within the southwest portion of the City, the Eagle Rock Fault is considered potentially active.

The project site is not within any of these potential fault rupture zones. The proposed project is approximately 1.5 miles south west of a potentially active strand of the Sierra Madre Fault, 2 miles north of the Raymond Fault and ½ mile northeast of the Eagle Rock Fault. Therefore, the proposed project would not expose people or structures to potential substantial adverse effects caused by the rupture of a known fault. No related significant impacts would result from the proposed project.

ii. Strong seismic ground shaking? ( )

☐ ☐ x ☐

WHY? See 9.a.i.

Since the City of Pasadena is within a larger area traversed by active fault systems, such as the San Andreas and Newport-Inglewood any major earthquake along these systems will cause seismic ground shaking in Pasadena. At a minimum the earthquake-resistant design and materials of new projects must meet or exceed the current seismic engineering standards of the California Uniform Building Code Seismic Zone 4 requirements. Much of the City is on sandy, stony or gravelly loam formed on the alluvial fan adjacent to the San Gabriel Mountains. This soil is more porous and loosely compacted than bedrock and thus subject to greater impacts from seismic ground shaking than bedrock.

The potential exists for people and property to be exposed to the hazards of seismic activity in most of California. This project will not increase the potential occurrence of earthquakes. The risk of earthquake damage is minimized because the new structure shall be built according to the Uniform Building Code and other applicable codes, and is subject to inspection during construction. Further, structures for human habitation must be designed to meet or exceed California Uniform Building Code standards for Seismic Zone 4.

The project site is located in a developed urban area, and will be an in-fill project between developed sites. The project must comply with all applicable code requirements, including those of the Building Division to ensure the project will meet all current seismic safety requirements.

iii. Seismic-related ground failure, including liquefaction as delineated on the most recent Seismic Hazards Zones Map issued by the State Geologist for the area or based on other substantial evidence of known areas of liquefaction? ( )

☐ ☐ ☐ **x**

WHY? According to the State of California Seismic Hazard Map (Pasadena Quadrangle) the project site is not in an area subject to liquefaction. The 2002 adopted Safety Element of the General Plan on Plate 1-3 shows the project site not to be located in or near an area subject to earthquake-induced landslides. The subject property is not located in such an area however. The site is a flat lot with no unstable slopes and as a result there will be no increased exposure to seismic ground failure including liquefaction.

iv. Landslides as delineated on the most recent Seismic Hazards Zones Map issued by the State Geologist for the area or based on other substantial evidence of known areas of landslides? ( )

☐ ☐ ☐ **x**

WHY? According to State of California Seismic Hazard Zone Map (Pasadena Quadrangle) and the Seismic Hazards Map (Plate 1-3) and Slope Instability Map (Plate 2-4 of the adopted 2002 Safety Element of the General Plan the project is not located in an area with unstable slopes.

According to these same sources there is not any known historic evidence of landslides on the project site or adjacent properties. Existing City regulations will control any slope instability; therefore there will be no impact. In addition the Seismic Hazard map does not show this project to be located in an area where there is geologic evidence of past landslides. .

b. Result in substantial soil erosion or the loss of topsoil? ( )

☐ ☐ **x** ☐

WHY?

Excavation and Grading: The subject site slopes approximately 5.2 percent from east to west. Excavation of the site to accommodate two-levels of subterranean parking will require approximately 21,000 cubic yards of cut.

The existing building regulations and property site inspections will ensure that construction activities do not create unstable earth conditions. The displacement of soil through cut and fill will be controlled by the City's grading ordinance, Appendix Chapter 33 of the 2001 California Building Code relating to grading and excavation, other applicable building regulations and standard construction techniques; therefore there will be no impact. In addition, the applicant must have an approved site to receive any exported cut earth.

Erosion: According to the Final Environmental Impact Report certified for the adoption of the 1994 Land Use and 2004 Mobility Elements, the natural water erosion potential of soils in Pasadena is low, unless these soils are disturbed during the wet season. Both the Ramona and Hanford soils associations, which underlay much of the City, have high permeability, low surface runoff, and slight erosion hazard due to the gravelly surface layer and low topographic relief away from the steeper foothill areas of the San Gabriel Mountains.

Water erosion during construction will be minimized by limiting construction to dry weather, covering exposed excavated dirt during periods of rain and protecting excavated areas from flooding with temporary berms. The Soil erosion after construction will be controlled by implementation of an approved landscape and irrigation plan. This plan shall be submitted to the Zoning Administrator and Fire Department for review and approval prior to the issuance of a building permit.

Construction may temporarily expose the soil to wind and/or water erosion. This erosion will be controlled by proper grading techniques as specified in the grading ordinance, a grading plan submitted to the Building Official and Public Works Department for review and approval prior to the issuance of a building permit and by city inspections and condition monitoring after the issuance of a building permit.

c. *Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? ( )*

☐ ☐ ☐ X

WHY? The City of Pasadena rests primarily on an alluvial plain. To the north the San Gabriel Mountains are relatively new in geological time. These mountains run generally east-west and have the San Andreas Fault on the north and the Sierra Madre Fault to the south. The action of these two faults in conjunction with the north south compression of the San Andreas tectonic plate is pushing up the San Gabriel Mountains. This uplifting combined with erosion has helped form the alluvial plain. Depending upon the nature of the soil on the project site, a geological study may be necessary to determine if the soil is stable enough to support the planned project without being graded and the soil compacted to specified standards per applicable codes.

According to State of California Seismic Hazard Zone Map (Pasadena Quadrangle) and the Seismic Hazards Map (Plate 1-3) and Slope Instability Map (Plate 2-4 of the adopted 2002 Safety Element of the General Plan the project is not located in an area with slope instability. In addition the Seismic Hazard map does not show this project to be located in an area where there is geologic evidence of past landslides.

Specifically, the project site is surrounded by urban development. The project's Geotechnical Feasibility Review reports that the site is not within a State liquefaction zone or a known subsidence area. The report does not identity the project site in an area with the potential for landslides, lateral spreading, or collapse. The project site is expected to be underlain by moderately dense to dense soils, with a ground water level recorded at a depth greater than 100 feet below the existing ground surface. No adverse impact will result.

d. *Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? ( )*

☐ ☐ ☐ **X**

WHY? The project must be reviewed and approved by the Building Division to ensure conformance with all applicable code requirements, including the Uniform Building Code. As such there will be no impacts as a result of expansive soil conditions.

e. *Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? ( )*

☐ ☐ ☐ **X**

WHY? The project will be required to connect to the existing sewer system.

10. **HAZARDS AND HAZARDOUS MATERIALS.** Would the project:

a. *Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials? ( )*

☐ ☐ ☐ **X**

WHY? The project does not involve the use or storage of hazardous substances other than the small amounts of pesticides, fertilizers and cleaning agents required for normal maintenance of the structure and landscaping. The project must adhere to applicable zoning and fire regulations regarding the use and storage of any hazardous substances. Further there is no evidence that the site has been used for underground storage of hazardous materials.

b. *Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? ( )*

☐ ☐ ☐ **X**

WHY? The project does not involve hazardous materials therefore there is no significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions, which could release hazardous material.

c. *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? ( )*

☐ ☐ ☐ x

WHY? The project does not emit hazardous emissions or handle hazardous or acutely hazardous materials, substance, or waste and is not within one-quarter mile of an existing or proposed school. If the project is within one-quarter mile of a school and involves hazardous emission the school district must be notified.

d. *Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? ( )*

☐ ☐ ☐ x

WHY? The project site is not located on the State of California Hazardous Waste and Substances Sites List of sites published by California Environmental Protection Agency (CAL/EPA).

e. *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? ( )*

☐ ☐ ☐ x

WHY? The project site is not within an airport land use plan or within two miles of a public airport or public use airport. As of July 2003 the nearest public use airport is in Burbank, which is operated by a Joint Powers Authority with representatives from the Cities of Burbank, Glendale and Pasadena. Helipads are required on many high-rise buildings for evacuating occupants in case of emergency. The police heliport is located at the eastern edge of the Arroyo Seco near the City's border with Altadena. This heliport is not open for public use.

f. *For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? ( )*

☐ ☐ ☐ x

WHY? The project site is not within the vicinity of a private airstrip. Presently, there are no private airstrips within the City of Pasadena.

g. *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? ( )*

☐ ☐ ☐ x

WHY? The project is located within an urban area and will not change the logistical nature of the area. To ensure compliance with zoning, building and fire codes, the applicant is required to submit appropriate plans for plan review prior to the issuance of a building permit. Adherence to these requirements ensures that the project will not have a significant impact on emergency response and evacuation plans.

The City of Pasadena maintains a citywide emergency response plan, which goes into effect at the onset o a major disaster (e.g., a major earthquake). The Fire Marshall maintains the disaster plan. In case of a disaster, the Fire Marshall is responsible for implementing the plan, and the Pasadena Police Department devises evacuation routes based on the specific circumstance of the emergency.

The City has pre-planned evacuation routes for dam inundation areas associated with Devil's Gate Dam, Eaton Wash, and the Jones Reservoir. According to the adopted 2002 Safety Element of the General Plan, the project site is not within any damn failure inundation pathway. There are no areas in the City designated as eligible for flood insurance by the Federal Emergency Management Administration (FEMA).

h. *Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? ( )*

☐ ☐ ☐ **x**

WHY? According to the 2002 adopted Safety Element (plated 4-1 and 4-2) the project site is in a low fire hazard area. The project is in an urban area and is not adjacent to wildlands. Therefore the project will not expose people or structures to a significant risk of injury related to wildland fires.

11. HYDROLOGY AND WATER QUALITY. Would the project:

a. *Violate any water quality standards or waste discharge requirements? ( )*

☐ ☐ ☐ **x**

WHY? The project will not violate any water quality standards or waste discharge requirements. The project must comply with federal Water Pollution Control Act (Clean Water Act) National Pollution Disposal Elimination System (NPDES) permit requirements and the City's Storm Water and Urban Runoff Control Regulations.

There are no bodies of water near the project, whose surface waters would receive any discharge from the project. However, if there is water runoff from the site, this runoff may be discharged via Los County Flood Control Channels into the San Pedro Bay. The project is not located near any significant body of fresh or marine water. Further, Pasadena has adopted the Standard Urban Storm Water Mitigation Plan (SUSMP) to help implement the National Pollutant Discharge Elimination System (NPDES).

b. *Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? ( )*

☐ ☐ **x** ☐

WHY? The project will use the existing water supply system provided by the Pasadena Department of Water and Power and the existing sewer provided by the Public Works Department. Therefore, there will be no direct additions or withdrawals from the ground waters. Moreover there is no known aquifer condition in the project site or in the surrounding area, which could be intercepted by excavation for the project.

Under normal operation the project will use approximately 11,580 gallons of water per day. The source of some of the water from the Pasadena Water and Power Department is ground water, stored in the Raymond Basin. (Add any water-conservation features the applicant has agreed to that will lower expected water consumption.)

During drought conditions, the project must comply with the Water Shortage Procedures Ordinance (Chapter 13 of the Pasadena Municipal Code) the project shall only consume 90% of expected consumption. To ensure compliance with this ordinance, the applicant shall submit a water conservation plan limiting the project's water consumption to 90% of expected consumption. This plan shall be submitted to and approved by the City's Water and Power Department and the Building Division prior to the issuance of a building permit. The applicant's irrigation and plumbing plans shall comply with the approved water conservation plan.

c. *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on-or off-site? ( )*

☐ ☐ x ☐

WHY? The project site is presently developed with a surface parking lot and two single-story buildings presently used as restaurants, and are located in a fully developed urban area. There will be no alterations to the course of a stream, river or other natural water feature. Development of the site will not increase the amount of surface paving and will therefore not reduce the amount of area covered with impervious surfaces. The applicant is required to develop a Standard Urban Storm Water Mitigation Plan (SUSMP) in compliance with the City's Storm Water and Urban Runoff Control Regulations. The SUSMP requirements will be submitted for the review and approval of the Building Division and both the Public Works and Transportation Departments, prior to the issuance of a building permit. Such plan requires that the post-development peak storm water runoff discharge rates do not exceed the estimated pre-development rate.

d. *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site? ( )*

☐ ☐ x ☐

WHY? See response above (11 d). Further, The City of Pasadena contains two streams, the Arroyo Seco and Eaton Creek, the project is not located near either stream. The project will not substantially alter the course of these streams or any ravines or gullies on the site.

e. *Create or contribute runoff water, which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? ( )*

☐ ☐ x ☐

WHY? The project site is adequately served by existing stormwater drainage systems.

f. *Otherwise substantially degrade water quality? ( )*

☐ ☐ ☐ x

WHY? The project will not substantially degrade water quality during construction or operation. Runoff will be controlled during construction using required Best Management Practices. There are no known hazardous materials that would be disturbed during construction. The project will be connected to the existing water, sewer and storm drain systems so there will be no direct impact on groundwater quality.

g. *Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or dam inundation area as shown in the City of Pasadena adopted Safety Element of the General Plan or other flood or inundation delineation map? ( )*

☐ ☐ ☐ x

WHY? According to the Dam Failure Inundation Map, Plate 3-1, of the adopted 2002 Safety Element of the City's adopted General Plan, the project is not located in a dam inundation area.

h. *Place within a 100-year flood hazard area structures, which would impede or redirect flood flows? ( )*

☐ ☐ ☐ x

WHY? The entire City of Pasadena is in Zone D on the Federal Emergency Management Agency (FEMA) map Community Number 065050. In Zone D the City is not required to implement any flood plain management regulations. See responses to 9 Geology and Soils a. iii and iv regarding seismic hazards such as liquefaction and landslides and b soil erosion and the response to 11i below.

i. *Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? ( )*

☐ ☐ ☐ x

WHY? According to the Dam Failure Inundation Map, Plate 3-1, of the adopted 2002 Safety Element of the City's adopted General Plan, the project is not located in a dam inundation area.

There are no significant bodies of water either in or near the City of Pasadena, which could subject the City to tidal waves. An on-site drainage system will convey storm water runoff to designated flood control facilities.

j. *Inundation by seiche, tsunami, or mudflow? ( )*

☐ ☐ ☐ x

WHY? The City of Pasadena is not located near enough to any inland bodies of water or the Pacific Ocean to be inundated by either a seiche or tsunami. For mudflow see responses to 9. Geology and Soils a. iii and iv regarding seismic hazards such as liquifaction and landslides.

12. **LAND USE AND PLANNING.** Would the project:

a. *Physically divide an existing community? ( )*

☐ ☐ ☐ x

WHY? The project will not physically divide an existing community The site is developed with a two one-story commercial buildings and surface parking lot located in a fully developed urban area.

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

☐ ☐ ☐ x

WHY? The proposed project is consistent with the goals and objectives of the Pasadena General Plan and Central District Specific Plan. The project is within the allowable density and is considered an in-fill project within a fully developed urban area. The project is required to comply with all the requirements of the Zoning Code. Based on these factors, the project will have no impacts related to conflicts with applicable plans and policy for the site and surrounding area.

c. *Conflict with any applicable habitat conservation plan (HCP) or natural community conservation plan (NCCP)? ( )*

☐ ☐ ☐ x

WHY? As of July 2003, there are no Habitat Conservation or Natural Community Conservation Plans in Pasadena.

13. **MINERAL RESOURCES.** Would the project:

a. *Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? ( )*

☐ ☐ ☐ x

WHY? The Final Environmental Impact Report for the adopted 1994 Land Use and Mobility Elements of the City's General Plan states that there are two areas in Pasadena, which may contain mineral resources of sand, gravel and stone Eaton Wash, and Devils Gate Reservoir. The project is not near these areas.

b. *Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? ( )*

☐ ☐ ☐ x

WHY? There are no locally important mineral-resource recovery sites delineated by the City of Pasadena Land Use Element of the Comprehensive General Plan. The 1994 certified final EIR for this element states that there are two areas within Pasadena which contain aggregate for making Portland cement, one in the

Arroyo Seco, the other in Eaton Canyon. These areas are zoned for Open Space uses and are not currently being mined. There are no mineral-resource recovery sites shown in the Hahamongna Watershed Park Master Plan. The 1999 "Aggregate Resources in the Los Angeles Metropolitan Area" map published by the California Department of Conservation, Division of Mines and Geology shows no aggregate resources with the City of Pasadena.

14. NOISE. Will the project result in:

a. *Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

☐ ☐ x ☐

WHY? The project itself will not lead to a significant increase in ambient noise. Noise generated by construction activities may have a short-term impact and noise from air conditioning and heating systems may increase the existing level of ambient noise after construction. Significant long-term impacts are not anticipated. The project will adhere to City regulations governing hours of construction, noise levels generated by construction and mechanical equipment, and the allowed level of ambient noise (Chapter 9.36 of the Pasadena Municipal Code). Regulations in the Municipal Code regarding ambient noise levels apply to stationary noise sources. The Noise Restrictions Ordinance does not regulate traffic noise.

The impact from construction noise will be short-term and limited to normal working hours (7 a.m. to 7 p.m. Monday through Fridays and 8 a.m. to 5 p.m. on Saturday within a residential district or within a radius of 500 feet, therefrom or within 500 feet of a residential area) in accordance with City regulations. A construction related traffic plan is required to ensure that truck routes for transportation of materials and equipment are established with consideration for sensitive uses in the neighborhood. A traffic and parking plan for the construction phase will be submitted for approval to the Traffic Engineer in the Transportation Department and to the Zoning Administrator prior to the issuance of any permits. The project must also comply with the City's Noise Restrictions Ordinance (Chapter 9.36 of the Pasadena Municipal Code) and the California Sound Transmission Control Standards (CAC, Title 24, building Standards, Chapter 12 Appendix Section 1208A).

The 2002 adopted Noise Element of the Comprehensive General Plan contains objectives and policies to help minimize the effects of noise from different sources. According to Figure 7 of the Existing and Future Conditions document of the Revised Noise Element (2002) the project site lies between the 60 and 65 dBA contours. This level of noise is within the "Normally Acceptable" range for multi-family uses and mixed commercial/residential uses. Therefore, the project would not expose future residents or patrons of the proposed structure to substantial noise levels.

The proposed project will not lead to an increase in the ambient noise level as the majority of the use is residential, and it will not result in a significant impacts related to noise. The proposed project will also comply with building code requirements by incorporating sound mitigating factors in building design to reduce ambient noise levels. *Anticipated noise impact levels will be less than significant.*

b. *Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? ( )*

☐ ☐ x ☐

WHY? The project is located across the street from the Del Mar Gold Line station. The lines at the station are located at-grade and have been designed not to cause excessive groundborne vibration to surrounding buildings. The proposed project must comply with all applicable building code requirements and will therefore not be significantly impacted by the Gold Line.

c. *A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? ( )*

☐ ☐ x ☐

WHY? See response to 14.a. The Noise Restrictions Ordinance (Pasadena Municipal Code Chapter 9.36) sets the allowed ambient noise level. The project is located in a fully developed urban area and will not increase ambient noise levels to a significant level.

d. *A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? ( )*

☐ ☐ x ☐

WHY? The project will not cause a substantial temporary or periodic increase in ambient noise levels. The project will adhere to City regulations governing hours of construction, noise levels generated by construction and mechanical equipment, and the allowed level of ambient noise (Chapter 9.36 of the Pasadena Municipal Code). The impact from construction noise will be short-term and limited to normal working hours (7 a.m. to 7 p.m. Monday through Fridays and 8 a.m. to 5 p.m. on Saturday in accordance with City regulations. Also, a construction related traffic plan would be required to ensure that truck routes for transportation of materials and equipment are established with consideration for the surrounding area. A traffic and parking plan for the construction phase will be submitted for approval to the Traffic Engineer in the Public Works and Transportation Department and to the Zoning Administrator prior to the issuance of any permits. The project must comply with the City's Noise Ordinance (Chapter 9.36 of the Pasadena Municipal Code) and the California Sound Transmission Control Standards (CAC, Title 24, building Standards, Chapter 2-35).

e. *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? ( )*

☐ ☐ ☐ x

WHY? As of July 2003 there are no airports or airport land use plans within the City of Pasadena. Pasadena is part of the Burbank, Glendale Pasadena Airport Authority, but the airport is in the City of Burbank.

f. *For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? ( )*

☐ ☐ ☐ x

WHY? The project is not within the vicinity of the Police Heliport or the Fire Camp in the Arroyo Seco.

15. **POPULATION AND HOUSING.** Would the project:

a. *Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? ( )*

☐ ☐ ☐ x

WHY? The project is in a developed urban area where all major infrastructure is in place. The proposed project includes the construction of 54 loft-style condominium units above a retail component. This project would result in the gain of 54 new housing units, with an estimated gain of 165 persons in residential population. The addition of 54 dwelling units within a fully developed urban area will not significantly impact local or regional population levels and will not induce substantial population growth.

b. *Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? ( )*

☐ ☐ ☐ x

WHY? The subject site is currently undeveloped and does not contain any existing housing so the proposed project will not displace existing or affordable housing.

This project conforms to the 2000-2005 Housing Element of the General Plan, City of Pasadena, adopted in 2002, therefore this housing gain is within the housing forecast in this element. It is also within the range of housing forecast for Pasadena in the contained in the Southern California 2020 — a preliminary Growth Forecast: Regional Overview prepared by the Southern California Association of Governments.

c. *Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? ( )*

☐ ☐ ☐ x

WHY? The subject site is developed with two restaurant buildings and a surface parking lot. The replacement project would result in a net gain of 54 housing units.

15. **PUBLIC SERVICES.** Will the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

a. *Fire Protection? ( )*

☐ ☐ x ☐

WHY? The project site is located in a low fire hazard area according to the Wildfire Hazard Map (Plate 4-2) of the adopted 2002 Safety Element of the City's General Plan. The closest fire station to the site is Fire Station 34 at 1138 E. Del Mar Boulevard. The proposed project will not require an increase in Fire resources to adequately serve the use and will therefore not have a significant impact on Fire Protection.

b. *Libraries? ( )*

☐	☐	x	☐

WHY? The nearest library to the site is the Allendale Library located at 1130 S. Marengo Avenue. The addition of 66 residential units will not significantly increase the demand for services within the City's Public Information Library system. The City as a whole is currently well served by its Public Information Library System.

c. *Parks? ( )*

☐	☐	x	☐

WHY? The project is located approximately 1/8 mile from the nearest park, Central Park. According to Parks and Natural Resources staff the City as a whole had 1.6 acres of parkland per 1000 residents in May 2002. The state standard in the Quimby Act is 3.0 acres per 1,000 residents. For each new residential unit there is a "Residential Impact Fee" charged under the Quimby Act. For the City's 2004 fiscal year the current charge is $3,659 per unit. On September 20, 2004, the City Council increased this fee to $19,500 per unit (effective November 22, 2004). Under the Payment of this fee mitigates any project impact on parks.

d. *Police Protection? ( )*

☐	☐	x	☐

WHY? The proposed site is in an area that has reported low crime rates according to Police Department burglary statistics. The project will not significantly increase the need for police protection since the project is proposed within a developed area currently served by the Police Department. The proposed project is within the Police Department's scope of responsibility.

e. *Schools? ( )*

☐	☐	x	☐

WHY? The City of Pasadena collects a Pasadena Unified School District (PUSD) Construction tax on all new construction. Payment of this fee mitigates any impacts on schools. In FY 2004 a school development impact fee of $2.05 per square foot is collected by the City's Building Official for the Pasadena Unified School District (P.U.S.D.) on each residential unit constructed. Based on a Pasadena Unified School District generation factor of .4 school age children per household, the project could generate 37 school age children. The District has stated that it can absorb this possible increase in enrollment in the schools nearest the project. The nearest school(s) to the project is Blair High School and Allendale Elementary.

f. *Other public facilities? ( )*

☐	☐	x	☐

WHY? The project's development may result in some additional maintenance of public facilities. However the projected revenue to the City in terms of impact fees and development fees will lower this impact to a level that is not significant.

