

Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact
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c. *Conflict with any applicable habitat conservation plan (HCP) or natural community conservation plan (NCCP)? ()*

WHY? Currently, 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.

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? ()*

WHY? No active mining operations exist in the City of Pasadena. There are two areas in Pasadena that may contain mineral resources. These two areas are Eaton Wash, which, was formerly mined for sand and gravel, and Devils Gate Reservoir, which was formerly mined for cement concrete aggregate. 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? ()*

WHY? The City's 2004 General Plan Land Use Element does not identify any mineral recovery sites within the City. Furthermore, there are no mineral-resource recovery sites shown in the Hahamongna Watershed Park Master Plan; or the 1999 "Aggregate Resources in the Los Angeles Metropolitan Area" map published by the California Department of Conservation, Division of Mines and Geology. No active mining operations exist in the City of Pasadena and mining is not currently allowed within any of the City's designated land uses. Therefore, the proposed project would not have significant impacts from the loss of a locally-important mineral resource recovery site. See also Section 13.a) of this document.

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? ()*

WHY? The project itself will not lead to a significant increase in ambient noise. The project does not involve installing a stationary noise source, and the only long-term noise generated by the project would be typical urban environment noise. Furthermore, in Pasadena many urban environment noises, such as leaf-blowing and amplified sounds, are subject to restrictions by Chapter 9.36 of the Pasadena Municipal Code.

The project would generate short-term noise due to construction activities. However, the project will adhere to City regulations governing hours of construction, noise levels generated by construction and mechanical

Potentially Significant Impact

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No Impact

equipment, and the allowed level of ambient noise (Chapter 9.36 of the Pasadena Municipal Code). In accordance with these regulations, construction noise will be limited to normal working hours (7 a.m. to 7 p.m. Monday through Friday, 8 a.m. to 5 p.m. on Saturday, in or within 500 feet of a residential area). A construction related traffic plan is also 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. Therefore, adhering to established City regulations will ensure that the project would not generate noise levels in excess of standards.

The project would also not expose persons to excessive noise. 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 2 of the City's Noise Element (2002) the project site lies in the 60 dBA noise contour. This level of noise is within the "Clearly Acceptable" range for the proposed land use, as shown in Figure 1 of the City's Noise Element (2002). Therefore, the project would not expose future users of the proposed high school to noise levels in excess of acceptable standards.

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

WHY? The project is not located near any sources of groundborne noise or vibration.

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

WHY? See response to 14.a. The project will not lead to a significant permanent increase in ambient noise. The project does not involve installing a stationary noise source, and the only long-term noise generated by the project would be typical urban environment noise. Furthermore, in Pasadena many urban environment noises, such as leaf-blowing and amplified sounds, are subject to restrictions by Chapter 9.36 of the Pasadena Municipal Code.

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

WHY? The project would generate short-term noise due to construction activities. However, the project will adhere to City regulations governing hours of construction and noise levels generated by construction and mechanical equipment. (Chapter 9.36 of the Pasadena Municipal Code). In accordance with these regulations, construction noise will be limited to normal working hours (7 a.m. to 7 p.m. Monday through Friday, 8 a.m. to 5 p.m. on Saturday, in or within 500 feet of a residential area). A construction related traffic plan is also 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. Therefore, adhering to established City regulations will ensure that the project would not generate noise levels in excess of standards.

Potentially Significant Impact

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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? ()

WHY? There are no airports or airport land-use plans in the City of Pasadena. The closest airport is the Bob Hope Airport (formerly the Burbank-Glendale-Pasadena Airport), which is located more than 10 miles from Pasadena in the City of Burbank. Therefore, the proposed project would not expose people to excessive airport related noise and would have no associated impacts.

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? ()

WHY? There are no private-use airports or airstrips within or near the City of Pasadena.