16. RECREATION.

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

☐ ☐ x ☐

WHY? The project is located approximately 1/8 mile from Central Park. A residential impact fee is collected by the City's Building Official on each residential unit constructed and on each addition over 400 sq. ft. in size. This fee is to improve recreational and park facilities near the project mitigating project impacts on parks.

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

☐ ☐ ☐ x

WHY? The project contains no recreational facilities and the development of multi-unit residential structure will not require the expansion or upgrade of existing facilities. As noted in response b. above, impact fees are collected on new construction to mitigate any potential impacts resulting from new residential development.

17. TRANSPORTATION/TRAFFIC. Would the project:

a. *Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)? ( )*

☐ ☐ x ☐

WHY? The proposed development is within that allowed by both the General Plan land use and zoning designations; therefore it is within the range of development planned for by the City. As indicated in the traffic impact and parking analysis prepared for the project, the new construction will not have a significant traffic impact at any of the study intersections identified in *Exhibit C-Traffic Impact Analysis*. With the addition of project traffic, all study intersections will continue to operate at pre-project levels of service with the exception of the California/Arroyo intersection which is operating at the upper level of LOS "E" during pre-project conditions and trips into LOS "F" under post project conditions. The project traffic impacts are within the level of insignificance as defined under the City's sliding scale of significance. Based on the determination of insignificance, no project mitigation improvements are required. However, through the project review, staff reviews of the street segment analyses permits staff imposition of appropriate conditions to improve traffic operations and safety.

The following conditions recommended by the Department of Transportation shall be incorporated into this project:

1. The project will fund the upgrade of the traffic signal at Arroyo Parkway and Cordova Street, including enhanced pedestrian indicators to facilitate pedestrian crossings and manage auto traffic at this intersection (not to exceed $38,000).

2. The project will fund the upgrade of pedestrian indicators at the intersection of Green Street and Arroyo Parkway to enhance pedestrian linkage to the downtown (not to exceed $8,000).

3. The project will upgrade the traffic management communications by funding the installation of fiber optic cable on Cordova Street from Marengo Avenue to Arroyo Parkway (not to exceed $30,000).

The pedestrian improvements and the expansion of the City's Intelligent Transportation System (ITS) network will improve overall traffic operations in the area and provide better access to and from the project site.

In addition, access to the site will be from two 30-foot wide driveways with 25-foot wide drive aisles, one each from Arroyo Parkway and Cordova Street. The driveways will provide direct access to the at-grade parking and to the parking ramps. Both driveways will be limited to right turns in and out only as a result of the existing landscaped median in Arroyo Parkway and potential conflicts with the westbound dual left turn lanes on Cordova at Arroyo, which will improve vehicular movement through the impacted streets.

A total of 145-parking spaces will be provided in three levels of at-grade and underground parking. Under the City's new parking ordinance, the proposed project will require 155-parking spaces. With the project proposing to provide 155-parking spaces, the project will satisfy code parking requirements.

b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways? ( )

☐ ☐ ☐ **x**

WHY? The regional Congestion Management Plan (CMP) or the local City sets the Level of Service Threshold (LOS). The adopted 2002 Congestion Management Program prepared by the Metropolitan Transportation Agency lists LOS E as acceptable for the highway and road system. The CMP defines the 2002 Highway and Roadway System in Exhibit 2-3. The project does not impact this roadway system.

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

☐ ☐ ☐ **x**

WHY? The project site is not within an airport land use plan or within two miles of a public airport or public use airport. As of July 2003 the nearest public use airport is in Burbank, which is operated by a Joint Powers Authority with representatives from the Cities of Burbank, Glendale and Pasadena. Helipads are required on many high-rise buildings for evacuating occupants in case of an emergency. The police heliport is located at the eastern edge of the Arroyo Seco near the City's border with Altadena. This heliport is not open for public use.)

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

☐ ☐ ☐ x

WHY? The project has been evaluated by the Transportation Department and its impact on circulation due to the proposed use and its design has been found not to be hazardous to traffic circulation either within the project or in the vicinity of the project.

e. *Result in inadequate emergency access? ( )*

☐ ☐ ☐ x

WHY? The ingress and egress for the site have been evaluated by the Transportation Department and found to be adequate for emergency access or access to nearby uses. The project must comply with all Building, Fire and Safety Codes and plans are subject to review and approval by the Public Works and the Transportation Departments, and the Building Division and Fire Department. The subject site is located in a developed urban area and is surrounded by similar uses currently served by the same emergency access routes.

f. *Result in inadequate parking capacity? ( )*

☐ ☐ x ☐

WHY? The Zoning Code requires a total of 145 parking spaces for the entire project (residnetial and retail). The applicant is proposing to provide 145 on-site spaces. All parking spaces will be required to meet the requirements of the Pasadena Zoning Code through the building permit plan check process, including minimum dimensions, back-up space etc.

g. *Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g. bus turnouts, bicycle racks)? ( )*

☐ ☐ ☐ x

WHY? The addition of 66 residential lofts and retail component will not result in a substantial impact upon the existing transportation system. The project is located near a principal mobility corridor according to the 1994 adopted Mobility Element of the General Plan. The project is an in-fill project situated between developed parcels and will not affect Arroyo Parkway or the surrounding streets as a principal mobility corridor. The project does not require the creation of bus turnouts or any changes to the public right-of-way at along Arroyo Parkway. Bicycle parking is required for the project and the applicant will include this on the plans for review during the building plan check process.

18. UTILITIES AND SERVICE SYSTEMS. Would the project:

a. *Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? ( )*

☐ ☐ ☐ x

WHY? The project will not exceed wastewater treatment requirements of the California Regional Water Quality Control Board, Los Angeles Region. Los Angeles County treats the City's wastewater, individual projects are subject to a Los Angeles County fee when the project is hooked up to a sewer line. The City is

within Los Angeles County Sanitation District 16. There are not unusual wastes in the project's wastewater, which cannot be treated by L.A. County Sanitation District.

b. *Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? ( )*

☐ ☐ ☐ **x**

WHY? The project will not result in the construction of new water or wastewater treatment facilities or expansion of existing facilities. The City's Water and Power Department is responsible for water and water treatment facilities. Los Angeles County treats the City's wastewater, individual projects are subject to a Los Angeles County fee when the project is hooked up to a sewer line.

c. *Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? ( )*

☐ ☐ ☐ **x**

WHY? The project will not require the construction of new storm water drainage facilities or the expansion of existing facilities. The project is located in a developed urban area where storm drainage is provided by existing streets, storm drains, flood control channels, and catch basins. The project development will not result in the need for a new or substantial alteration to the existing drainage system. The project must have an on-site drainage plan approved by the Building Official and the Public Works Department prior to the issuance of any building permits. Any on-site improvements needed to provide drainage or to connect the project with the existing City drainage system are the responsibility of the applicant.

The project does meet a standard for review of drainage plans for compliance with the Standard Urban Storm Water Mitigation Plan (SUSMP) Ordinance. If the project meets a standard for review, drainage plans will be reviewed by the Building Division of the Planning and Development Department by Public Works Department. The City of Pasadena through Ordinance 6837 adopted the Standard Urban Storm Water Mitigation Plan recommended by the California Regional Water Quality Control Board, Los Angeles Region. This ordinance enables the City to be part of the municipal storm sewer permit issued by the Los Angeles Region to the County of Los Angeles.

d. *Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? ( )*

☐ ☐ ☐ **x**

WHY? According to the Water Division of the Pasadena Water and Power Department, there is sufficient water supply available to serve the project from existing entitlements and resources. The adequacy of water supply is a potential problem for all new development since the Southern California region has been known to experience periods of drought and needs a long-term reliable water supply. This project will result in an increase of approximately 11,580 gallons per day in water consumption. The current use consumes 2,231.4 gallons of water per day (2-restaurants). The net gain in water consumption would be 9348.6 gallons of water per day. However, this project will be required to comply with the City's Water Shortage Procedures Ordinance during periods of drought, thereby reducing monthly water consumption to 90 percent of the expected consumption for this type of land use. The impact will be reduced to a level that is not significant. Further, the Water Division of the Pasadena Water and Power Department has reviewed this project and determined that the City can serve it.

e. *Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? ( )*

☐ ☐ ☐ x

WHY? See responses to 19 a. and b.

f. *Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? ( )*

☐ ☐ ☐ x

WHY? The project can be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs. The City of Pasadena is served primarily by Scholl Canyon landfill, which as of July 2003 has a 22-year capacity, and secondarily by Puente Hills, which was repermitted in 2003 for 10 years. The project is located in a developed urban area and within the City's refuse collection area. The project will not result in the need for a new or in substantial alteration to the existing system of solid waste collection and disposal. The Solid Waste Division of the Pasadena Public Works Department has an active recycling program to reduce the metal, glass, plastics, newspapers and yard waste for disposal in approved landfills. This program primarily serves single-family residences and some of the smaller multifamily projects such as the proposed project.

g. *Comply with federal, state, and local statutes and regulations related to solid waste? ( )*

☐ ☐ ☐ x

WHY? The project will comply with all applicable statutes and regulations related to solid waste. In 1992, the City adopted the "Source Reduction and Recycling Element" to comply with the California Integrated Waste Management Act. This act requires a 25% reduction in solid waste before 1995 and a 50% reduction before 2001, based on the solid waste generated in 1990.

Further, in accordance with the Construction and Demolition Ordinance (Chapter 8.62 of the Pasadena Municipal Code, the applicant must submit a Construction Waste Management Plan, if the project meets any of the following thresholds:

1. *Residential additions of 1,000 or more gross square feet;*
2. *Tenant improvements of 3,000 or more square feet;*
3. *New structures of 1,000 or more gross square feet;*
4. *Demolition 1,000 or more gross square feet; and*
5. *All City public works and construction projects, which are awarded pursuant to competitive, bid procedure established by Chapter 4.08 of the Pasadena Municipal Code).*

19. EARLEIR ANALYSIS.

Earlier analysis may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. See CEQA Guidelines Section 15063(c)(3)(D). Earlier analyses are discussed in Section 18 at the end of the checklist.

a) Earlier Analysis Used. Identify and state where they are available for review.

b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

c) Mitigation Measures. For effects that are "less than Significant with Mitigation Measures Incorporated," describe the mitigation measures, which were incorporated or refined from the earlier documents and the extent to which address site-specific conditions for the project.

20. MANDATORY FINDINGS OF SIGNIFICANCE.

a. *Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? ( )*

☐ ☐ ☐ x

WHY? The subject site is located in a developed urban area and is presently improved with a surface parking lot. There is no landscaping on the property and the entire site is paved with impermeable surface. There are no fish or wildlife species at or around the site. Similarly, the site does not contain any cultural resources. Therefore the proposed project will have no impact on wildlife habitat, rare or endangered species or plant communities and would not eliminate any important examples of the major periods of California history or prehistory.

b. *Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future project? ( )*

☐ ☐ ☐ x

WHY? The project site is located within a developed urban area. The proposed mixed used project is considered an in-fill project within a developed area. The 66 residential condominium units and commercial space are within the amount permitted per the General Plan and the project meets the goals and objectives of the General Plan. The Transportation Department has reviewed the project and has determined that traffic generation is at a level that does not require a traffic analysis. There are no cumulative effects of the proposed in-fill project that will have an impact on the site or surrounding area.

c. *Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly? ( )*

☐	☐	☐	x

WHY? The proposed project is consistent with other uses presently found in the Central District. The proposed uses are permitted by right and are consistent with Zoning Code and the goals and objectives of the General Plan. Prior to the issuance of building permits the project must be reviewed and approved by Building and Safety, Fire, and Public Works. The project must adhere to all applicable code regulations and will therefore not have a substantial adverse effect on human beings. The Environmental Impact Report prepared for the 1994 General Plan indicates that there would be accumulative impacts in the Central District; however, these impacts would be reduced through mitigation measures prepared as part of that Environmental Impact Report.

EXHIBIT A

Negative Declaration

CITY OF PASADENA
Planning & Development Department
175 N. Garfield Ave.
Pasadena, California 91101-1704

NEGATIVE DECLARATION

PROJECT TITLE:	**Milan Lofts Mixed-Use Project**
PROJECT APPLICANT:	**Champion Development**
PROJECT CONTACT PERSON:	**Stuart Proffitt** **Champion Development** **11601 Wilshire Boulevard** **Los Angeles, CA 90025**
TELEPHONE:	**310.312.8020**
PROJECT LOCATION:	**260 South Arroyo Parkway** **City of Pasadena** **County of Los Angeles** **State of California**

PROJECT DESCRIPTION

The project site area for this development is 33,707 square feet, and is currently developed with 2 structures. The project proposal is a five-story mixed-use building with 54 residential condominiums with 7000 square feet of ground level retail space, and a two-level subterranean parking garage with 145 parking spaces. Total net floor area is 74,680 square feet. Parking and pedestrian access to the building is derived from both the East Cordova Street and South Arroyo Parkway frontages.

FINDING

On the basis of the initial study on file in the Current Planning Office:

X The proposed project COULD NOT have a significant effect on the environment.

The proposed project could have a significant effect on the environment; there will not be a significant effect in this case because the mitigation measures described in the Mitigation Monitoring Program on file in the Current Planning Office were adopted to reduce the potential impact to a level insignificance.

The proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

Completed by: Vincent C. Gonzalez
Title: Senior Planner
Date: November 8, 2004

Determination Approved: John Bellas
Title: Planning Consultant
Date: November 15, 2004

PUBLIC REVIEW PERIOD: November 18, 2004 to December 8, 2004
COMMENTS RECEIVED ON DRAFT: ____ Yes _x_ No
INITIAL STUDY REVISED: ____ Yes _x_ No

EXHIBIT B

Department of Transportation Traffic Assessment Acceptance Letter

DEPARTMENT OF TRANSPORTATION

November 8, 2004

Mr. Robert D. Champion
Champion Enterprises, Inc.
11601 Wilshire Boulevard, Suite 1650
Los Angeles, CA 90025

RE: Acceptance Letter for Traffic Impact Analysis

CASE: Mixed-Use Project
240 South Arroyo Parkway

Dear Bob:

Per your Letter of Consent dated October 28, 2004, the Traffic Impact Analysis for the proposed project at 240 South Arroyo Parkway is accepted and approved by the Department of Transportation. You have agreed to fund three transportation improvements (total not to exceed $76,000) as part of the condition of approval. These mitigation measures must be funded prior to the issuance of a building permit. Should you have any questions or need additional information, please feel free to contact me at (626) 744-7208.

Sincerely,

ERIC C. SHEN, P.E.
Transportation Planning & Development Manager

CC: Joyce Y. Amerson, Director of Transportation
Dan Rix, City Engineer, Department of Public Works
Norman Baculinao, Traffic Engineering Manager
Jim Valentine, Principal Engineer, Department of Public Works
Bill Trimble, Department of Planning & Development

Attachment 1: Letter of Consent, Dated October 28, 2004.
Attachment 2: Comment Letter, Dated October 13, 2004

CHAMPION
DEVELOPMENT

PASADENA DOT
TRANS. PLANNING & DEV. DIV.
FILE COPY

Letter of Consent

RE: 240 S. Arroyo Parkway

Fr: Champion Realty Ltd.

To: Pasadena Department of Transportation

DATE: 10/28/04 GP

We have read, understand and approve the proposed traffic mitigation measures outlined for the proposed project at 240 S. Arroyo Parkway ("Project") in the letter ("Letter") from Eric C. Shen, P.E., Transportation Planning Development Manager for the City of Pasadena dated October 13, 2004.
By signature below Champion Realty Ltd. is authorizing the Letter to become an addendum to the traffic impact analysis issued by Larry E. Greer, P.E., of Greer and Company on September 27th 2004 for the Project.

CHAMPION REALTY, LTD. GP
By: Champion Enterprises, Inc.
Robert D. Champion, President

11601 Wilshire Boulevard, Suite 1650, Los Angeles, California 90025
Telephone: (310) 312-8020 Fax: (310) 312-8030

DEPARTMENT OF TRANSPORTATION

October 13, 2004

Mr. Larry Greer
Greer and Company
1518 South Dallas Drive
Anaheim, CA 92804

RE: Comment Letter for Traffic Impact Analysis

CASE: Mixed-Use Project
240 South Arroyo Parkway

Dear Larry:

This letter is to inform you that the Department of Transportation has reviewed the Traffic Impact Analysis for the proposed project located at 240 South Arroyo Parkway (received on September 29, 2004). Please incorporate the following information into the analysis.

The project is located across the street from the Gold Line light rail service Del Mar Station. The trip generation assumes a fifteen and five percent auto trip discount for the residential and restaurant uses, respectively, due to the use of transit. It also assumes a five percent trip discount for walking trips for both the restaurant and residential uses. As stated in the Traffic Impact Analysis, ADT growth on nearby streets attributed by this project requires staff review and conditions in accordance to the City's established ADT Impact Thresholds. Therefore, the Department of Transportation is recommending the following transportation improvements to be funded by this project as part of conditions of approval:

1. The project will fund the upgrade of the traffic signal at Arroyo Parkway and Cordova Street, including enhanced pedestrian indicators to facilitate pedestrian and manage auto traffic at this intersection (not to exceed $38,000).

2. The project will fund the upgrade of pedestrian indicators at the intersection of Green Street and Arroyo Parkway to enhance pedestrian linkage to the downtown (not to exceed $8,000).

3. The project will upgrade the traffic management communications by funding the installation of fiber optic cable on Cordova Street from Marengo Avenue to Arroyo Parkway (not to exceed $30,000.)

The pedestrian improvements and the expansion of the City's Intelligent Transportation System (ITS) network will improve overall traffic operations in the area and provide better access to and from the project site. Please incorporate these improvements into the analysis in lieu of the recommended mitigation measures contained in the draft analysis.

Please incorporate changes as directed and re-submit one hard copy of the traffic study, marked with ***"FINAL"*** on the cover and in electronic format (PDF preferred) on a CD. Upon review and approval of the revised report, a letter of acceptance will be provided to you. Should you have any questions or for more information, please contact Jolene Hayes at (626) 744-7424.

Sincerely,

ERIC C. SHEN, P.E.
Transportation Planning & Development Manager

CC: Joyce Y. Amerson, Director of Transportation
Dan Rix, City Engineer, Department of Public Works
Norman Baculinao, Traffic Engineering Manager
Jim Valentine, Principal Engineer, Department of Public Works
Bill Trimble, Department of Planning & Development

ES/jh/20041013_accept_ltr_1.doc

EXHIBIT C

Traffic Impact Analysis

FINAL
TRAFFIC IMPACT ANALYSES

for

MILAN LOFTS
MIXED USE PROJECT
PASADENA, CA.

PREPARED FOR

CHAMPION DEVELOPMENT GROUP
and
CITY OF PASADENA

PREPARED BY

GREER & CO.
Engineers and Planners
Anaheim, California

SEPTEMBER 2004

TRAFFIC IMPACT ANALYSIS

for

MILAN LOFTS MIXED USE PROJECT
ARROYO PARKWAY/KINGSLEY STREET
PASADENA, CA.

PREPARED FOR

CHAMPION DEVELOPMENT GROUP

AND

THE CITY OF PASADENA

Larry E. Greer, P.E. R.T.E. 766
Greer & Co. - Engineers and Planners
[illegible]
[illegible]
[illegible]

PREPARED BY

GREER & CO.
Engineers and Planners
Anaheim, California

September 27, 2005

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EXECUTIVE SUMMARY

The following provides a summation of the primary f ndings and conclusions of the traffic impact analysis prepared for the proposed Milan Lofts mixed use project in the City of Pasadena.

- The project site is located on the southeast corner of Arroyo Parkway and Cordova Street with frontage on both streets and vehicular access taken from two driveways, one each from the east side of Arroyo and the south side of Cordova Street. Vehicular access will be limited to right turns only in and out at both driveways.

- The project proposes to develop 66 loft-type residential units with 7,000 square feet of restaurant space on the ground floor in a four-story building with 155 parking spaces in three levels of at-grade and underground parking.

- Eight intersections were identified for study in this analysis:
  1. Colorado Boulevard and Arroyo Parkway
  2. Green Street and Arroyo Parkway
  3. Cordova Street and Arroyo Parkway
  4. Cordova Street and Marengo Avenue
  5. Del Mar Boulevard and Arroyo Parkway
  6. Del Mar Boulevard and Raymond Avenue
  7. Del Mar Boulevard and Marengo Avenue
  8. California Boulevard and Arroyo Parkway

- Existing conditions that all study intersections are currently operating at acceptable levels of service at LOS 'C' or better during both the a.m. and p.m. peak hours, with the exception of Del Mar/Marengo, operating at LOS "D" during the p.m. peak hour, and California/Arroyo, operating at LOS "E" during the p.m. peak hour.

- Pre-project traffic conditions, analyzed for the year 2006, indicate that the intersection of Del Mar/Arroyo will deteriorate from LOS 'C' to LOS 'D' during both the a.m. and p.m. peak hours. The intersection of Del Mar/Marengo deteriorates from LOS "D" to LOS "E" during the p.m. peak hour. And the intersection of California/Arroyo deteriorates from LOS "C" to "D" during the a.m. peak hour while remaining at LOS "E" during the p.m. peak hour. All remaining intersections will continue to operate acceptably at LOS "C" or better during both peak hours.

- Post project traffic conditions, analyzed for the year 2006, indicate that project traffic will not significantly impact any of the study intersections. With the addition of project traffic, all study intersections will continue to operate at pre-project levels of service with the exception of the California/Arroyo intersection which is operating at the upper level of LOS "E" during pre-project conditions and tips into LOS "F" under post project conditions. All project traffic impacts are within the level of insignificance as defined under the City's sliding scale of significance. Based on the determination of insignificance, no project mitigation improvements are required nor recommended based on the intersection analyses.

- City staff review in accordance with the City's established ADT Impact Thresholds resulted in staff having recommended the following transportation improvements to be funded by this project as part of the conditions of project approval:

  1. The project will fund the upgrade of the traffic signal at Arroyo Parkway and Cordova Street, including enhanced pedestrian indicators to facilitate pedestrian crossings and manage auto traffic at this intersection (not to exceed $38,000).

  2. The project will fund the upgrade of pedestrian indicators at the intersection of Green Street and Arroyo Parkway to enhance pedestrian linkage to the downtown (not to exceed $8,000).

  3. The project will upgrade the traffic management communications by funding the installation of fiber optic cable on Cordova Street from Marengo Avenue to Arroyo Parkway (not to exceed $30,000).

  The pedestrian improvements and the expansion of the City's Intelligent Transportation System (ITS) network will improve overall traffic operations in the area and provide better access to and from the project site.

- Access to the site will be from two 30-foot wide driveways with 25-foot wide drive aisles, one each from Arroyo Parkway and Cordova Street. The driveways will provide direct access to the at-grade parking and to the parking ramps. Both driveways will be limited to right turns in and out only as a result of the existing landscaped median in Arroyo Parkway and potential conflicts with the westbound dual left turn lanes on Cordova at Arroyo.

- A total of 155 parking spaces will be provided in three levels of at-grade and underground parking. Under the City's new parking ordinance, the proposed project will require 155 parking spaces. With the project proposing to provide 155 parking spaces, the project will satisfy code parking requirements.

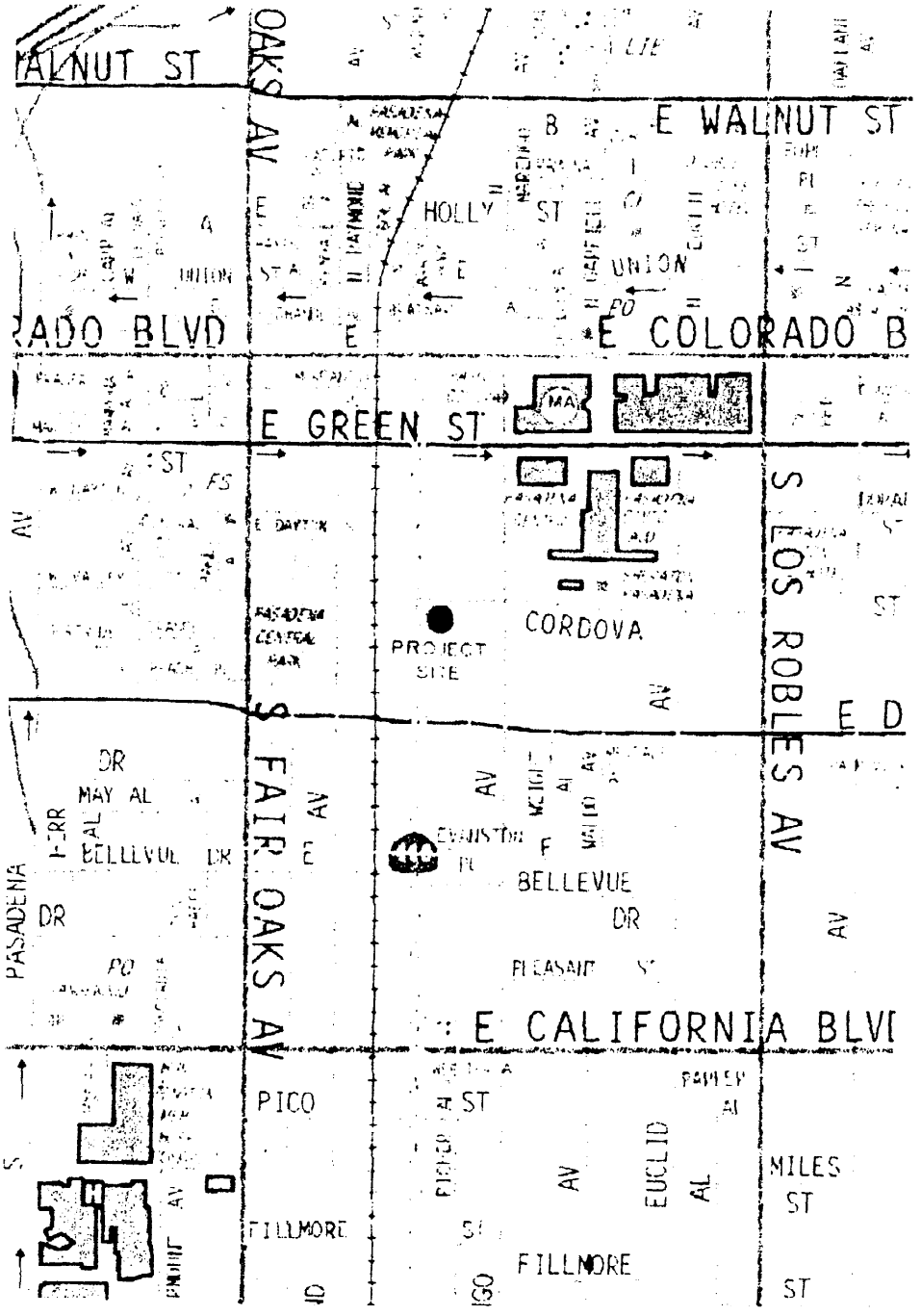
INTRODUCTION

This report presents the results of the traffic impact analysis for the proposed Milan Lofts Mixed-Use Project on the southeast corner of Arroyo Parkway and Cordova Street in the City of Pasadena. The project proposes to develop a mixed-use development with 66 loft residential units and 7,000 square feet of restaurant space in a four story building with 155 parking spaces in three levels of at-grade and underground parking.

Access to the site will be from two 30-foot wide driveways with 25-foot wide drive aisles, one each from Cordova Street and from Arroyo Parkway. The driveways will provide direct access to the ground level and subterranean parking for both restaurant and resident uses. An existing landscaped median in Arroyo Parkway restricts turn movements to the proposed driveway. Both driveways will be restricted to right turns in and out only.

These analyses were undertaken in compliance with the City's guidelines[1] and with the County's Congestion Management Program (CMP). City staff established the study parameters for these analyses, and identified the study intersections. A vicinity map shown in Figure 1 identifies the project location and the surrounding street system. The project site plan is presented in Figure 2 with subterranean parking and residential floor plans shown in Figures 3 and 4. The building elevation is shown in Figure 5.

1 "Preparation Guide, Traffic Impact Reports", Department of Public Works and Transportation, City of Pasadena, July, 1999.



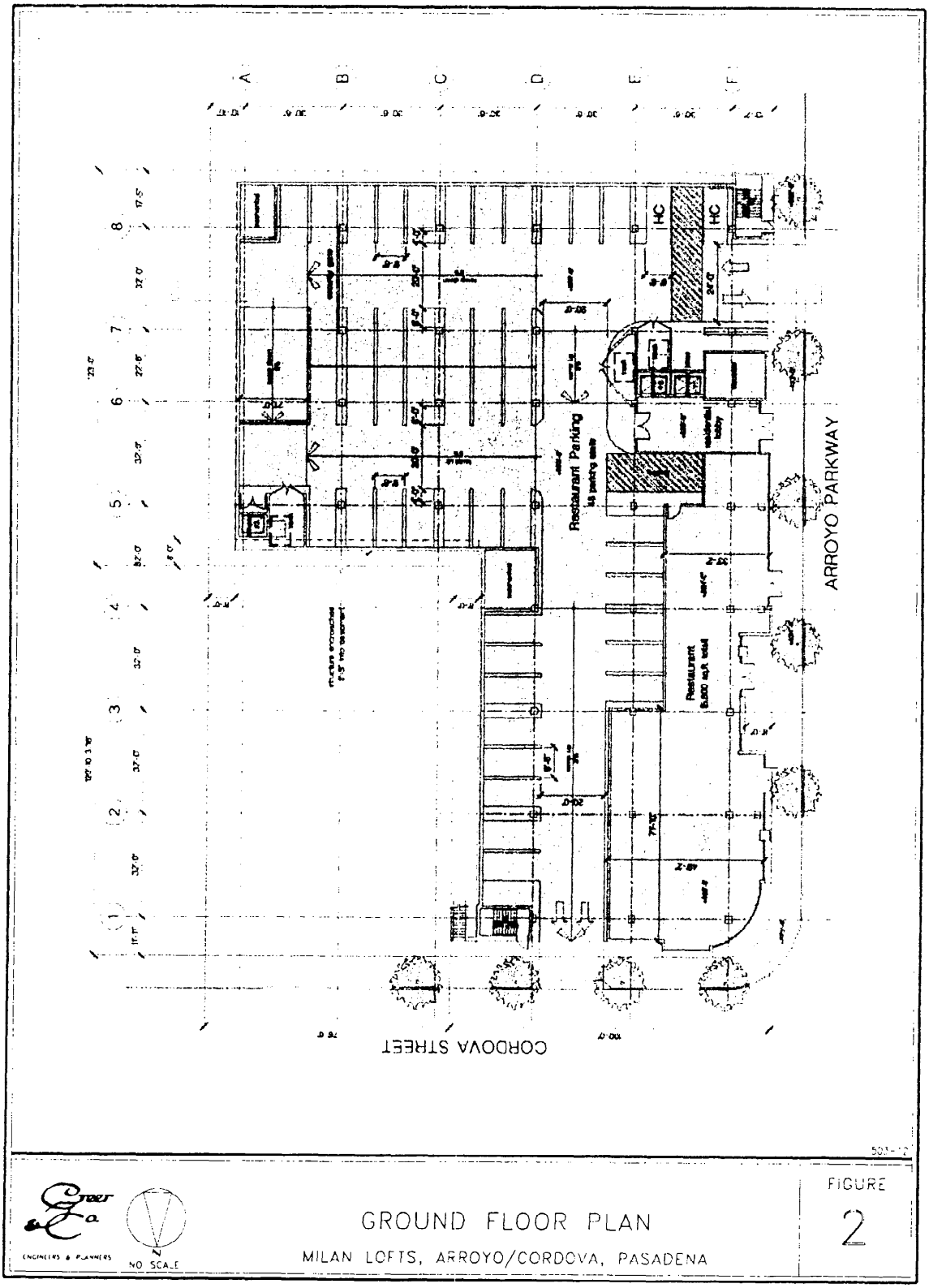
Greer & Co. Engineers & Planners

NO SCALE

VICINITY MAP

MILAN LOFTS, ARROYO/CORDOVA, PASADENA

FIGURE 1



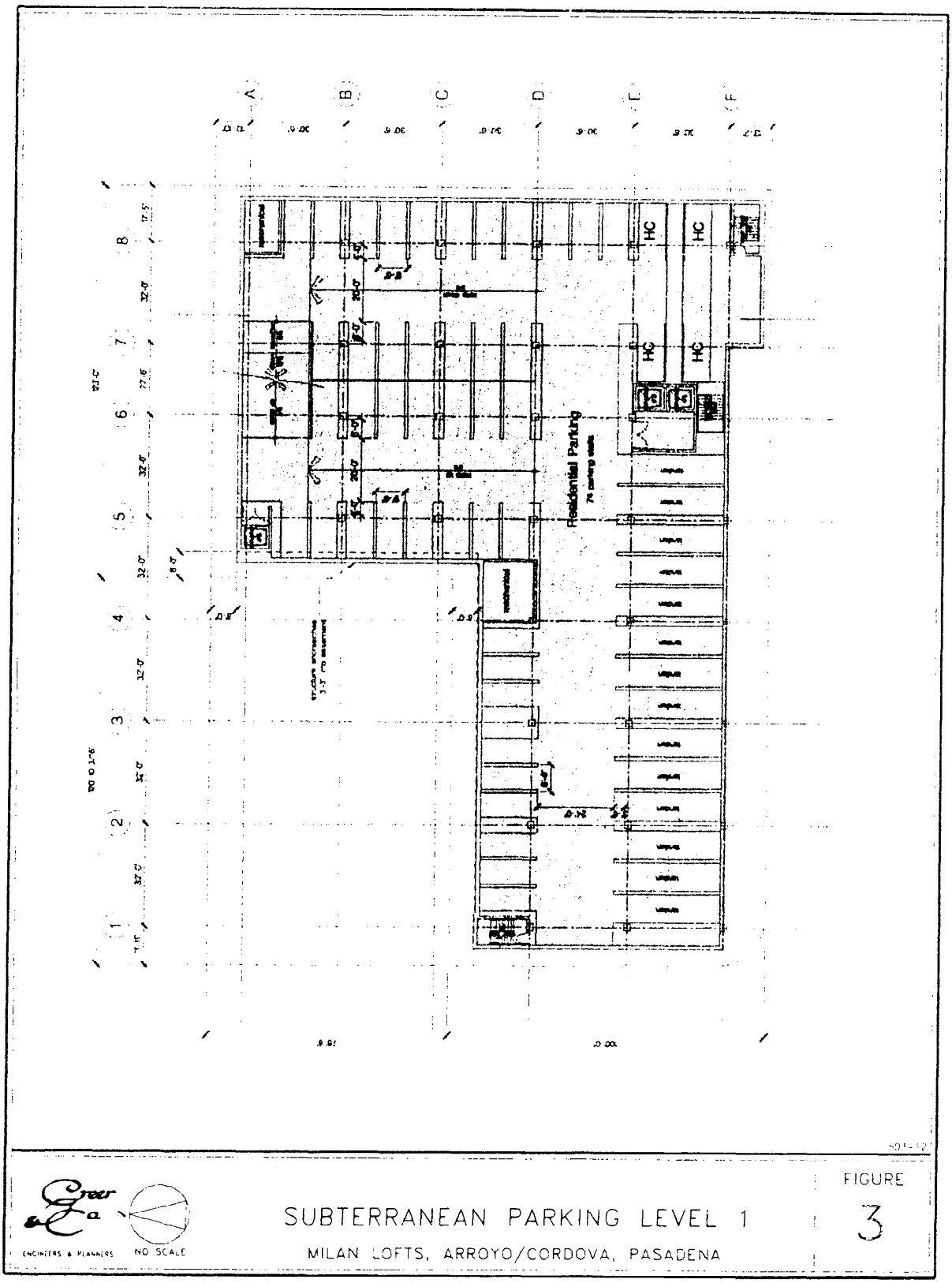
GREER & Co. ENGINEERS & PLANNERS

NO SCALE

GROUND FLOOR PLAN

MILAN LOFTS, ARROYO/CORDOVA, PASADENA

FIGURE 2

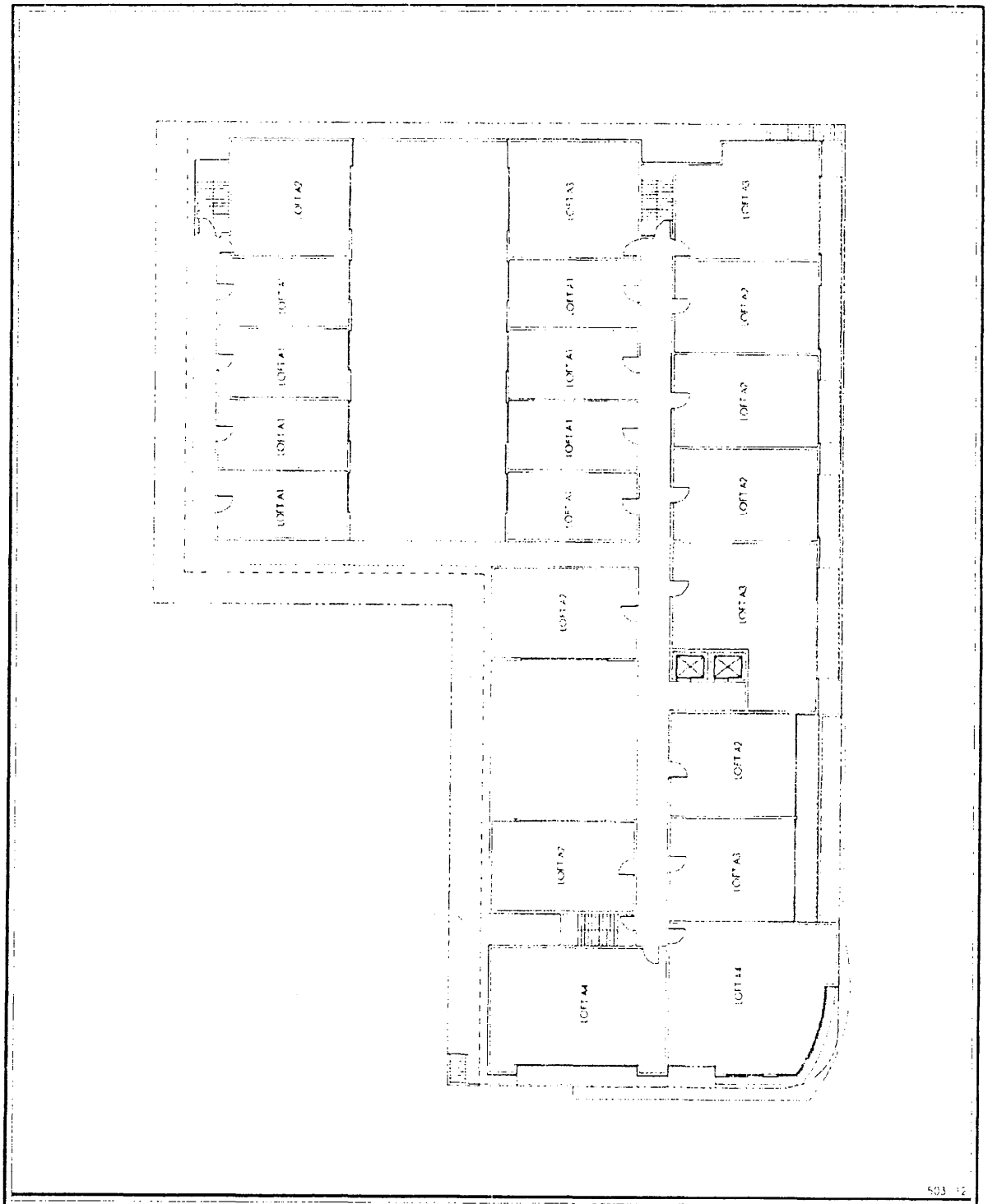


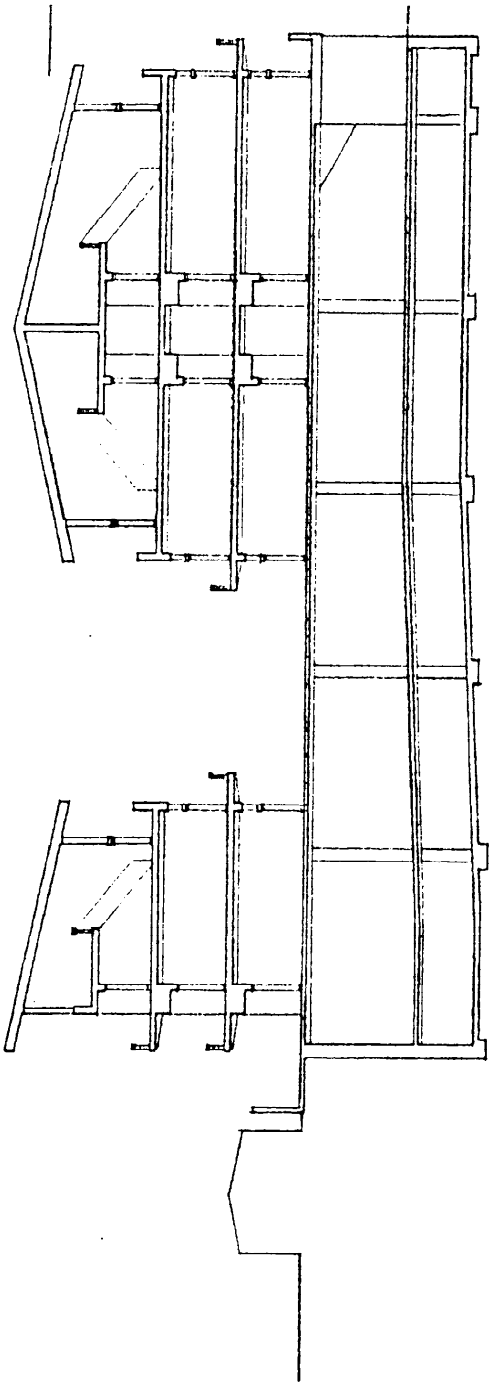
Greer & Co. ENGINEERS & PLANNERS NO SCALE

SUBTERRANEAN PARKING LEVEL 1

MILAN LOFTS, ARROYO/CORDOVA, PASADENA

FIGURE 3


503-12
ENGINEERS & PLANNERS
NO SCALE
TYPICAL RESIDENTIAL FLOOR PLAN
MILAN LOFTS, ARROYO/CORDOVA, PASADENA
FIGURE
4



Greer & Co. ENGINEERS & PLANNERS

N

NO SCALE

PLAN ELEVATION

MILAN LOFTS, ARROYO/CORDOVA, PASADENA

FIGURE 5

STUDY METHODOLOGY

The following approach methodology was used to conduct this traffic and parking analysis:

1. Data Collection: A field reconnaissance was conducted of the street system in the vicinity of the project by Greer & Co. staff. Discussions with City staff identified a total of eight (8) study intersections to be evaluated for this project. New turning movement counts for the study intersections were conducted for the a.m. and p.m. peak hour traffic conditions as a part of this study.

2. Analysis of Existing Conditions: Intersection capacity analyses were conducted for the study intersections based on the a.m. and p.m. peak hour traffic volumes and existing intersection geometrics. The Intersection Capacity Utilization (ICU) methodology, as required by City guidelines[2] and consistent with the County's Congestion Management Program (CMP), was used to determine intersection operational levels. The ICU worksheets referenced throughout this report are contained in the Appendix.

3. Analysis of Pre-Project Conditions: The analysis of traffic impacts resulting from other area projects as identified by City staff was also undertaken. In order to provide a pre-project evaluation base, the related project volumes plus an annual growth factor were added to the existing intersection volumes to forecast traffic conditions for the target year. Traffic generated by the related projects was combined with the existing traffic increased by an annual growth factor to provide pre-project traffic volumes. Pre-project conditions were evaluated using the same ICU analysis methodology.

4. Project Traffic: The calculation of project traffic was undertaken to identify the potential for project traffic impacts. Trip generation rates were obtained from the Institute of Transportation Engineers' *Trip Generation, Seventh Edition*. These trip generation rates were applied to the proposed project uses to estimate future project traffic volumes. Trip reductions were applied for the project uses for transit and walk trips inasmuch as the project is located across the street from the Gold Line light rail station. Trip reductions were also applied for the internal capture of

[2] Preparation Guide, Traffic Impact Reports, Department of Public Works and Transportation, City of Pasadena, July, 1999.

multipurpose trips for the mixed-use nature of the project. Trip credits were applied for the removal of the existing restaurant and retail uses occupying the property. Net project traffic was assigned to the local street system based on an area distribution pattern, and on existing area traffic patterns, site access and general demographic distributions. Project traffic volumes were added to pre-project traffic volumes to obtain post-project traffic volumes.

5. Analysis of Daily Traffic Volumes: An analysis of daily traffic volumes on three designated street segments within the immediate study area was conducted in accordance with City guidelines.

6. Review of Site Access: The proposed site access was reviewed in terms of vehicular access, on-site circulation, and pedestrian access and circulation. Any appropriate modifications, if any, were identified and recommended.

7. Parking Analysis: A comparison of the City's code parking requirements and the proposed parking supply were prepared and presented.

8. Recommended Traffic Mitigation Measures: Overall traffic mitigation improvements were recommended based on the intersection capacity analyses and the site access and parking analyses. The principal objectives were to determine the anticipated traffic impacts which would result from the proposed project and to recommend improvements and modifications necessary to improve roadway capacities and to provide safe, efficient operations.

9. Documentation: This report was prepared presenting the findings and conclusions of the traffic impact analysis.

EXISTING CONDITIONS

This report chapter presents a discussion of the primary street system within the vicinity of the project site and provides the a.m. and p.m. peak hour traffic volume data for the study intersections and daily traffic volumes for various study area street segments. This is followed by the results of the level of service analyses for existing conditions.

EXISTING STREET SYSTEM

The following constitutes a general discussion of the primary area street system serving the project site.

Arroyo Parkway is designated as a Multimodal Corridor in the City's General Plan Mobility Element. Arroyo Parkway extends from the northerly terminus of SR-110 (Pasadena Freeway) northerly to Holly Street. Arroyo Parkway generally provides two travel lanes in each direction during non-peak hours. During peak hours, on-street parking is generally prohibited providing three travel lanes northbound to Green Street and southbound southerly of Cordova Street. A raised landscaped median is contained in Arroyo southerly of Cordova Street. Separate left turn lanes are provided at major intersections with Arroyo with a separate right turn lane provided northbound at Green Street and southbound at Del Mar Boulevard. On-street parking is prohibited between 6:00 and 9:00 a.m. and 3:00 and 7:00 p.m.

Marengo Avenue is designated as a Minor Arterial and between Del Mar Boulevard and the south City Limits as a De-emphasized Corridor in the City's General Plan Mobility Element. North of Del Mar Boulevard, Marengo provides two travel lanes in each direction, while south of Del Mar, one travel lane is provided in each direction. Separate left turn lanes are provided in each direction on Marengo at intersections within the study area. A separate southbound right turn lane is provided at Del Mar Boulevard. On-street parking is generally permitted, although time restricted, on both sides of Marengo through the study area with the exception of the east side of Marengo north of Cordova Street, which is posted for "No Stopping Anytime".

Raymond Avenue is designated as a Minor Arterial between Corson Street and Glenarm Street. Raymond generally provides two travel lanes in each direction. On-street parking is generally permitted on both sides Raymond through the study area with the exception of the segment north of Del Mar Boulevard near the Gold Line light rail station.

Green Street is a one-way arterial street generally providing three travel lanes in the eastbound direction with four eastbound lanes provided between Arroyo Parkway and Euclid Avenue. Green Street is designated as a Multimodal Corridor in the City's General Plan Mobility Element between Fair Oaks Avenue and Hill Avenue. A separate left turn lane is provided eastbound at Marengo Avenue.

Colorado Boulevard is designated as a Principal Arterial in the City's General Plan Mobility Element throughout the City. Colorado generally provides two travel lanes in each direction with separate left turn lanes at intersections. On-street metered parking is generally provided on both sides of the street within the study area.

Cordova Street is designated as a Minor Arterial in the City's General Plan Mobility Element between its westerly terminus at Arroyo Parkway and Hill Avenue. Two travel lanes are provided in each direction with separate left turn lanes at intersections. At its westerly terminus at Arroyo Parkway, Cordova is striped to provide one separate left turn lane and one shared left/right turn lane. On-street parking is generally permitted on both sides of Cordova through the study area.

Del Mar Boulevard is designated as a Multimodal Corridor in the City's General Plan Mobility Element through the study area. Del Mar generally provides two travel lanes in each direction with separate left turn lanes at intersections. A separate right turn lane is provided on eastbound Del Mar at Arroyo Parkway. On-street parking is generally permitted on both sides of the street during off-peak hours with peak period restrictions prohibiting parking.

California Boulevard is designated as a De-emphasized Corridor in the City's General Plan Mobility Element easterly of Lake Avenue. California provides two travel lanes in each direction with separate left turn lanes provided at intersections. A separate right turn lane is provided on eastbound California at Arroyo Parkway. On-street parking is generally prohibited on California through the study area.

STUDY INTERSECTIONS

In consultation with City staff for the preparation of the Consultant Memorandum of Understanding, eight (8) key intersections have been identified as potentially impacted by the proposed project, and therefore, designated as study intersections. These intersections are listed as follows:

1. Colorado Boulevard and Arroyo Parkway
2. Green Street and Arroyo Parkway
3. Cordova Street and Arroyo Parkway
4. Cordova Street and Marengo Avenue
5. Del Mar Boulevard and Arroyo Parkway
6. Del Mar Boulevard and Raymond Avenue
7. Del Mar Boulevard and Marengo Avenue
8. California Boulevard and Arroyo Parkway

Existing intersection lane geometrics and the study intersections are identified in Figure 6.

EXISTING TRAFFIC VOLUMES

Existing available traffic volume data for four of the study intersections was provided by City staff. New turning movement counts at three of the study intersections were conducted on Tuesday, September 14, 2004. These counts were conducted during peak periods between the hours of 7:00-9:00 a.m. and

4:00-6:00 p.m. The automatic, 24-hour counts were conducted on Wednesday, September 22, 2004. The existing a.m. and p.m. peak hour traffic volumes for the study intersections and the daily traffic volumes for the study street segments are shown in Figure 7.

EXISTING CONDITIONS INTERSECTION ANALYSES

An analysis of existing conditions was conducted for the study intersections using the ICU analysis methodology. All of the study intersections are currently signalized. The analyses were based on the existing intersection geometrics and current a.m. and p.m. peak hour traffic volumes. Table 1 presents the Volume-to-Capacity ratios (V/C) and the Levels of Service (LOS) for each study intersection under current conditions. The LOS is an index of the quality of traffic flow through an intersection as defined by the Congestion Management Program[3]. The LOS definitions qualitatively describe operating characteristics under various conditions. The LOS definitions and corresponding V/C ratios are presented in the Appendix of this report as are the intersection capacity worksheets.

As seen on Table 1, all study intersections are currently operating at acceptable levels of service at LOS "C" or better during both the a.m. and p.m. peak hours, with the exception of Del Mar/Marengo, operating at LOS "D" during the p.m. peak hour, and California/Arroyo, operating at LOS "E" during the p.m. peak hour.

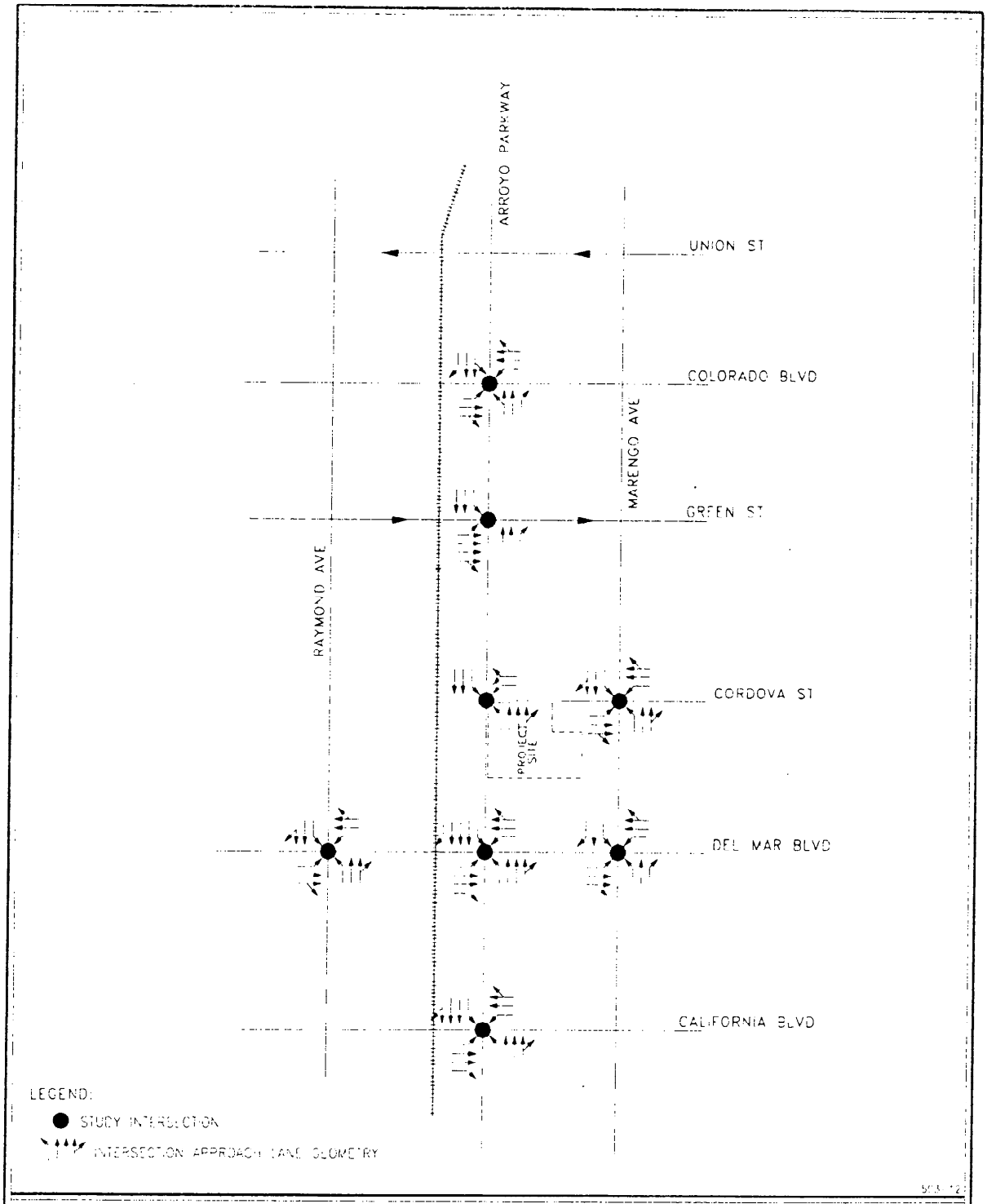
TABLE 1
LEVEL OF SERVICE – EXISTING CONDITIONS - 2004
Milan Lofts Mixed Use Project, Pasadena – Traffic Impact Analysis

	Existing Volumes and Geometrics			
	A.M. Peak Hour		P.M. Peak Hour	
Intersection	LOS[1]	V/C[2]	LOS	V/C
1. Colorado/Arroyo	A	0.473	A	0.590
2. Green/Arroyo	A	0.475	A	0.468
3. Cordova/Arroyo	A	0.549	B	0.615
4. Cordova/Marengo	A	0.473	B	0.648
5. Del Mar/Arroyo	C	0.783	C	0.771
6. Del Mar/Raymond	A	0.483	A	0.559
7. Del Mar/Marengo	C	0.712	D	0.876
8. California/Arroyo	C	0.793	E	0.901

1 - Level of Service
2 - Volume to Capacity Ratio

Source: Greer & Co., Engineers and Planners

[3] Congestion Management Program for Los Angeles County, Los Angeles Transportation Commission, Los Angeles, 1999.



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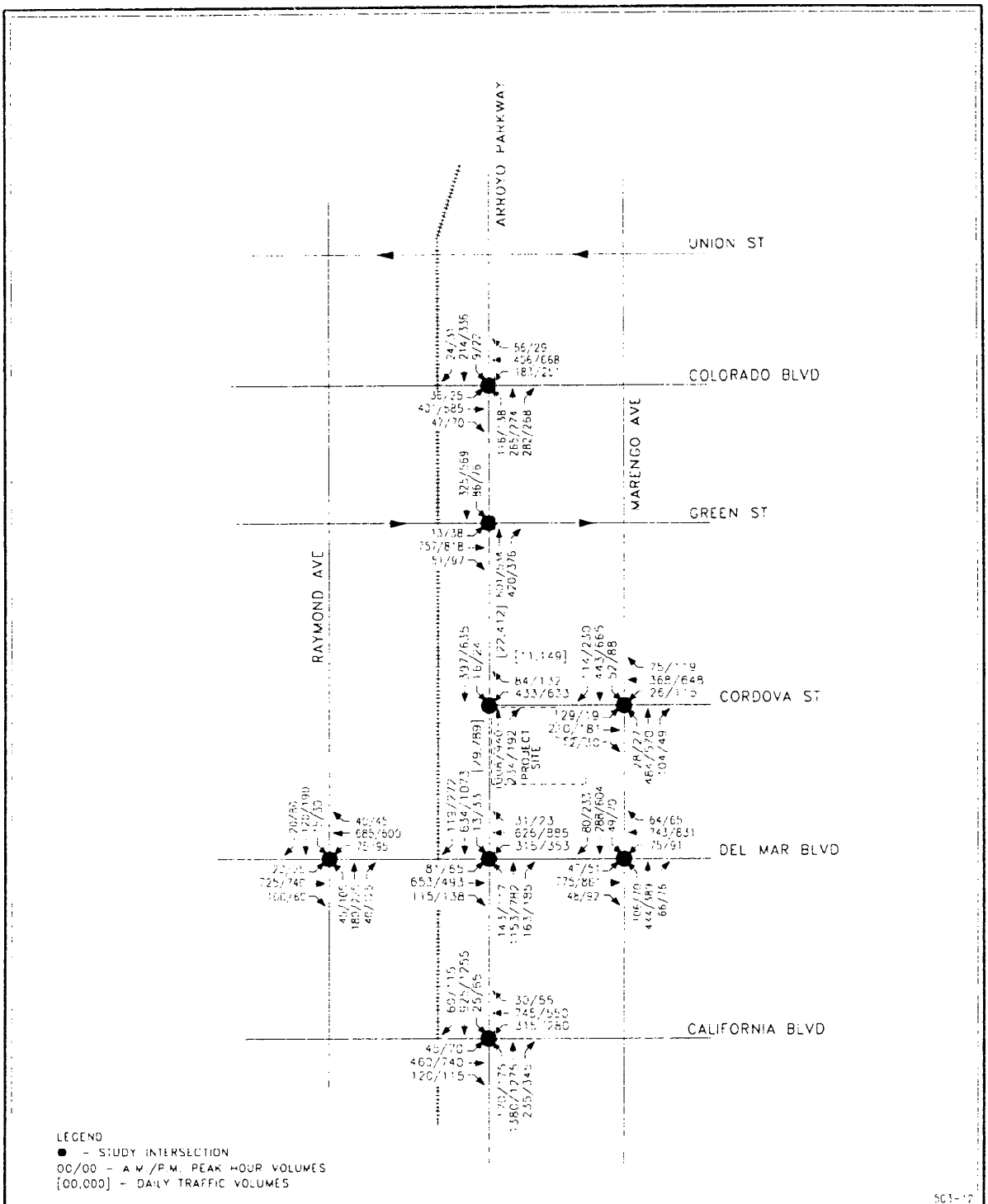
STUDY INTERSECTIONS AND INTERSECTION LANE CONFIGURATIONS

MILAN LOFTS, ARROYO/CORDOVA, PASADENA

FIGURE 6



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EXISTING 2004 A.M. AND P.M. PEAK HOUR TRAFFIC VOLUMES

MILAN LOFTS, ARROYO/CORDOVA, PASADENA

FIGURE 7

PRE-PROJECT CONDITIONS

This report chapter provides the discussion, calculations, and analyses of Pre-Project conditions for the 2006 target analysis year. The project is expected to be completed within a 12 to 18 month period with completion in mid to late 2006. The Pre-Project conditions include the traffic volumes from the related projects, and an ambient growth factor of 1½ percent per year, each added to the existing a.m. and p.m. peak hour traffic volumes.

AMBIENT TRAFFIC GROWTH

Ambient traffic growth representing increases in background traffic was calculated based on a factor of 1½ percent per year projected to the target year of 2006 for completion of the project. The ambient traffic volumes for 2006 are shown in Figure 8.

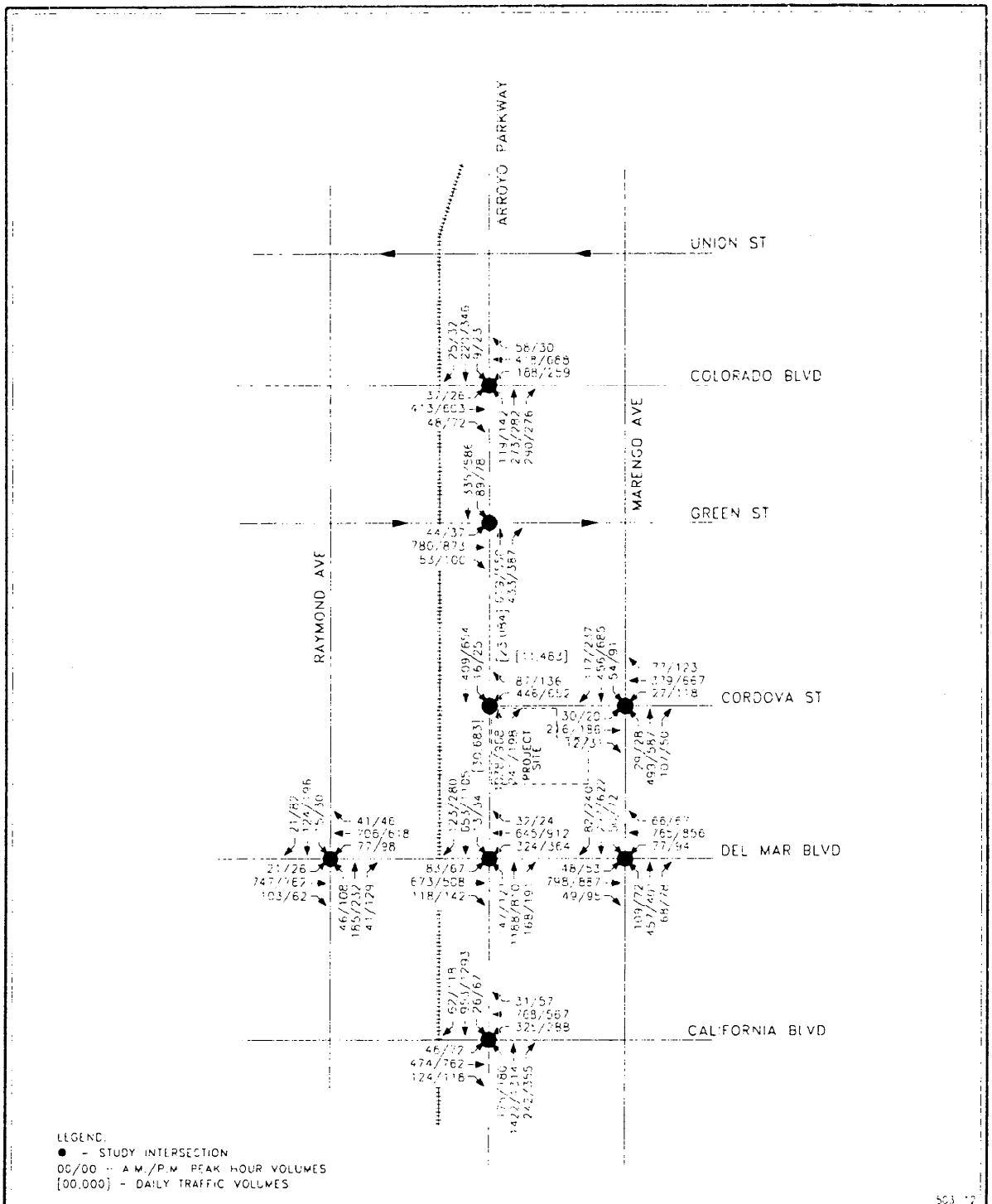
RELATED AREA PROJECTS

A total of 18 projects were identified with City staff as being in the planning and development stages within the general area of the proposed project. Table 2 provides a list of the current related projects within the study area with the locations of the related projects shown in Figure 9, and the peak hour traffic volumes for the related projects presented in Figure 10.

Peak hour traffic volumes and traffic assignments for these projects were obtained from the traffic studies prepared for each project where available or were developed as a part of these analyses. The estimated peak hour traffic volumes for the related projects are shown in Table 2.

PRE-PROJECT TRAFFIC VOLUMES

The traffic volumes for the pre-project traffic conditions are the summation of the existing traffic volumes increased by 1½ percent per year to the year 2006 used as the project target year, and the traffic volumes for the related projects. The pre-project traffic volumes for the a.m. and p.m. peak hours are presented in Figure 11.



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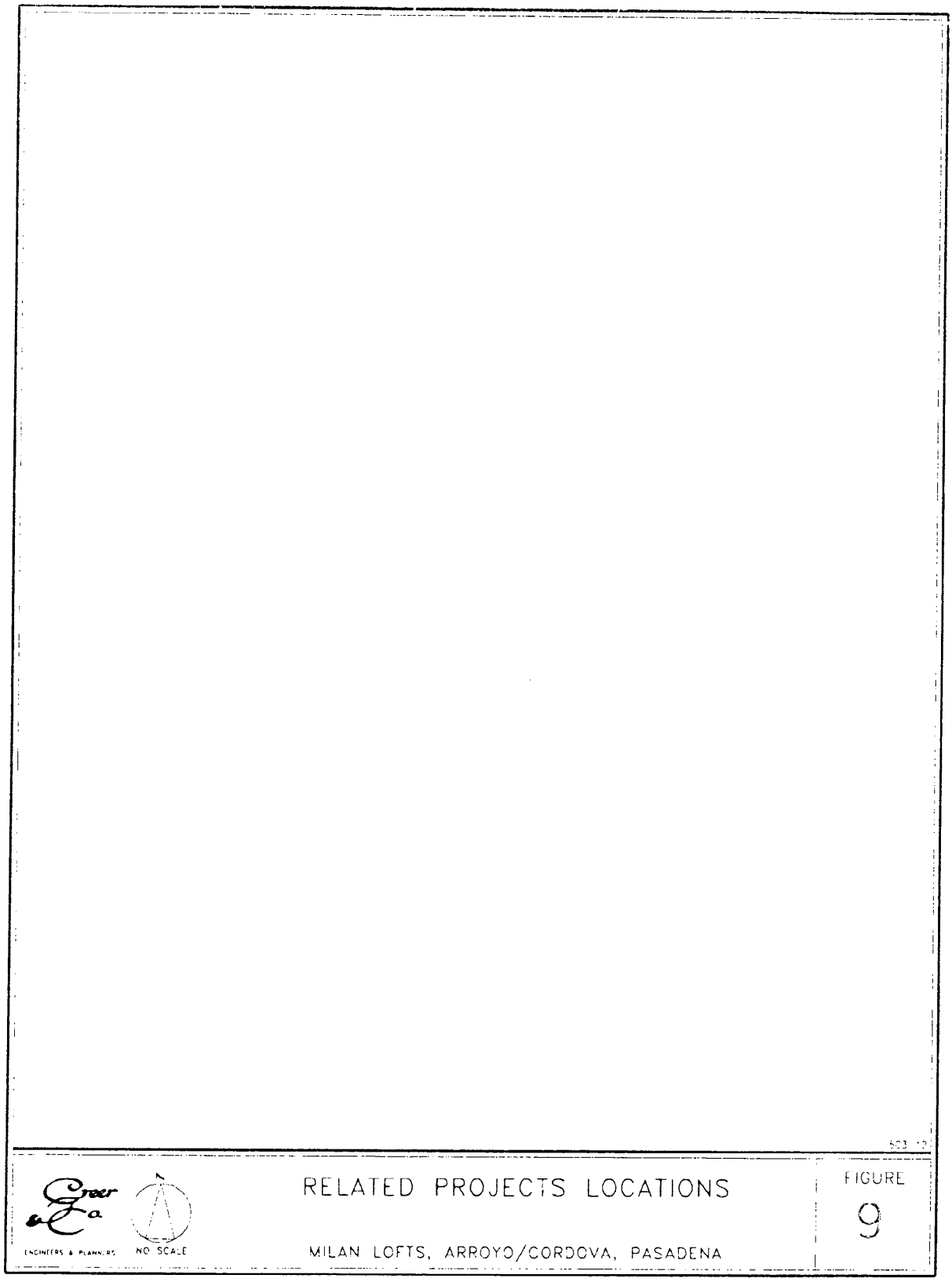
AMBIENT 2006 A.M. AND P.M. PEAK HOUR TRAFFIC VOLUMES

MILAN LOFTS, ARROYO/CORDOVA, PASADENA

FIGURE 8



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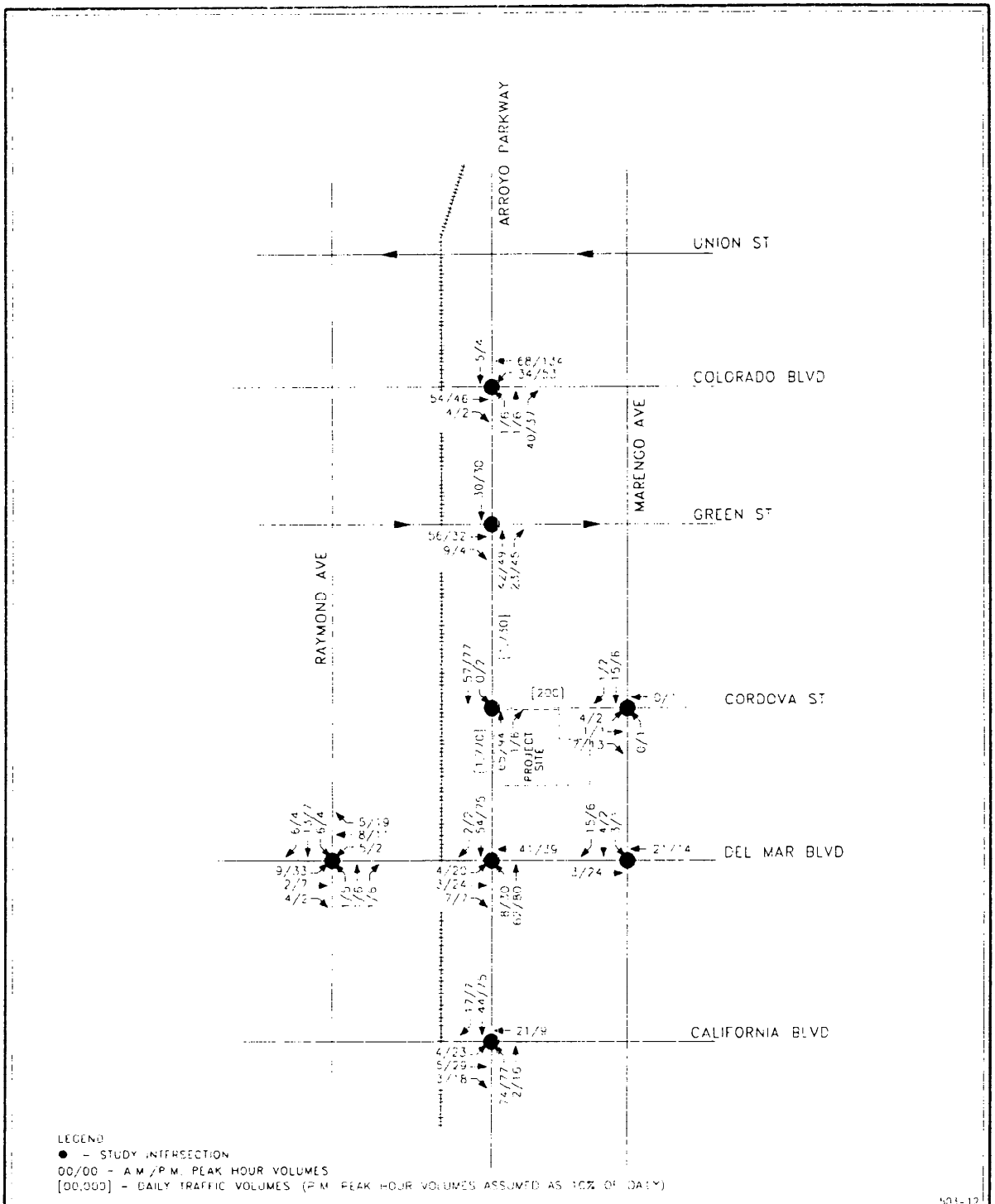
RELATED PROJECTS LOCATIONS

MILAN LOFTS, ARROYO/CORDOVA, PASADENA

FIGURE 9



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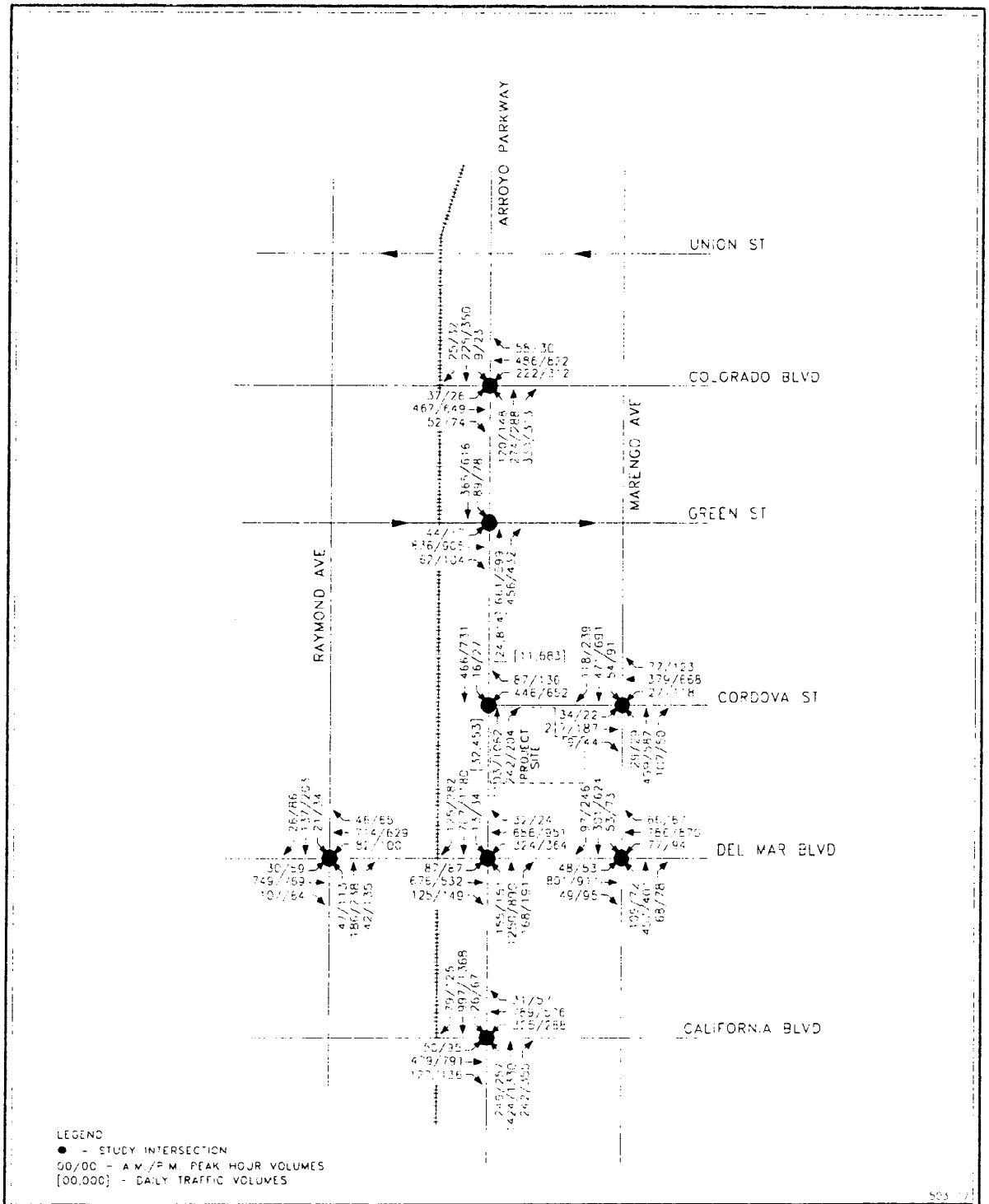
RELATED PROJECTS A.M. AND P.M. PEAK HOUR TRAFFIC VOLUMES

MILAN LOFTS, ARROYO/CORDOVA, PASADENA

FIGURE 10



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PRE-PROJECT A.M. AND P.M. PEAK HOUR TRAFFIC VOLUMES

MILAN LOFTS, ARROYO/CORDOVA, PASADENA

FIGURE 11

TABLE 2
RELATED PROJECTS TRIP GENERATION
Milan Lofts Mixed Use Project, Pasadena -- Traffic Impact Analysis

Project Location	Use	Size	Daily	A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total
6. 355 E. Colorado Blvd[2]	condos	59 du	340	4	21	25	21	10	31
7. 385 E. Colorado Blvd[1]	mixed use		2,724	350	48	398	65	315	380
	office	240,000 sf							
	retail	6,334 sf							
	restaurant	20,103 sf							
8. 592 E. Colorado Blvd[2]	mixed use		141	0	29	29	17	2	19
	condos	146 du							
	retail	9,700 sf							
	(retail/rest)	(15,075 sf)							
9. 621 E. Colorado Blvd[2]	mixed use								
	apts	304 du	1,956	25	130	155	123	60	183
	retail	14,602 sf	579	8	5	13	24	26	50
11. 65 W. Dayton St[2]	mixed use		358	13	5	18	14	20	34
	apts	42 du							
	office/retail	12,700 sf							
12. 250 S. DeLacey Ave	mixed use								
	condos	34 du	199	3	12	15	12	6	18
	commercial	8,594 sf	369	5	3	8	15	17	32
15. 300 E. Green St[2]			1,299	162	22	184	29	146	175
	exhibit hall	46,800 sf							
	meeting rooms	10,800 sf							
	lobby	10,400 sf							
	administration	7,500 sf							
17. 100 W. Green St[2]	mixed use								
	condos	61 du	357	5	22	27	22	11	33
	commercial	8,878 sf	381	6	4	10	16	17	33
18. 169 W. Green St[2]	mixed use								
	apts	38 du	252	3	16	19	16	8	24
	retail	8,200 sf	352	5	3	8	15	16	31
25. 255 N. Madison Ave	student housing	180 du	1,193	15	77	92	75	37	112
	(apts)	(42 du)	(278)	(3)	(18)	(21)	(17)	(9)	(26)
26. 135 N. Oakland Ave	master plan								
	apts	235 du	1,558	20	100	120	99	47	146
	retail	10,000 sf	429	7	4	11	18	20	38
	library	80,000 sf	--	--	--	--	--	--	--
	classrooms	151,474 sf	2,781	216	54	270	116	135	251
	chapel	34,290 sf	312	14	11	25	12	11	23
28. 35 N. Raymond Ave[2]	mixed use		786	3	14	17	29	27	56
	condos	38 du							
	retail	13,845 sf							
30. 252 S. Raymond Ave[2]	mixed use		2,759	40	134	174	153	89	242
	apts	349 du							
	retail	7,000 sf							
	restaurant	8,000 sf							
31. 443 S. Raymond Ave	conversion		0	0	0	0	0	0	0
	apts	48 du							
	(office)	(55,450 sf)							
32. 620 S. Raymond Ave[2]	medical office	45,076 sf	1,620	94	23	117	41	125	166
New Projects:									
A. 240 E. Del Mar Blvd	apts	24 du	159	2	10	12	10	5	15
B. 155 S. Marengo Ave	apts	28 du	186	2	12	14	12	6	18
C. 215 S. Marengo Ave[3]	condos	38 du	223	3	14	17	14	7	21
	TOTAL		20,695	988	755	1,753	951	1,154	2,105

Source: [1] "Final EIR Plaza Las Fuentas, Phase 2", April 4, 2002; [2] "Traffic and Parking Study for the Raymond Avenue Medical Office Building", Kaku Associates, May 20, 2004; [3] "Traffic Review and Parking Analysis", LLG Engineers, March 25, 2004; City of Pasadena Transportation Department; Trip Generation, Institute of Transportation Engineers, Sixth Edition, 1997; Greer & Co., Engineers and Planners

PRE-PROJECT TRAFFIC CONDITIONS ANALYSIS

The previously referenced ICU intersection analysis methodology was applied at each of the study intersections using the pre-project traffic volumes and existing geometrics at all intersections. The resulting LOS and V/C ratios are presented in Table 3. The V/C analysis worksheets are contained in the Appendix to this report.

TABLE 3
LEVEL OF SERVICE – EXISTING CONDITIONS - 2004 -- PRE-PROJECT CONDITIONS - 2006
Milan Lofts Mixed Use Project, Pasadena – Traffic Impact Analysis

	Existing Traffic Volumes				Pre-Project Traffic Volumes			
	A.M. Pk Hr		P.M. Pk Hr		A.M. Pk Hr		P.M. Pk Hr	
Intersection	LOS[1]	V/C[2]	LOS	V/C	LOS	V/C	LOS	V/C
1. Colorado/Arroyo	A	0.473	A	0.590	A	0.524	B	0.657
2. Green/Arroyo	A	0.475	A	0.468	A	0.509	A	0.499
3. Cordova/Arroyo	A	0.549	B	0.615	A	0.576	B	0.652
4. Cordova/Marengo	A	0.473	B	0.648	A	0.487	B	0.670
5. Del Mar/Arroyo	C	0.783	C	0.771	D	0.817	D	0.834
6. Del Mar/Raymond	A	0.483	A	0.559	A	0.503	A	0.584
7. Del Mar/Marengo	C	0.712	D	0.876	C	0.733	E	0.908
8. California/Arroyo	C	0.793	E	0.901	D	0.833	E	0.999

[1] - Level of Service

[2] - Volume to Capacity Ratio

Source: Greer & Co., Engineers and Planners

As noted from Table 3, the intersection of Del Mar/Arroyo deteriorates from LOS "C" to LOS "D" during both peak hours. The intersection of Del Mar/Marengo deteriorates from LOS "D" to LOS "E" during the p.m. peak hour. And the intersection of California/Arroyo deteriorates from LOS "C" to "D" during the a.m. peak hour while remaining at LOS "E" during the p.m. peak hour. All remaining intersections will continue to operate acceptably at LOS "C" or better during both peak hours.

POST PROJECT CONDITIONS

This chapter of the report provides the estimation of the traffic generated by the proposed project, the project traffic distribution and traffic assignment to the local street system. This chapter also presents the results of the analyses of the post project traffic conditions for the 2006 target analysis year. The post project conditions include the pre-project traffic volumes plus project traffic volumes generated by the project during the a.m. and p.m. peak hours on a typical weekday.

PROJECT GENERATED TRAFFIC

The project proposes to develop a mixed use development with 66 residential loft units and 7,000 square feet of restaurant space in a four-story building with 155 parking spaces in three levels of at-grade and underground parking.

The project trip generation was estimated using the Institute of Transportation Engineers (ITE) trip generation report[4]. Project trip generation calculations are based on the number of residential units and the gross square footage for the restaurant space. Under the MOU between the City and consultant, project trip reductions for the two uses were allowed as follows:

residential - 15% transit and 5% for walk trips
restaurant - 5% transit and 5% for walk trips
internal capture rate of 5% applied to the residential trips
no pass-by reduction was allowed

In addition, project trip credits for the existing uses being removed from the site were also allowed. The existing uses consist of 4,000 square feet of retail use and 3,438 square feet of high turnover restaurant uses. The trip reductions and trip credits were applied to the project trip generation calculations to determine the net project trips estimated for the proposed project. The calculated trips and trip reductions and credits estimated for the proposed project are presented in Table 4.

The net total estimated trip generation for the proposed project is 317 daily trips with 41 trips during the a.m. peak hour with 12 trips inbound and 29 trips outbound, and 38 trips during the p.m. peak hour with 21 trips inbound and 17 trips outbound.

[4] Trip Generation, Seventh Edition, Institute of Transportation Engineers, Washington, D.C., 2003.

TABLE 4
PROJECT TRIP GENERATION
Milan Lofts Mixed Use Project, Pasadena – Traffic Impact Analysis

Use	Size	Daily	A.M. Pk Hr In	A.M. Pk Hr Out	A.M. Pk Hr Total	P.M. Pk Hr In	P.M. Pk Hr Out	P.M. Pk Hr Total
Restaurant								
Quality (932)	7,000 sf	890	34	30	64	36	38	74
Residential Lofts								
	66 du	387	6	31	37	29	15	44
		1,277	40	61	101	65	53	118
Trip Reductions								
Lofts 20% reduction (15% transit, 5% walk)		(77)	(1)	(6)	(7)	(6)	(3)	(9)
Internal capture 5%		(19)	0	(2)	(2)	(1)	(1)	(2)
Restaurant 10% reduction (5% transit, 5% walk)		(89)	(3)	(3)	(6)	(4)	(4)	(8)
Trip Credits								
Retail	4,000 sf	(172)	(2)	(2)	(4)	(7)	(8)	(15)
Restaurant	3,438 sf	(448)	(17)	(15)	(32)	(22)	(15)	(37)
NET TOTAL PROJECT TRIPS		**472**	**19**	**34**	**53**	**27**	**24**	**51**

Source: Trip Generation, Seventh Edition, Institute of Transportation Engineers, Washington, D.C., 2003; Greer & Co., Engineers and Planners

PROJECT TRIP ASSIGNMENTS

In order to assign the project generated traffic to the area roadway system, the directional distribution of the project traffic was estimated. The directional distribution estimates were based upon the existing traffic volumes, area roadway system, freeway access and ramp locations, and general area demographics. The traffic distribution pattern was estimated to generally be:

30% north 30% south
15% west 25% east

Project traffic was assigned to the area street system based on the general distribution pattern with specific assignments reflecting regional and local access. The project a.m. and p.m. peak hour traffic assignments are presented in Figure 12 with project traffic volumes presented in Figure 13.

POST PROJECT INTERSECTION ANALYSES

The post project traffic volumes are the summation of the pre-project volumes and the project generated trips. The post project traffic volume estimates are shown in Figure 14 for the a.m. and p.m. peak hours of a typical weekday.

The same intersection analysis methodologies were applied at each of the study intersections using the post project traffic volumes and existing geometrics at all of the study intersections. The resulting

LOS and V/C ratios are presented in Table 5. The analysis worksheets are contained in the report Appendix.

Under the CMP[5], "*a significant project impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity (V/C ≥ 0.02), causing or worsening LOS F (V/C > 1.00).*" This definition applies to signalized intersections. The CMP also allows that . . . . "*The lead agency may apply more stringent criteria if desired.*" The City of Pasadena has adopted a more stringent "Sliding Scale Method"[6] for defining a significant traffic impact or "traffic impact threshold". The City's definition "***....would require a developer to mitigate the project's traffic impact whenever the traffic generated by the proposed development causes the Level of Service (LOS) of the identified intersection to increase by an amount equal to or greater than the amount listed in the following table:***

Intersection Level of Significance Under Current Conditions	Increase in Intersection Level of Service Due to Project Traffic Considered Significant
A	0.060
B	0.050
C	0.040
D	0.030
E	0.020
F	0.010

5 Congestion Management Program, Los Angeles County Metropolitan Transportation Authority, 1997.

6 Preparation Guide, Traffic Impact Reports, Department of Public Works and Transportation, City of Pasadena, July, 1999.

TABLE 5

LEVEL OF SERVICE-EXISTING CONDITIONS 2004-PRE-PROJECT CONDITIONS 2006-POST PROJECT CONDITIONS 2006

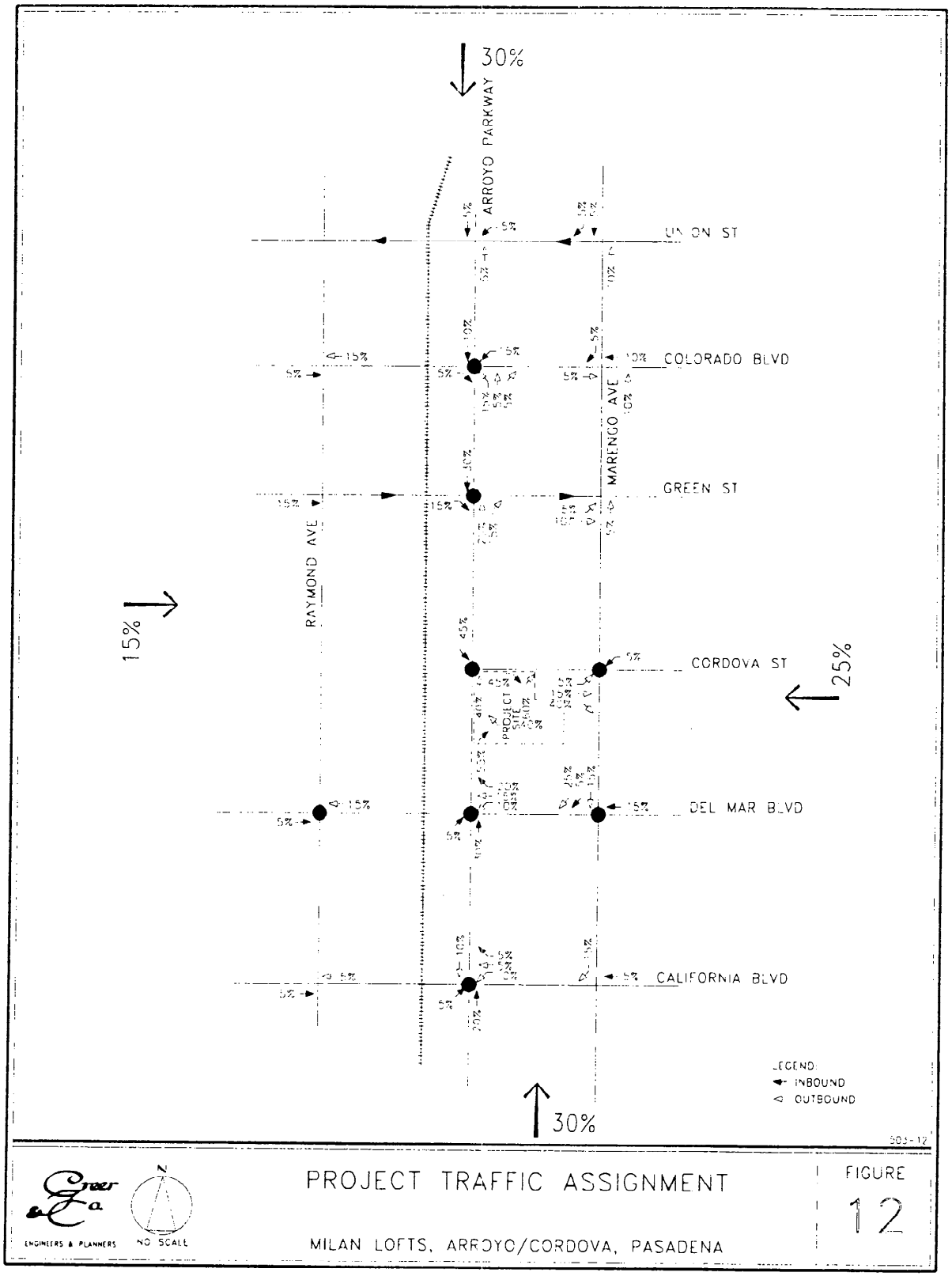
Milan Lofts Mixed Use Project, Pasadena – Traffic Impact Analysis

	Existing Volumes				Pre-Project Volumes				Post Project Volumes				Project Impact		Post Project w/Mitigation			
	A.M. Pk. Hr.		P.M. Pk. Hr.		A.M. Pk. Hr.		P.M. Pk. Hr.		A.M. Pk. Hr.		P.M. Pk. Hr.		A.M. Pk. Hr.	P.M. Pk. Hr.	A.M. Pk. Hr.		P.M. Pk. Hr.	
Intersection	LOS[1]	V/C[2]	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	ΔV/C ✓	ΔV/C ✓	LOS	V/C	LOS	V/C
1. Colorado/Arroyo	A	0.473	A	0.590	A	0.524	B	0.657	A	0.528	B	0.662	0.004	0.005				
2. Green/Arroyo	A	0.475	A	0.468	A	0.509	A	0.499	A	0.513	A	0.502	0.004	0.003				
3. Cordova/Arroyo	A	0.549	B	0.615	A	0.576	B	0.652	A	0.582	B	0.660	0.006	0.008				
4. Cordova/Marengo	A	0.473	B	0.648	A	0.487	B	0.670	A	0.488	B	0.670	0.001	0.000				
5. Del Mar/Arroyo	C	0.783	C	0.771	D	0.817	D	0.834	D	0.821	D	0.835	0.004	0.001				
6. Del Mar/Raymond	A	0.483	A	0.559	A	0.503	A	0.584	A	0.503	A	0.584	0.000	0.000				
7. Del Mar/Marengo	C	0.712	D	0.876	C	0.733	E	0.908	C	0.733	E	0.911	0.000	0.003				
8. California/Arroyo	C	0.793	E	0.901	D	0.833	E	0.999	D	0.835	F	1.001	0.002	0.002				

[1] LOS - Level of Service

[2] V/C - Volume to Capacity Ratio

Source: Greer & Co., Engineers & Planners



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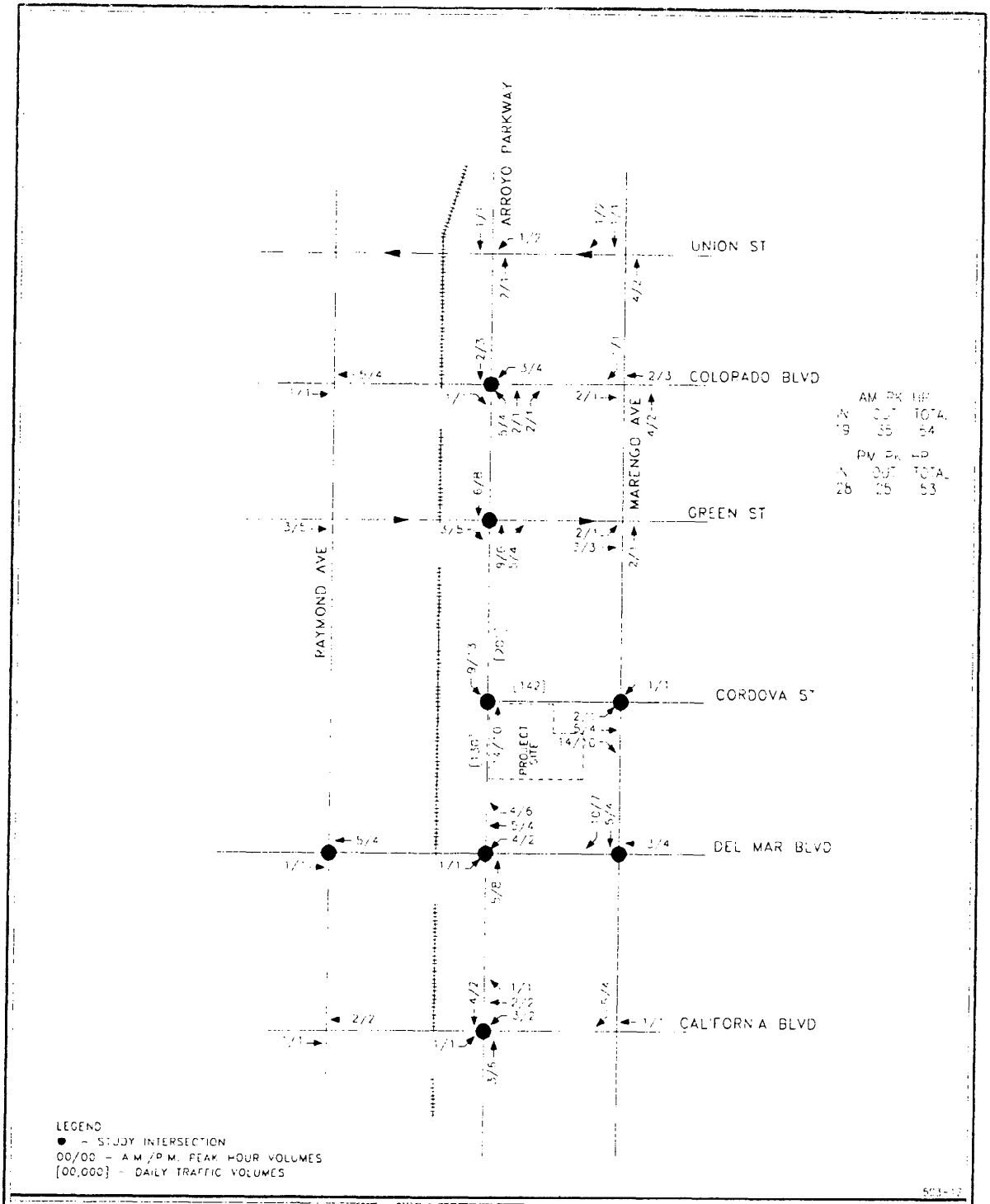
PROJECT TRAFFIC ASSIGNMENT

MILAN LOFTS, ARROYO/CORDOVA, PASADENA

FIGURE 12



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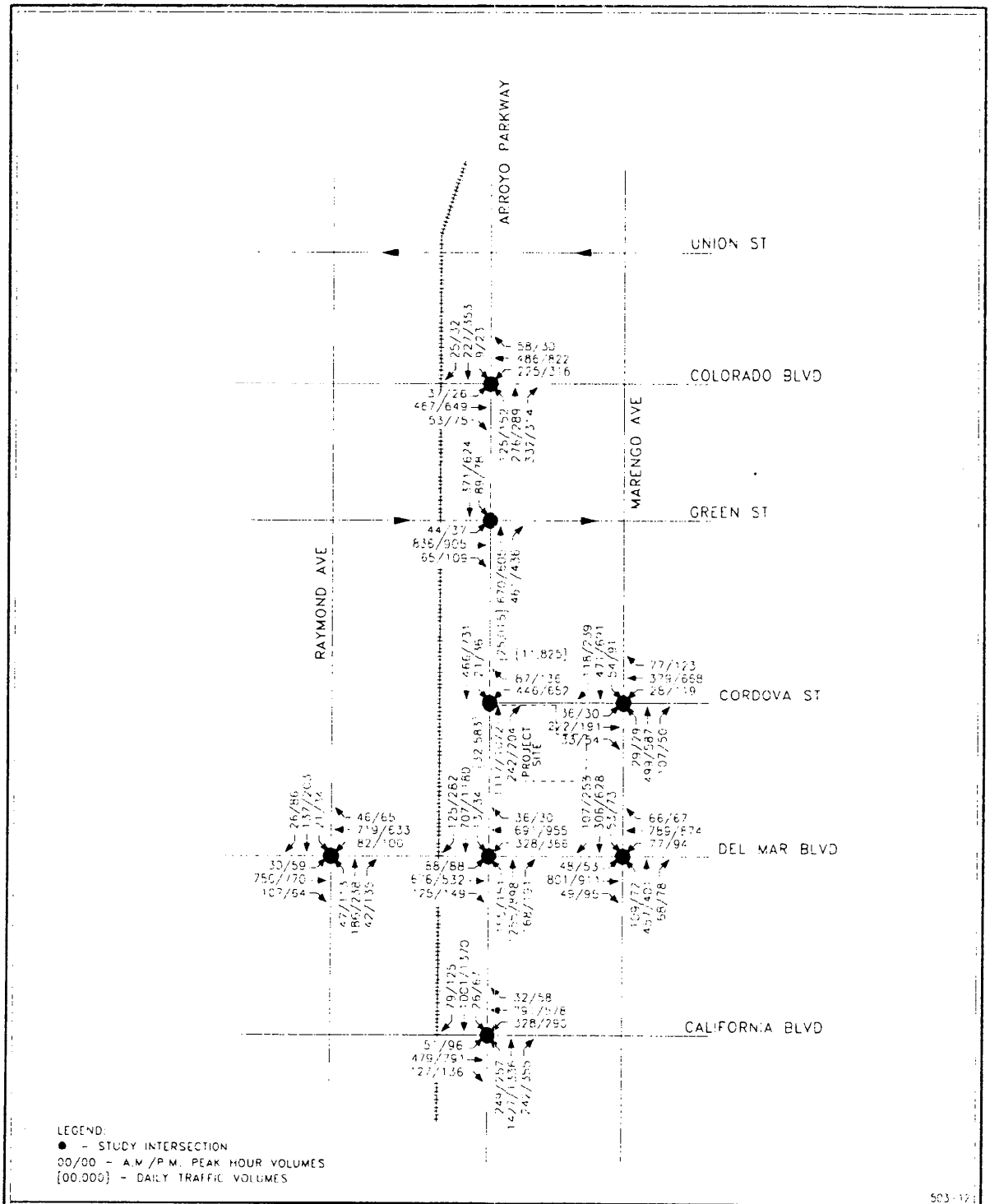
PROJECT A.M. AND P.M. PEAK HOUR TRAFFIC VOLUMES

MILAN LOFTS, ARROYO/CORDOVA, PASADENA

FIGURE 13



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POST PROJECT A.M. AND P.M. PEAK HOUR TRAFFIC VOLUMES

MILAN LOFTS, ARROYO/CORDOVA, PASADENA

FIGURE 14

Based on the City's definition and the analysis results presented in Table 5, the peak hour traffic generated by the proposed project will not have a significant traffic impact at any of the study intersections. With the addition of project traffic, all study intersections will continue to operate at pre-project levels of service with the exception of the California/Arroyo intersection which is operating at the upper level of LOS "E" during pre-project conditions and tips into LOS "F" under post project conditions. The project traffic impacts are within the level of insignificance as defined under the City's sliding scale of significance. Based on the determination of insignificance, no project mitigation improvements are required nor recommended at the study intersections.

DAILY TRAFFIC ANALYSES

The City's guidelines for traffic impact analyses also makes a provision for the analyses of daily traffic volumes on study area street segments as affected by project traffic. The guidelines provide for various actions based on the percentage increase in the daily traffic generated by the proposed project. The following threshold for impact and the type of mitigation are provided:

ADT Growth on Street Segment	Required Traffic Mitigation
0.0-2.4% ADT Growth	
Project review and Initial Study	Staff Review and Conditions
2.5%-4.9% ADT Growth	
Examined by Initial Study	Soft Mitigation Required
Focused Traffic Study	TDM, Rideshare, etc.
5.0%-7.4% ADT Growth	
Examined by Initial Study	Soft Mitigation Required
Full Traffic Study Required	Physical Mitigation Required
Project Alternatives Considered	
7.5% + ADT Growth	
Examined by Initial Study	Soft Mitigation Required
Full Traffic Study Required	Extensive Physical Mitigation Required
Project Alternatives Considered	

Three street segments adjacent to or in the immediate vicinity of the project site were identified by City staff for study. Daily traffic volumes for existing, pre-project, project and post project conditions are shown on Figure 15. The percentage increase of project traffic over pre-project traffic conditions for each segment as calculated would be:

Arroyo Parkway between Cordova Avenue and Green Street	0.8%
Arroyo Parkway between Cordova Avenue and Del Mar Boulevard	0.4%
Cordova Street between Arroyo Parkway and Marengo Avenue	1.2%

The analyses of the study street segments indicate that all adjacent street segments will not be significantly impacted by project traffic under the City's adopted definitions of project traffic impacts on street segments. However, through the project review, staff review of the street segment analyses permits staff imposition of appropriate conditions to improve traffic operations and safety.

PROJECT TRAFFIC MITIGATION

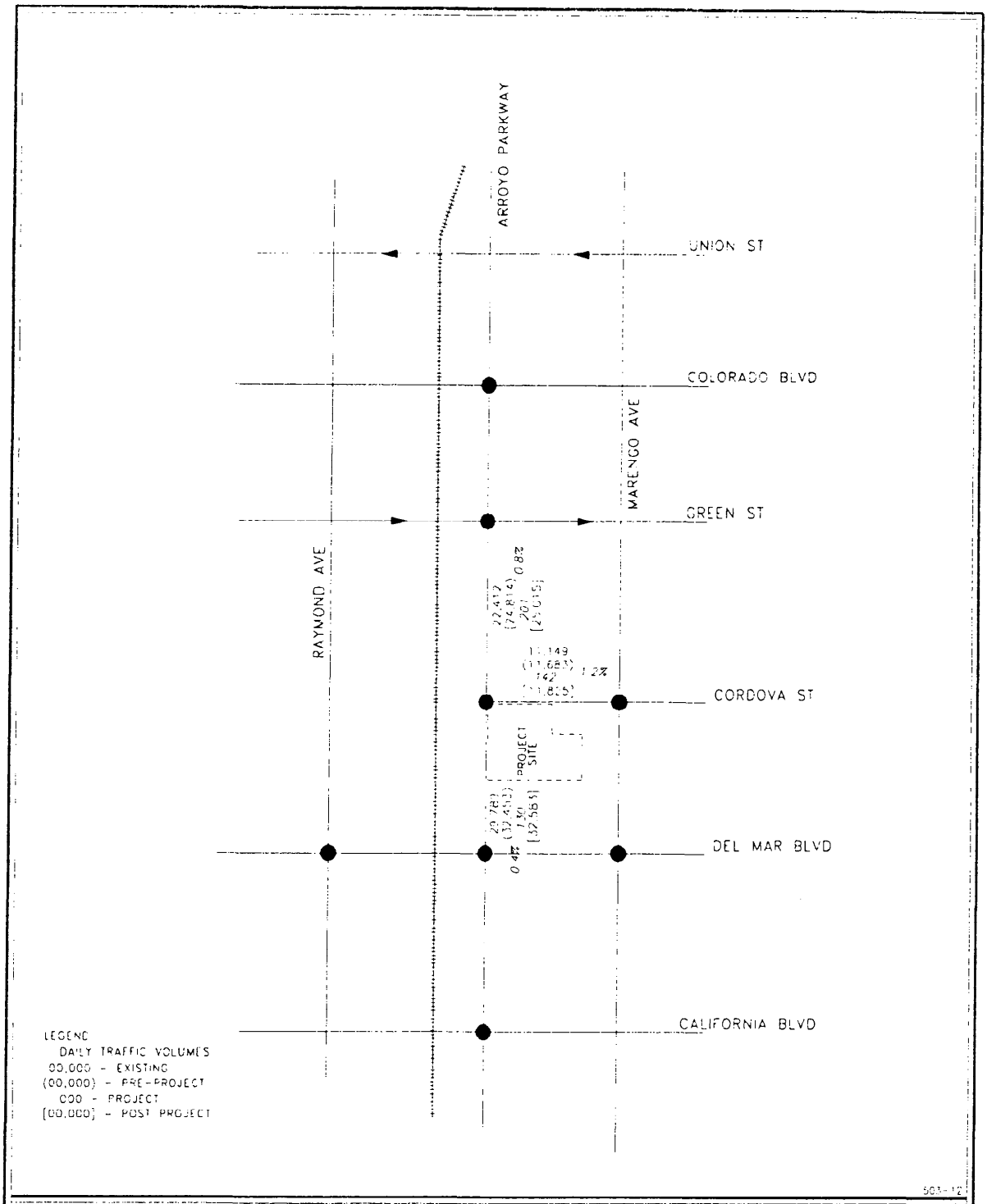
The peak hour traffic generated by the proposed project will not have a significant traffic impact at any of the study intersections. All project traffic impacts are within the level of insignificance as defined under the City's sliding scale of significance. Based on the determination of insignificance, no project mitigation improvements are required nor recommended on the basis of intersection mitigation. With regard to area street segments, the street segment analyses also indicate that project traffic will not have a significant traffic impact in terms of street capacity, but does require staff review and conditions in accordance with the City's established ADT Impact Thresholds. With regard to City staff's review, staff have recommended the following transportation improvements to be funded by this project as part of the conditions of project approval:

1. The project will fund the upgrade of the traffic signal at Arroyo Parkway and Cordova Street, including enhanced pedestrian indicators to facilitate pedestrian crossings and manage auto traffic at this intersection (not to exceed $38,000).

2. The project will fund the upgrade of pedestrian indicators at the intersection of Green Street and Arroyo Parkway to enhance pedestrian linkage to the downtown (not to exceed $8,000)

3. The project will upgrade the traffic management communications by funding the installation of fiber optic cable on Cordova Street from Marengo Avenue to Arroyo Parkway (not to exceed $30,000).

The pedestrian improvements and the expansion of the City's Intelligent Transportation System (ITS) network will improve overall traffic operations in the area and provide better access to and from the project site.



DAILY TRAFFIC VOLUMES

MILAN LOFTS, ARROYO/CORDOVA, PASADENA

FIGURE 15

SITE ACCESS AND CIRCULATION

Vehicular Access

Access to the site will be from two 30-foot wide driveways and 25-foot wide circulation drive aisles, one each from Arroyo Parkway and Cordova Street. Both driveways will be limited to right turns in and out only. The existing landscaped median in Arroyo physically restricts the movements to and from the Arroyo driveway to right turns in and out. Driveway movements to and from the Cordova driveway will also be restricted to right turns in and out only as a result of potential traffic conflicts with the dual left turn lanes on the westbound approach of Cordova to Arroyo Parkway.

Pedestrian Access and Circulation

Full-width 10-foot sidewalks along Arroyo and Cordova will provide direct pedestrian access to and from the site. Crosswalks for crossing the adjacent streets are provided at the adjacent signalized intersection of Arroyo/Cordova. Direct pedestrian entry from the sidewalk into the restaurant and the lobby for the residential levels is provided along the Arroyo frontage.

Other Modes of Transportation

With the primary project use being residential, public transportation availability provides a viable alternative to the automobile, particularly for commute trips. The Gold Line light rail station is immediately across Arroyo Parkway providing excellent access to project residents and restaurant customers. It is this close proximity to the Gold Line that allows this project to apply the transit trip reductions to project traffic generation.

PARKING ANALYSIS

The proposed project proposes to provide project parking on the at-grade level along with two below-grade parking levels with access from both Arroyo Parkway and Cordova Street. A total of 155 parking spaces are proposed with 38 standard self-park spaces on the ground floor to serve the restaurant use. The two subterranean parking levels will provide additional restaurant parking and serve the residential use. The first subterranean level provides 46 standard parking spaces and 28 standard tandem parking spaces for a total of 74 parking spaces on that level. The lower parking level provides 37 standard parking spaces. The project will provide a total of 106 residential parking spaces, including visitor spaces, and 49 commercial spaces for the restaurant for a total of 155 parking spaces.

The City's current parking ordinance requires the following parking for the project uses:

multi-family residential:

1.5 parking spaces per unit

restaurant:

7 parking space per 1,000 sf of gross area

Based on the present design for development of the project, the following parking requirements have been calculated based on the City's current parking ordinance:

USE	FLOOR SPACE RATE	NO. OF SPACES
multi-family residential	66 units @ 1.5 per unit	99.0
	visitor parking @ 1 per 10 units	6.6
restaurant	7,000 sf @ 7 per 1,000 sf	49.0
TOTAL		154.6 spaces
CODE REQUIRED PARKING		155 spaces

Under the City's new parking ordinance, the proposed project will require 155 parking spaces. With the project proposing to provide 155 parking spaces, the project will satisfy code parking requirements.

APPENDIX

- Level of Service Definitions
- Intersection Capacity Worksheets
- Traffic Counts

LEVELS OF SERVICE FOR INTERSECTIONS

Level of Service	Volume-to-Capacity Ratio	Operating Conditions
A	0.00 - 0.60	At level of service A, there are no cycles which are fully loaded, and few are even close to loaded. No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication. Typically the approach appears quite open, turning movements are easily made, and nearly all drivers find freedom of operation.
B	>0.60 - 0.70	Level of service B represents stable operation. An occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel somewhat restricted within platoons of vehicles.
C	>0.70 - 0.80	In level of service C, stable operation continues. Full signal cycle loading is still intermittent, but more frequent. Occasionally drivers may have to wait through more than one red signal indication, and back ups may develop behind turning vehicles.
D	>0.80 - 0.90	Level of service D encompasses a zone of increasing restriction approaching instability. Delays to approaching vehicles may be substantial during short peaks within the peak period, but enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive back-ups.
E	>0.90 - 1.00	Level of service E represents the most vehicles that any particular intersection approach can accommodate. At capacity (V/C=1.00), there may be long queues of vehicles waiting upstream of the intersection and delays may be great (up to several signal cycles).
F	>1.0	Level of service F represents jammed conditions. Back-ups from locations downstream or on the cross street may restrict or prevent movement of vehicles out of the approach under consideration; hence, volumes carried are not predictable. V/C values are highly variable, because full utilization of the approach may be prevented by outside conditions.

Source: Congestion Management Program for Los Angeles County, Los Angeles Transportation Commission, Los Angeles, 1999.

INTERSECTION CAPACITY UTILIZATION (ICU) GREER & CO., Engineers and Planners 21-Sep-04
Project MILAN LOFTS MIXED USE PROJECT Improvements EXISTING
Intersection CALIFORNIA BLVD AND ARROYO PARKWAY A.M. PEAK HOUR City: PASADENA

DIRECTION	LANES	CAPACITY	EXISTING VOLUMES	V/C RATIO	PRE-PROJECT VOLUMES	V/C RATIO	POST PROJECT VOLUMES	V/C RATIO
Northbound	Thru 3	4800	Thru 1380	0.336	Thru 1424	0.347	Thru 1427	0.348
ARROYO	Right 0	0	Right 235	0.000	Right 242	0.000	Right 242	0.000
	Left 1	1600	Left 170	0.106	Left 249	0.156	Left 249	0.156
Southbound	Thru 3	4800	Thru 925	0.205	Thru 997	0.224	Thru 1001	0.225
ARROYO	Right 0	0	Right 60	0.000	Right 79	0.000	Right 79	0.000
	Left 1	1600	Left 25	0.016	Left 26	0.016	Left 26	0.016
Eastbound	Thru 2	3200	Thru 460	0.144	Thru 479	0.150	Thru 479	0.150
CALIFORNIA	Right 1	1600	Right 120	0.075	Right 127	0.079	Right 127	0.079
	Left 1	1600	Left 45	0.028	Left 50	0.031	Left 51	0.032
Westbound	Thru 2	3200	Thru 745	0.242	Thru 789	0.256	Thru 791	0.257
CALIFORNIA	Right 0	0	Right 30	0.000	Right 31	0.000	Right 32	0.000
	Left 1	1600	Left 315	0.197	Left 325	0.203	Left 328	0.205
			Yellow	0.100	Yellow	0.100	Yellow	0.100
			V/C =	0.793	V/C =	0.833	V/C =	0.835
			LOS C		LOS D		LOS D	

INTERSECTION CAPACITY UTILIZATION (ICU) GREER & CO., Engineers and Planners 21-Sep-04
Project MILAN LOFTS MIXED USE PROJECT Improvements EXISTING
Intersection CALIFORNIA BLVD AND ARROYO PARKWAY P.M. PEAK HOUR City: PASADENA

DIRECTION	LANES	CAPACITY	EXISTING VOLUMES	V/C RATIO	PRE-PROJECT VOLUMES	V/C RATIO	POST PROJECT VOLUMES	V/C RATIO
Northbound	Thru 3	4800	Thru 1275	0.338	Thru 1330	0.351	Thru 1336	0.352
ARROYO	Right 0	0	Right 345	0.000	Right 355	0.000	Right 355	0.000
	Left 1	1600	Left 175	0.109	Left 257	0.161	Left 257	0.161
Southbound	Thru 3	4800	Thru 1255	0.285	Thru 1368	0.311	Thru 1370	0.311
ARROYO	Right 0	0	Right 115	0.000	Right 125	0.000	Right 125	0.000
	Left 1	1600	Left 65	0.041	Left 67	0.042	Left 67	0.042
Eastbound	Thru 2	3200	Thru 740	0.231	Thru 791	0.247	Thru 791	0.247
CALIFORNIA	Right 1	1600	Right 115	0.072	Right 136	0.085	Right 136	0.085
	Left 1	1600	Left 70	0.044	Left 95	0.059	Left 96	0.060
Westbound	Thru 2	3200	Thru 550	0.189	Thru 576	0.198	Thru 578	0.199
CALIFORNIA	Right 0	0	Right 55	0.000	Right 57	0.000	Right 58	0.000
	Left 1	1600	Left 280	0.175	Left 288	0.180	Left 290	0.181
			Yellow	0.100	Yellow	0.100	Yellow	0.100
			V/C =	0.901	V/C =	0.999	V/C =	1.001
			LOS E		LOS E		LOS F	

INTERSECTION CAPACITY UTILIZATION (ICU) GREER & CO., Engineers and Planners 21-Sep-04

Project MILAN LOFTS MIXED USE PROJECT Improvements EXISTING

Intersection DEL MAR BLVD AND MARENGO AVENUE A M PEAK HOUR City PASADENA

DIRECTION	LANES	CAPACITY	EXISTING VOLUMES	V/C RATIO	PRE-PROJECT VOLUMES	V/C RATIO	POST PROJECT VOLUMES	V/C RATIO
Northbound	Thru 1	1600	Thru 444	0.278	Thru 457	0.286	Thru 457	0.286
MARENGO	Right 1	1600	Right 66	0.041	Right 68	0.043	Right 68	0.043
	Left 1	1600	Left 106	0.066	Left 109	0.068	Left 109	0.068
Southbound	Thru 1	1600	Thru 288	0.180	Thru 301	0.188	Thru 306	0.191
MARENGO	Right 1	1600	Right 80	0.050	Right 97	0.061	Right 107	0.067
	Left 1	1600	Left 49	0.031	Left 53	0.033	Left 53	0.033
Eastbound	Thru 2	3200	Thru 775	0.257	Thru 801	0.266	Thru 801	0.266
DEL MAR	Right 0	0	Right 48	0.000	Right 49	0.000	Right 49	0.000
	Left 1	1600	Left 47	0.029	Left 48	0.030	Left 48	0.030
Westbound	Thru 2	3200	Thru 743	0.252	Thru 786	0.266	Thru 789	0.267
DEL MAR	Right 0	0	Right 64	0.000	Right 66	0.000	Right 66	0.000
	Left 1	1600	Left 75	0.047	Left 77	0.048	Left 77	0.048
			Yellow	0.100	Yellow	0.100	Yellow	0.100
			V/C =	0.712	V/C =	0.733	V/C =	0.733
			LOS C		LOS C		LOS C	

INTERSECTION CAPACITY UTILIZATION (ICU) GREER & CO., Engineers and Planners 21-Sep-04

Project MILAN LOFTS MIXED USE PROJECT Improvements EXISTING

Intersection DEL MAR BLVD AND MARENGO AVENUE P M PEAK HOUR City PASADENA

DIRECTION	LANES	CAPACITY	EXISTING VOLUMES	V/C RATIO	PRE-PROJECT VOLUMES	V/C RATIO	POST PROJECT VOLUMES	V/C RATIO
Northbound	Thru 1	1600	Thru 389	0.243	Thru 401	0.251	Thru 401	0.251
MARENGO	Right 1	1600	Right 76	0.048	Right 78	0.049	Right 78	0.049
	Left 1	1600	Left 70	0.044	Left 72	0.045	Left 72	0.045
Southbound	Thru 1	1600	Thru 604	0.378	Thru 624	0.390	Thru 628	0.393
MARENGO	Right 1	1600	Right 233	0.146	Right 246	0.154	Right 253	0.158
	Left 1	1600	Left 70	0.044	Left 73	0.046	Left 73	0.046
Eastbound	Thru 2	3200	Thru 861	0.298	Thru 911	0.314	Thru 911	0.314
DEL MAR	Right 0	0	Right 92	0.000	Right 95	0.000	Right 95	0.000
	Left 1	1600	Left 51	0.032	Left 53	0.033	Left 53	0.033
Westbound	Thru 2	3200	Thru 831	0.260	Thru 870	0.293	Thru 874	0.294
DEL MAR	Right 0	0	Right 65	0.000	Right 67	0.000	Right 67	0.000
	Left 1	1600	Left 91	0.057	Left 94	0.059	Left 94	0.059
			Yellow	0.100	Yellow	0.100	Yellow	0.100
			V/C =	0.876	V/C =	0.908	V/C =	0.911
			LOS D		LOS E		LOS E	

INTERSECTION CAPACITY UTILIZATION (ICU) — GREER & CO., Engineers and Planners — 21-Sep-04

Project: MILAN LOFTS MIXED USE PROJECT — Improvements: EXISTING

Intersection: DEL MAR BLVD AND RAYMOND AVENUE — A M PEAK HOUR — City: PASADENA

DIRECTION	LANES	CAPACITY	EXISTING VOLUMES		V/C RATIO	PRE-PROJECT VOLUMES		V/C RATIO	POST PROJECT VOLUMES		V/C RATIO
Northbound	Thru 2	3200	Thru	180	0.069	Thru	186	0.071	Thru	186	0.071
RAYMOND	Right 0	0	Right	40	0.000	Right	42	0.000	Right	42	0.000
	Left 1	1600	Left	45	0.028	Left	47	0.029	Left	47	0.029
Southbound	Thru 2	3200	Thru	120	0.044	Thru	137	0.051	Thru	137	0.051
RAYMOND	Right 0	0	Right	20	0.000	Right	26	0.000	Right	26	0.000
	Left 1	1600	Left	15	0.009	Left	21	0.013	Left	21	0.013
Eastbound	Thru 2	3200	Thru	725	0.258	Thru	749	0.268	Thru	750	0.268
DEL MAR	Right 0	0	Right	100	0.000	Right	107	0.000	Right	107	0.000
	Left 1	1600	Left	20	0.013	Left	30	0.019	Left	30	0.019
Westbound	Thru 2	3200	Thru	685	0.227	Thru	714	0.238	Thru	719	0.239
DEL MAR	Right 0	0	Right	40	0.000	Right	46	0.000	Right	46	0.000
	Left 1	1600	Left	75	0.047	Left	82	0.051	Left	82	0.051
			Yellow		0.100	Yellow		0.100	Yellow		0.100
			V/C =		0.483	V/C =		0.503	V/C =		0.503
			LOS	A		LOS	A		LOS	A	

INTERSECTION CAPACITY UTILIZATION (ICU) — GREER & CO., Engineers and Planners — 21-Sep-04

Project: MILAN LOFTS MIXED USE PROJECT — Improvements: EXISTING

Intersection: DEL MAR BLVD AND RAYMOND AVENUE — P.M PEAK HOUR — City: PASADENA

DIRECTION	LANES	CAPACITY	EXISTING VOLUMES		V/C RATIO	PRE-PROJECT VOLUMES		V/C RATIO	POST PROJECT VOLUMES		V/C RATIO
Northbound	Thru 2	3200	Thru	225	0.109	Thru	238	0.117	Thru	238	0.117
RAYMOND	Right 0	0	Right	125	0.000	Right	135	0.000	Right	135	0.000
	Left 1	1600	Left	105	0.066	Left	113	0.071	Left	113	0.071
Southbound	Thru 2	3200	Thru	190	0.084	Thru	203	0.090	Thru	203	0.090
RAYMOND	Right 0	0	Right	80	0.000	Right	86	0.000	Right	86	0.000
	Left 1	1600	Left	30	0.019	Left	34	0.021	Left	34	0.021
Eastbound	Thru 2	3200	Thru	740	0.250	Thru	769	0.260	Thru	770	0.261
DEL MAR	Right 0	0	Right	60	0.000	Right	64	0.000	Right	64	0.000
	Left 1	1600	Left	25	0.016	Left	59	0.037	Left	59	0.037
Westbound	Thru 2	3200	Thru	600	0.202	Thru	629	0.217	Thru	633	0.218
DEL MAR	Right 0	0	Right	45	0.000	Right	65	0.000	Right	65	0.000
	Left 1	1600	Left	95	0.059	Left	100	0.063	Left	100	0.063
			Yellow		0.100	Yellow		0.100	Yellow		0.100
			V/C =		0.559	V/C =		0.584	V/C =		0.584
			LOS	A		LOS	A		LOS	A	

INTERSECTION CAPACITY UTILIZATION (ICU) GREER & CO. Engineers and Planners 21-Sep-04

Project MILAN LOFTS MIXED USE PROJECT Improvements EXISTING

Intersection DEL MAR BLVD AND ARROYO PARKWAY A.M PEAK HOUR City PASADENA

DIRECTION	LANES	CAPACITY	EXISTING VOLUMES		V/C RATIO	PRE-PROJECT VOLUMES		V/C RATIO	POST PROJECT VOLUMES		V/C RATIO
Northbound	Thru	3 4800	Thru	1153	0.274	Thru	1250	0.295	Thru	1255	0.296
ARROYO	Right	0 0	Right	163	0.000	Right	168	0.000	Right	168	0.000
	Left	1 1600	Left	143	0.089	Left	155	0.097	Left	155	0.097
Southbound	Thru	3 4800	Thru	634	0.132	Thru	707	0.147	Thru	707	0.147
ARROYO	Right	1 1600	Right	119	0.074	Right	125	0.078	Right	125	0.078
	Left	1 1600	Left	13	0.008	Left	13	0.008	Left	13	0.008
Eastbound	Thru	2 3200	Thru	653	0.204	Thru	676	0.211	Thru	676	0.211
DEL MAR	Right	1 1600	Right	115	0.072	Right	125	0.078	Right	125	0.078
	Left	1 1600	Left	81	0.051	Left	87	0.054	Left	88	0.055
Westbound	Thru	2 3200	Thru	626	0.205	Thru	686	0.224	Thru	691	0.227
DEL MAR	Right	0 0	Right	31	0.000	Right	32	0.000	Right	36	0.000
	Left	1 1600	Left	315	0.197	Left	324	0.203	Left	328	0.205
				Yellow	0.100		Yellow	0.100		Yellow	0.100
				V/C =	0.783		V/C =	0.817		V/C =	0.821
				LOS	C		LOS	D		LOS	D

INTERSECTION CAPACITY UTILIZATION (ICU) GREER & CO. Engineers and Planners 21-Sep-04

Project MILAN LOFTS MIXED USE PROJECT Improvements EXISTING

Intersection DEL MAR BLVD AND ARROYO PARKWAY P.M PEAK HOUR City PASADENA

DIRECTION	LANES	CAPACITY	EXISTING VOLUMES		V/C RATIO	PRE-PROJECT VOLUMES		V/C RATIO	POST PROJECT VOLUMES		V/C RATIO
Northbound	Thru	3 4800	Thru	782	0.201	Thru	890	0.225	Thru	898	0.227
ARROYO	Right	0 0	Right	185	0.000	Right	191	0.000	Right	191	0.000
	Left	1 1600	Left	117	0.073	Left	151	0.094	Left	151	0.094
Southbound	Thru	3 4800	Thru	1073	0.224	Thru	1180	0.246	Thru	1180	0.246
ARROYO	Right	1 1600	Right	272	0.170	Right	282	0.176	Right	282	0.176
	Left	1 1600	Left	33	0.021	Left	34	0.021	Left	34	0.021
Eastbound	Thru	2 3200	Thru	493	0.154	Thru	532	0.166	Thru	532	0.166
DEL MAR	Right	1 1600	Right	138	0.086	Right	149	0.093	Right	149	0.093
	Left	1 1600	Left	65	0.041	Left	87	0.054	Left	88	0.055
Westbound	Thru	2 3200	Thru	885	0.284	Thru	951	0.305	Thru	955	0.308
DEL MAR	Right	0 0	Right	23	0.000	Right	24	0.000	Right	30	0.000
	Left	1 1600	Left	353	0.221	Left	364	0.228	Left	366	0.229
				Yellow	0.100		Yellow	0.100		Yellow	0.100
				V/C =	0.771		V/C =	0.834		V/C =	0.835
				LOS	C		LOS	D		LOS	D

INTERSECTION CAPACITY UTILIZATION (ICU) GREER & CO., Engineers and Planners 21-Sep-04

Project: MILAN LOFTS MIXED USE PROJECT Improvements: EXISTING

Intersection: CORDOVA STREET AND MARENGO AVENUE A.M PEAK HOUR City: PASADENA

DIRECTION	LANES	CAPACITY	EXISTING VOLUMES	V/C RATIO	PRE-PROJECT VOLUMES	V/C RATIO	POST PROJECT VOLUMES	V/C RATIO
Northbound	Thru 2	3200	Thru 484	0.184	Thru 499	0.189	Thru 499	0.189
MARENGO	Right 0	0	Right 104	0.000	Right 107	0.000	Right 107	0.000
	Left 1	1600	Left 28	0.018	Left 29	0.018	Left 29	0.018
Southbound	Thru 2	3200	Thru 443	0.174	Thru 471	0.184	Thru 471	0.184
MARENGO	Right 0	0	Right 114	0.000	Right 118	0.000	Right 118	0.000
	Left 1	1600	Left 52	0.033	Left 54	0.034	Left 54	0.034
Eastbound	Thru 2	3200	Thru 210	0.069	Thru 217	0.074	Thru 222	0.080
CORDOVA	Right 0	0	Right 12	0.000	Right 19	0.000	Right 33	0.000
	Left 1	1600	Left 29	0.018	Left 34	0.021	Left 36	0.023
Westbound	Thru 2	3200	Thru 368	0.138	Thru 379	0.143	Thru 379	0.143
CORDOVA	Right 0	0	Right 75	0.000	Right 77	0.000	Right 77	0.000
	Left 1	1600	Left 26	0.016	Left 27	0.017	Left 28	0.018
			Yellow	0.100	Yellow	0.100	Yellow	0.100
			V/C =	0.473	V/C =	0.487	V/C =	0.488
			LOS A		LOS A		LOS A	

INTERSECTION CAPACITY UTILIZATION (ICU) GREER & CO., Engineers and Planners 21-Sep-04

Project: MILAN LOFTS MIXED USE PROJECT Improvements: EXISTING

Intersection: CORDOVA STREET AND MARENGO AVENUE P.M PEAK HOUR City: PASADENA

DIRECTION	LANES	CAPACITY	EXISTING VOLUMES	V/C RATIO	PRE-PROJECT VOLUMES	V/C RATIO	POST PROJECT VOLUMES	V/C RATIO
Northbound	Thru 2	3200	Thru 570	0.193	Thru 587	0.199	Thru 587	0.199
MARENGO	Right 0	0	Right 49	0.000	Right 50	0.000	Right 50	0.000
	Left 1	1600	Left 27	0.017	Left 29	0.018	Left 29	0.018
Southbound	Thru 2	3200	Thru 665	0.260	Thru 691	0.291	Thru 691	0.291
MARENGO	Right 0	0	Right 230	0.000	Right 239	0.000	Right 239	0.000
	Left 1	1600	Left 88	0.055	Left 91	0.057	Left 91	0.057
Eastbound	Thru 2	3200	Thru 181	0.066	Thru 187	0.072	Thru 191	0.077
CORDOVA	Right 0	0	Right 30	0.000	Right 44	0.000	Right 54	0.000
	Left 1	1600	Left 19	0.012	Left 22	0.014	Left 23	0.014
Westbound	Thru 2	3200	Thru 648	0.240	Thru 668	0.247	Thru 668	0.247
CORDOVA	Right 0	0	Right 119	0.000	Right 123	0.000	Right 123	0.000
	Left 1	1600	Left 115	0.072	Left 118	0.074	Left 119	0.074
			Yellow	0.100	Yellow	0.100	Yellow	0.100
			V/C =	0.648	V/C =	0.670	V/C =	0.670
			LOS B		LOS B		LOS B	

INTERSECTION CAPACITY UTILIZATION (ICU) GREER & CO. Engineers and Planners 21-Sep-04

Project MILAN LOFTS MIXED USE PROJECT Improvements EXISTING

Intersection CORDOVA STREET AND ARROYO PARKWAY A.M PEAK HOUR City PASADENA

DIRECTION	LANES	CAPACITY	EXISTING VOLUMES	V/C RATIO	PRE-PROJECT VOLUMES	V/C RATIO	POST PROJECT VOLUMES	V/C RATIO
Northbound	Thru 3	4800	Thru 1008	0.259	Thru 1103	0.280	Thru 1117	0.283
ARROYO	Right 0	0	Right 234	0.000	Right 242	0.000	Right 242	0.000
	Left 1	1600	Left 0	0.000	Left 0	0.000	Left 0	0.000
Southbound	Thru 2	3200	Thru 397	0.124	Thru 466	0.146	Thru 466	0.146
ARROYO	Right 0	0	Right 0	0.000	Right 0	0.000	Right 0	0.000
	Left 1	1600	Left 16	0.010	Left 16	0.010	Left 21	0.013
Eastbound	Thru 0	0	Thru 0	0.000	Thru 0	0.000	Thru 0	0.000
	Right 0	0	Right 0	0.000	Right 0	0.000	Right 0	0.000
	Left 0	0	Left 0	0.000	Left 0	0.000	Left 0	0.000
Westbound	Thru 0	0	Thru 0	0.000	Thru 0	0.000	Thru 0	0.000
CORDOVA	Right 0.5	800	Right 84	0.105	Right 87	0.109	Right 87	0.109
	Left 1.5	2400	Left 433	0.180	Left 446	0.186	Left 446	0.186
			Yellow	0.100	Yellow	0.100	Yellow	0.100
			V/C =	0.549	V/C =	0.576	V/C =	0.582
			LOS A		LOS A		LOS A	

INTERSECTION CAPACITY UTILIZATION (ICU) GREER & CO. Engineers and Planners 21-Sep-04

Project MILAN LOFTS MIXED USE PROJECT Improvements EXISTING

Intersection CORDOVA STREET AND ARROYO PARKWAY P.M PEAK HOUR City PASADENA

DIRECTION	LANES	CAPACITY	EXISTING VOLUMES	V/C RATIO	PRE-PROJECT VOLUMES	V/C RATIO	POST PROJECT VOLUMES	V/C RATIO
Northbound	Thru 3	4800	Thru 940	0.236	Thru 1062	0.264	Thru 1072	0.266
ARROYO	Right 0	0	Right 192	0.000	Right 204	0.000	Right 204	0.000
	Left 1	1600	Left 0	0.000	Left 0	0.000	Left 0	0.000
Southbound	Thru 2	3200	Thru 635	0.198	Thru 731	0.228	Thru 731	0.228
ARROYO	Right 0	0	Right 0	0.000	Right 0	0.000	Right 0	0.000
	Left 1	1600	Left 24	0.015	Left 27	0.017	Left 36	0.023
Eastbound	Thru 0	0	Thru 0	0.000	Thru 0	0.000	Thru 0	0.000
	Right 0	0	Right 0	0.000	Right 0	0.000	Right 0	0.000
	Left 0	0	Left 0	0.000	Left 0	0.000	Left 0	0.000
Westbound	Thru 0	0	Thru 0	0.000	Thru 0	0.000	Thru 0	0.000
CORDOVA	Right 0.5	800	Right 132	0.165	Right 136	0.170	Right 136	0.170
	Left 1.5	2400	Left 633	0.264	Left 652	0.272	Left 652	0.272
			Yellow	0.100	Yellow	0.100	Yellow	0.100
			V/C =	0.615	V/C =	0.652	V/C =	0.660
			LOS B		LOS B		LOS B	

INTERSECTION CAPACITY UTILIZATION (ICU) — GREER & CO. Engineers and Planners — 21-Sep-04

Project: MILAN LOFTS MIXED USE PROJECT — Improvements: EXISTING
Intersection: GREEN STREET AND ARROYO PARKWAY — A.M.PEAK HOUR — City: PASADENA

DIRECTION	LANES		CAPACITY	EXISTING VOLUMES		V/C RATIO	PRE-PROJECT VOLUMES		V/C RATIO	POST PROJECT VOLUMES		V/C RATIO
Northbound	Thru	2	3200	Thru	601	0.188	Thru	661	0.207	Thru	670	0.209
ARROYO	Right	1	1600	Right	420	0.263	Right	456	0.285	Right	461	0.288
	Left	0	0	Left	0	0.000	Left	0	0.000	Left	0	0.000
Southbound	Thru	2	3200	Thru	325	0.102	Thru	365	0.114	Thru	371	0.116
ARROYO	Right	0	0	Right	0	0.000	Right	0	0.000	Right	0	0.000
	Left	1	1600	Left	86	0.054	Left	89	0.056	Left	89	0.056
Eastbound	Thru	4	6400	Thru	757	0.133	Thru	836	0.147	Thru	836	0.148
GREEN	Right	0	0	Right	51	0.000	Right	62	0.000	Right	65	0.000
	Left	0	0	Left	43	0.000	Left	44	0.000	Left	44	0.000
Westbound	Thru	0	0	Thru	0	0.000	Thru	0	0.000	Thru	0	0.000
	Right	0	0	Right	0	0.000	Right	0	0.000	Right	0	0.000
	Left	0	0	Left	0	0.000	Left	0	0.000	Left	0	0.000
					Yellow	0.100		Yellow	0.100		Yellow	0.100
					V/C =	0.475		V/C =	0.509		V/C =	0.513
					LOS	A		LOS	A		LOS	A

INTERSECTION CAPACITY UTILIZATION (ICU) — GREER & CO. Engineers and Planners — 21-Sep-04

Project: MILAN LOFTS MIXED USE PROJECT — Improvements: EXISTING
Intersection: GREEN STREET AND ARROYO PARKWAY — P.M PEAK HOUR — City: PASADENA

DIRECTION	LANES		CAPACITY	EXISTING VOLUMES		V/C RATIO	PRE-PROJECT VOLUMES		V/C RATIO	POST PROJECT VOLUMES		V/C RATIO
Northbound	Thru	2	3200	Thru	534	0.167	Thru	599	0.187	Thru	605	0.189
ARROYO	Right	1	1600	Right	376	0.235	Right	432	0.270	Right	436	0.273
	Left	0	0	Left	0	0.000	Left	0	0.000	Left	0	0.000
Southbound	Thru	2	3200	Thru	569	0.178	Thru	616	0.193	Thru	624	0.195
ARROYO	Right	0	0	Right	0	0.000	Right	0	0.000	Right	0	0.000
	Left	1	1600	Left	76	0.048	Left	78	0.049	Left	78	0.049
Eastbound	Thru	4	6400	Thru	848	0.153	Thru	905	0.163	Thru	905	0.164
GREEN	Right	0	0	Right	97	0.000	Right	104	0.000	Right	109	0.000
	Left	0	0	Left	36	0.000	Left	37	0.000	Left	37	0.000
Westbound	Thru	0	0	Thru	0	0.000	Thru	0	0.000	Thru	0	0.000
	0 Right	0	0	Right	0	0.000	Right	0	0.000	Right	0	0.000
	Left	0	0	Left	0	0.000	Left	0	0.000	Left	0	0.000
					Yellow	0.100		Yellow	0.100		Yellow	0.100
					V/C =	0.468		V/C =	0.499		V/C =	0.502
					LOS	A		LOS	A		LOS	A

INTERSECTION CAPACITY UTILIZATION (ICU) GREER & CO . Engineers and Planners 21-Sep-04

Project MILAN LOFTS MIXED USE PROJECT Improvements EXISTING

Intersection COLORADO BLVD AND ARROYO PARKWAY A M PEAK HOUR City PASADENA

DIRECTION	LANES	CAPACITY	EXISTING VOLUMES	V/C RATIO	PRE-PROJECT VOLUMES	V/C RATIO	POST PROJECT VOLUMES	V/C RATIO
Northbound	Thru 2	3200	Thru 265	0 119	Thru 274	0 123	Thru 276	0 125
ARROYO	Right 1	1600	Right 282	0 176	Right 330	0 206	Right 332	0 208
	Left 0	0	Left 116	0 000	Left 120	0 000	Left 125	0 000
Southbound	Thru 2	3200	Thru 214	0 070	Thru 225	0 073	Thru 227	0 074
ARROYO	Right 1	1600	Right 24	0 015	Right 25	0 016	Right 25	0 016
	Left 0	0	Left 9	0 000	Left 9	0 000	Left 9	0 000
Eastbound	Thru 2	3200	Thru 401	0 140	Thru 467	0 162	Thru 467	0 163
COLORADO	Right 0	0	Right 47	0 000	Right 52	0 000	Right 53	0 000
	Left 1	1600	Left 36	0 023	Left 37	0 023	Left 37	0 023
Westbound	Thru 2	3200	Thru 406	0 144	Thru 486	0 170	Thru 486	0 170
COLORADO	Right 0	0	Right 56	0 000	Right 58	0 000	Right 58	0 000
	Left 1	1600	Left 183	0 114	Left 222	0 139	Left 225	0 141
			Yellow	0 100	Yellow	0 100	Yellow	0 100
			V/C =	0 473	V/C =	0 524	V/C =	0 528
			LOS A		LOS A		LOS A	

INTERSECTION CAPACITY UTILIZATION (ICU) GREER & CO . Engineers and Planners 21-Sep-04

Project MILAN LOFTS MIXED USE PROJECT Improvements EXISTING

Intersection COLORADO BLVD AND ARROYO PARKWAY P M PEAK HOUR City PASADENA

DIRECTION	LANES	CAPACITY	EXISTING VOLUMES	V/C RATIO	PRE-PROJECT VOLUMES	V/C RATIO	POST PROJECT VOLUMES	V/C RATIO
Northbound	Thru 2	3200	Thru 274	0 129	Thru 288	0 136	Thru 289	0 138
ARROYO	Right 1	1600	Right 268	0 168	Right 313	0 196	Right 314	0 196
	Left 0	0	Left 138	0 000	Left 148	0 000	Left 152	0 000
Southbound	Thru 2	3200	Thru 336	0 112	Thru 350	0 117	Thru 353	0 118
ARROYO	Right 1	1600	Right 31	0 019	Right 32	0 020	Right 32	0 020
	Left 0	0	Left 22	0 000	Left 23	0 000	Left 23	0 000
Eastbound	Thru 2	3200	Thru 585	0 205	Thru 649	0 226	Thru 649	0 226
COLORADO	Right 0	0	Right 70	0 000	Right 74	0 000	Right 75	0 000
	Left 1	1600	Left 25	0 016	Left 26	0 016	Left 26	0 016
Westbound	Thru 2	3200	Thru 668	0 218	Thru 822	0 266	Thru 822	0 266
COLORADO	Right 0	0	Right 29	0 000	Right 30	0 000	Right 30	0 000
	Left 1	1600	Left 251	0 157	Left 312	0 195	Left 316	0 198
			Yellow	0 100	Yellow	0 100	Yellow	0 100
			V/C =	0 590	V/C =	0 657	V/C =	0 662
			LOS A		LOS B		LOS B	

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

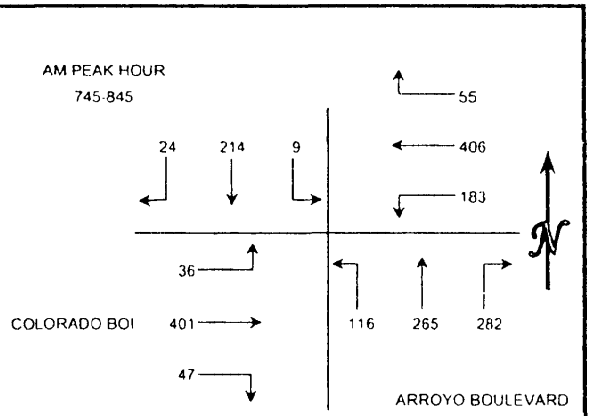
CLIENT: GREER & COMAPANY
PROJECT: PASADENA TRAFFIC COUNTS
DATE: TUESDAY, SEPTEMBER 14TH, 2004
PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM
INTERSECTION: N/S ARROYO BOULEVARD
E/W COLORADO BOULEVARD

15 MIN COUNTS — 7:00 AM TO 9:00 AM

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	0	56	1	6	49	44	50	47	23	6	61	6	349
715-730	6	55	1	3	69	33	57	59	16	8	63	8	378
730-745	2	44	3	24	96	51	58	68	23	14	90	13	486
745-800	5	59	5	26	108	59	57	83	38	14	91	19	564
800-815	3	56	1	11	98	40	76	55	30	12	95	5	482
815-830	9	43	0	10	93	48	70	66	27	7	113	8	494
830-845	7	56	3	8	107	36	79	61	21	14	102	4	498
845-900	8	36	3	15	105	49	64	65	28	5	106	4	488

HOUR TOTALS

TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	13	214	10	59	322	187	222	257	100	42	305	46	1777
715-815	16	214	10	64	371	183	248	265	107	48	339	45	1910
730-830	19	202	9	71	395	198	261	272	118	47	389	45	2026
745-845	24	214	9	55	406	183	282	265	116	47	401	36	2038
800-900	27	191	7	44	403	173	289	247	106	38	416	21	1962

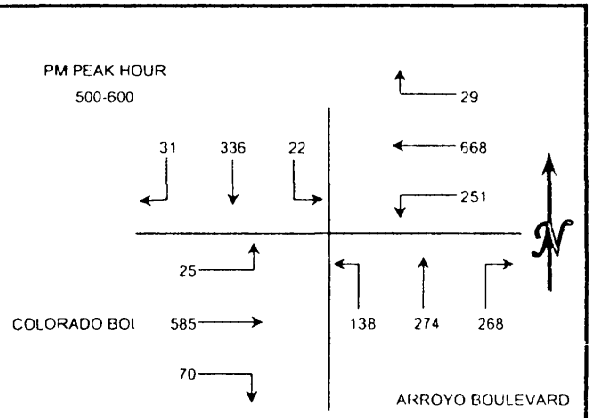


15 MIN COUNTS — 4:00 PM TO 6:00 PM

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	11	53	6	12	176	60	51	56	27	17	152	5	626
415-430	1	53	7	10	152	46	72	59	47	23	130	7	607
430-445	9	79	5	14	161	67	73	58	27	18	134	5	650
445-500	11	85	3	12	170	49	65	55	33	13	129	4	629
500-515	6	86	7	5	177	72	71	68	35	18	150	7	702
515-530	7	83	3	9	188	78	69	71	27	12	134	7	688
530-545	11	94	8	7	170	44	59	67	35	18	145	5	663
545-600	7	73	4	8	133	57	69	68	41	22	156	6	644

HOUR TOTALS

TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	32	270	21	48	659	222	261	228	134	71	545	21	2512
415-515	27	303	22	41	660	234	281	240	142	72	543	23	2588
430-530	33	333	18	40	696	266	278	252	122	61	547	23	2669
445-545	35	348	21	33	705	243	264	261	130	61	558	23	2682
500-600	31	336	22	29	668	251	268	274	138	70	585	25	2697



WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

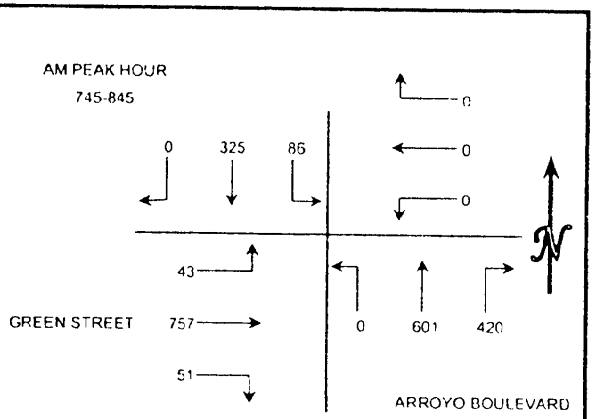
CLIENT: GREER & COMAPANY
PROJECT: PASADENA TRAFFIC COUNTS
DATE: TUESDAY, SEPTEMBER 14TH, 2004
PERIODS: 7:00 AM TO 9:00 AM AND 4.00 PM TO 6 00 PM
INTERSECTION: N/S ARROYO BOULEVARD
E/W GREEN STREET

15 MIN COUNTS — 7:00 AM TO 9:00 AM

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	0	89	17	0	0	0	66	94	0	11	66	3	346
715-730	0	69	10	0	0	0	65	108	0	13	76	10	351
730-745	0	74	12	0	0	0	73	113	0	8	122	7	409
745-800	0	91	32	0	0	0	125	170	0	15	179	13	625
800-815	0	77	28	0	0	0	99	142	0	10	230	8	594
815-830	0	74	16	0	0	0	104	145	0	13	170	13	535
830-845	0	83	10	0	0	0	92	144	0	13	178	9	529
845-900	0	64	13	0	0	0	86	136	0	8	158	6	471

HOUR TOTALS

TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	0	323	71	0	0	0	329	485	0	47	443	33	1731
715-815	0	311	82	0	0	0	362	533	0	46	607	38	1979
730-830	0	316	88	0	0	0	401	570	0	46	701	41	2163
745-845	0	325	86	0	0	0	420	601	0	51	757	43	2283
800-900	0	298	67	0	0	0	381	567	0	44	736	36	2129

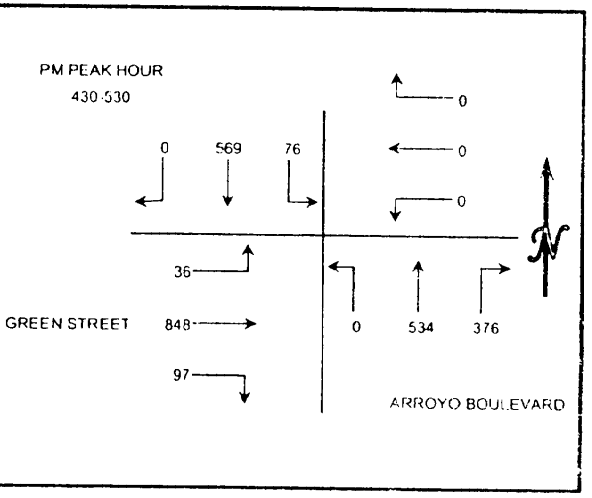


15 MIN COUNTS — 4:00 PM TO 6:00 PM

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	0	101	11	0	0	0	88	115	0	23	189	6	533
415-430	0	100	10	0	0	0	83	116	0	19	172	11	511
430-445	0	140	19	0	0	0	94	129	0	28	199	5	614
445-500	0	158	29	0	0	0	110	159	0	23	255	11	745
500-515	0	141	15	0	0	0	91	125	0	23	196	8	599
515-530	0	130	13	0	0	0	81	121	0	23	198	12	578
530-545	0	127	13	0	0	0	94	129	0	20	216	13	612
545-600	0	169	16	0	0	0	116	142	0	19	198	12	672

HOUR TOTALS

TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	0	499	69	0	0	0	375	519	0	93	815	33	2403
415-515	0	539	73	0	0	0	378	529	0	93	822	35	2469
430-530	0	569	76	0	0	0	376	534	0	97	848	36	2536
445-545	0	556	70	0	0	0	376	534	0	89	865	44	2534
500-600	0	567	57	0	0	0	382	517	0	85	808	45	2461



WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

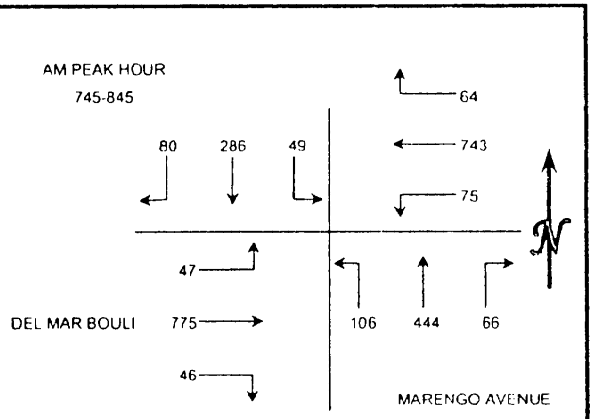
CLIENT: GREER & COMAPANY
PROJECT: PASADENA TRAFFIC COUNTS
DATE: TUESDAY, SEPTEMBER 14TH, 2004
PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM
INTERSECTION: N/S MARENGO AVENUE
E/W DEL MAR BOULEVARD

15 MIN COUNTS — **7:00 AM TO 9:00 AM**

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	12	56	3	7	129	17	4	52	20	6	61	2	369
715-730	16	100	3	8	178	24	8	84	20	13	90	3	547
730-745	16	101	6	15	170	20	14	106	34	16	149	5	652
745-800	19	77	13	13	178	20	21	124	25	17	219	15	741
800-815	22	61	15	17	185	23	14	114	37	7	202	8	705
815-830	21	52	13	11	187	17	14	108	20	8	191	8	650
830-845	18	96	8	23	193	15	17	98	24	14	163	16	685
845-900	19	69	6	18	228	13	16	89	20	17	124	15	634

HOUR TOTALS

TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	63	334	25	43	655	81	47	366	99	52	519	25	2309
715-815	73	339	37	53	711	87	57	428	116	53	660	31	2645
730-830	78	291	47	56	720	80	63	452	116	48	761	36	2748
745-845	80	286	49	64	743	75	66	444	106	46	775	47	2781
800-900	80	278	42	69	793	68	61	409	101	46	680	47	2674

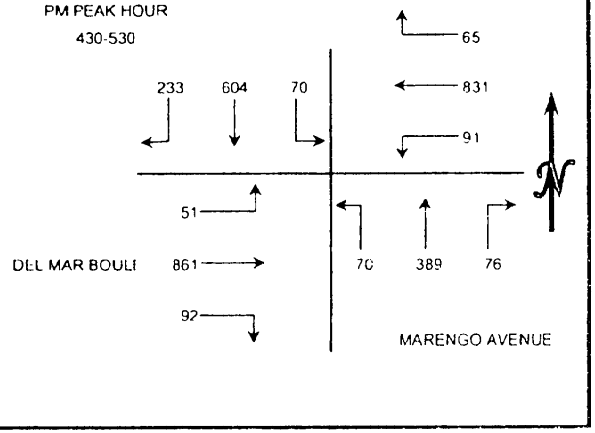


15 MIN COUNTS — **4:00 PM TO 6:00 PM**

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	45	117	8	28	191	21	16	87	11	24	192	17	757
415-430	38	115	13	11	190	22	16	87	16	11	174	10	703
430-445	61	155	15	14	222	32	17	90	10	16	192	11	835
445-500	68	149	15	21	211	23	21	110	19	26	233	13	909
500-515	61	157	18	19	218	20	24	86	16	25	224	17	885
515-530	43	143	22	11	180	16	14	103	25	25	212	10	804
530-545	20	155	10	16	181	23	27	90	14	28	215	15	794
545-600	26	184	10	14	184	22	21	90	18	25	223	17	834

HOUR TOTALS

TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	212	536	51	74	814	98	70	374	56	77	791	51	3204
415-515	228	576	61	65	841	97	78	373	61	78	823	51	3332
430-530	233	604	70	65	831	91	76	389	70	92	861	51	3433
445-545	192	604	65	67	790	82	86	389	74	104	884	55	3392
500-600	150	639	60	60	763	81	86	369	73	103	874	59	3317



WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

24-HOUR ADT COUNT SUMMARY

CLIENT: GREER & CO.
PROJECT: PASADENA TRAFFIC COUNTS
LOCATION: ARROYO PARKWAY BETWEEN GREEN AND CORDOVA
DATE: WEDNESDAY SEPTEMBER 22ND, 2004

DIRECTION: NB

TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
0:00	41	24	25	25	115
1:00	32	26	12	19	89
2:00	18	13	17	9	57
3:00	9	12	6	9	36
4:00	13	18	27	38	96
5:00	44	50	82	99	275
6:00	88	110	121	168	487
7:00	185	240	278	320	1023
8:00	242	271	234	213	960
9:00	216	182	181	176	755
10:00	186	166	190	178	720
11:00	165	194	229	208	796
12:00	204	195	204	200	803
13:00	188	218	204	202	812
14:00	198	218	206	210	832
15:00	207	169	186	224	786
16:00	222	198	228	246	894
17:00	209	248	214	228	899
18:00	248	222	210	223	903
19:00	178	189	200	162	729
20:00	190	163	186	160	699
21:00	146	154	141	111	552
22:00	112	96	100	85	393
23:00	86	74	57	48	265
				TOTAL	13976

AM PEAK HOUR 0730-0830
VOLUME 1111
PM PEAK HOUR 1715-1815
VOLUME 938

DIRECTION: SB

TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
0:00	28	32	14	18	92
1:00	31	25	35	19	110
2:00	14	9	12	7	42
3:00	5	5	8	8	26
4:00	9	12	10	18	49
5:00	24	25	40	50	139
6:00	82	68	90	88	328
7:00	94	108	118	96	416
8:00	108	98	92	108	406
9:00	104	84	96	93	377
10:00	100	96	79	102	377
11:00	105	132	114	104	455
12:00	140	128	118	115	501
13:00	115	135	110	138	498
14:00	125	124	118	111	478
15:00	116	120	114	120	470
16:00	140	126	182	150	598
17:00	220	166	170	174	730
18:00	167	164	118	127	576
19:00	148	150	110	111	519
20:00	116	104	126	88	434
21:00	100	88	82	106	376
22:00	84	71	64	52	271
23:00	42	41	36	49	168
				TOTAL	8436

AM PEAK HOUR 1100-1200
VOLUME 455
PM PEAK HOUR 1700-1800
VOLUME 730

TOTAL BI-DIRECTIONAL VOLUME 22412

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

24-HOUR ADT COUNT SUMMARY

CLIENT: GREER & CO.
PROJECT: PASADENA TRAFFIC COUNTS
LOCATION: ARROYO PARKWAY BETWEEN CORDOVA AND DEL MAR
DATE: WEDNESDAY SEPTEMBER 22ND, 2004

DIRECTION: NB

TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
0:00	42	32	34	24	132
1:00	30	33	20	18	101
2:00	18	15	21	12	66
3:00	10	11	11	11	43
4:00	14	13	17	38	82
5:00	39	47	72	102	260
6:00	96	118	116	172	502
7:00	202	224	265	338	1029
8:00	319	315	262	256	1152
9:00	246	219	184	202	851
10:00	181	198	167	194	740
11:00	188	164	198	224	774
12:00	224	208	200	200	832
13:00	208	211	204	208	831
14:00	208	221	201	189	819
15:00	238	192	200	208	838
16:00	216	240	224	259	939
17:00	260	242	258	260	1020
18:00	238	246	212	264	960
19:00	184	226	201	191	802
20:00	202	172	194	181	749
21:00	165	178	150	154	647
22:00	112	130	91	96	429
23:00	92	94	68	52	306
				TOTAL	14904

AM PEAK HOUR 0730-0830
VOLUME 1237
PM PEAK HOUR 1700-1800
VOLUME 1020

DIRECTION: SB

TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
0:00	54	38	28	20	140
1:00	28	33	35	30	126
2:00	20	17	16	9	62
3:00	9	7	10	5	31
4:00	13	16	13	18	60
5:00	29	33	45	67	174
6:00	98	96	114	156	464
7:00	159	174	164	190	687
8:00	186	180	174	182	722
9:00	181	170	156	168	675
10:00	182	180	157	144	663
11:00	196	200	212	222	830
12:00	222	256	202	214	894
13:00	214	226	226	222	888
14:00	224	222	226	214	886
15:00	254	235	209	198	896
16:00	258	288	376	336	1258
17:00	342	368	334	278	1322
18:00	310	314	259	208	1091
19:00	243	252	214	178	887
20:00	197	182	176	140	695
21:00	190	158	160	169	677
22:00	152	136	96	102	486
23:00	74	63	76	58	271
				TOTAL	14885

AM PEAK HOUR 1100-1200
VOLUME 830
PM PEAK HOUR 1630-1730
VOLUME 1422

TOTAL BI-DIRECTIONAL VOLUME 29789

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

24-HOUR ADT COUNT SUMMARY

CLIENT: GREER & CO.
PROJECT: PASADENA TRAFFIC COUNTS
LOCATION: CORDOVA BETWEEN ARROYO AND MARENGO
DATE: WEDNESDAY SEPTEMBER 22ND, 2004

DIRECTION: EB

TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
0:00	6	7	7	1	21
1:00	5	5	3	4	17
2:00	2	2	3	1	8
3:00	1	1	1	1	4
4:00	4	1	2	0	7
5:00	2	3	12	11	28
6:00	12	23	24	43	102
7:00	38	44	60	64	206
8:00	78	62	78	52	270
9:00	47	43	47	29	166
10:00	22	30	22	24	98
11:00	39	30	18	37	124
12:00	34	36	38	40	148
13:00	36	42	42	38	158
14:00	36	33	25	35	129
15:00	42	40	39	38	159
16:00	32	39	49	66	186
17:00	60	60	60	56	236
18:00	47	46	56	54	203
19:00	42	32	42	38	154
20:00	40	24	37	44	145
21:00	35	29	34	32	130
22:00	25	19	14	20	78
23:00	19	13	14	7	53
				TOTAL	2830

DIRECTION: WB

TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
0:00	13	9	6	5	33
1:00	3	4	10	5	22
2:00	4	6	4	1	15
3:00	0	1	2	1	4
4:00	5	4	5	7	21
5:00	10	16	20	29	75
6:00	39	37	76	84	236
7:00	93	93	110	140	436
8:00	127	114	115	100	456
9:00	95	112	98	105	410
10:00	98	110	90	96	394
11:00	104	110	127	143	484
12:00	134	132	111	118	495
13:00	124	142	136	137	539
14:00	118	122	125	146	511
15:00	170	127	120	128	545
16:00	154	162	188	193	697
17:00	234	200	206	160	800
18:00	176	184	138	118	616
19:00	118	134	118	84	454
20:00	100	85	74	85	344
21:00	105	94	90	78	367
22:00	81	64	39	42	226
23:00	35	35	40	29	139
				TOTAL	8319

AM PEAK HOUR	0745-0845	AM PEAK HOUR	0745-0845
VOLUME	282	VOLUME	496
PM PEAK HOUR	1645-1745	PM PEAK HOUR	1645-1745
VOLUME	246	VOLUME	833

TOTAL BI-DIRECTIONAL VOLUME 11149

Pasadena
CHAMBER OF COMMERCE
& CIVIC ASSOCIATION
865 E. Del Mar Boulevard
Pasadena, CA 91101-2904
(626) 795-3355
FAX (626) 795-5603

February 10, 2005

The Honorable William Bogaard, Mayor
The City of Pasadena
117 East Colorado Boulevard
Pasadena, CA 91105

Dear Mayor Bogaard:

At the City Council meeting scheduled for Monday, February 14, you and the rest of the Council will be holding a Public Hearing on the project proposed for 260 South Arroyo Parkway that was called up by one of your colleagues on the Council. Over the past two months, we have noted with great concern that several projects that have received various approvals, like this one, have been considered for call-up by members of the City Council.

We believe that this calls into question the integrity of the process that the city has so recently put in place. After years of public input, deliberations, and compromise; the Central District Specific Plan, the revisions to Land Use and Mobility elements of the General Plan, and the Zoning Code supporting those plans were approved. Now, projects that clearly meet those guidelines and zoning codes are still being delayed and put through seemingly endless hearings.

This organization has long held the position that the City Council should have call-up procedures and be the court of last resort since it is directly accountable to the electorate and commissions are not. However, with the newly adopted plans in place, a skilled and thoughtful staff implementing those plans, and commissions that take their responsibility very seriously, we urge you to use that process fairly and prudently.

We commend the City Council for its thoughtful decision to certify the EIR and adopt the Central District Specific Plan and the General Plan elements at the end of 2004. Now, we look forward to having those projects come to fruition that have waited so long and worked so hard to comply with our city's vision, especially in the transit-oriented corridors.

Respectfully submitted;

Lynne C. Hess
President and CEO

Cc: Cynthia Kurtz, City Manager
Jane Rodriquez, City Clerk

2/14/2005
6.A. 8:00 P.M.