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)? ()

WHY? The proposed project involves the development of a high school for 120 students, which is consistent with the land use designations for the site (See Section 12 of this document). Therefore, the proposed project is consistent with the growth anticipated and accommodated by the City's General Plan. Furthermore, the project is located in a developed urban area with an established roadway network and in-place infrastructure. Thus, development of the proposed project would not require extending or improving infrastructure in a manner that would facilitate off-site growth. Therefore, the proposed project would not induce substantial population growth, and would have no related significant impacts.

The project is in a developed area where all the major infrastructure is in place. The project may result a minimal increase of persons in the residential population and employees. The proposed development is a replacement facility for the existing Waverly High School campus, located approximately 500 west of the subject site. The existing high school enrolls approximately 60 students.

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

WHY? The project site does not contain any existing dwelling units. Therefore, the proposed project would not displace any residents or housing, and would have no related impacts.

Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact
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The project involves the removal of 7 rental housing units. The project will not displace a substantial number of existing housing units or necessitate the construction of replacement housing elsewhere. The applicant is required to adhere to all City and State regulations regarding the displacement of any tenants.

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

WHY? No persons currently reside on the project site and the project site does not contain any existing dwelling units. Therefore, the proposed project would not displace any people, and would have no related impacts.

The project involves the removal of 7-8 rental housing units. The project will not displace a substantial number of existing housing units or necessitate the construction of replacement housing elsewhere. The applicant is required to adhere to all City and State regulations regarding the displacement of any tenants.

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

a. Fire Protection? ()

WHY? The proposed project will not result in the need for additional new or altered fire protection services and will not alter acceptable service ratios or response times. The proposed project consists of the development of a private high school for 120 students, a replacement facility for an existing high school of 60 students located approximately 500 feet west of the project site. The project could increase the demand on the Pasadena Fire Department. However, the project itself is not large enough to require the development of additional Fire Department facilities. The project will incorporate safety and security features, including fire sprinklers, alarm systems, and adequate access for emergency vehicles. Furthermore, the project applicant is required to pay the City's development fees, which are established to offset incremental increases to fire service demand. Therefore, the proposed project would not significantly impact fire protection services. See also Section 10.h) of this document for wildfire-related impacts.

b. Libraries? ()

WHY? The project is located approximately 1.5 miles from the nearest public library, the Pasadena Central Library. The City as a whole is well served by its Public Information (library) System; and the project would not significantly impact library services.

c. Parks? ()

Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact
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WHY? The project is located within one-quarter mile of the nearest park, Memorial Park. According to the City's park impact fee nexus study prepared in 2004, for every 1000 residents the City as a whole has 2.17 acres of developed parkland and 1.49 acres of open space parkland, for a total of 3.66 acres of park and open space per 1000 residents.

The proposed project is a non-residential project that would not directly increase the City's population. However, there is a potential for an increase in usage of park space given the new employees and students associated with the proposed project. The City collects an impact fee of \$3.09 per square foot of non-residential space. Payment of this fee mitigates any impact on parks.

d. Police Protection? ()

WHY? The proposed project will not result in the need for additional new or altered police protection services and will not alter acceptable service ratios or response times. The proposed project is the development of a private high school for 120 students, a replacement facility for an existing high school of 60 students located approximately 500 feet west of the project site. The development could increase the demand on the Pasadena Police Department. However, the project itself is not large enough to require the development of additional Police facilities. Furthermore, the project applicant is required to pay the City's development fees, which are established to offset incremental increases to police service demand. Therefore, the proposed project would not significantly impact police protection services.

The proposed site is in an area which has reported average crime rates according to Police Department burglary statistics. The project will not increase the need for police protection. However, the effect on police service is not significant, since this change is within the Police Department's scope of responsibility.

(The Neighborhood Services Unit of the Police Department can furnish statistics on crime by address. Call ext. 3871.)

e. Schools? ()

WHY? The development of the proposed private high school for 120 students is not expected to increase the demand for public schools. The City of Pasadena collects a Pasadena Unified School District (PUSD) Construction tax on all new construction. There is a school impact fee collected for non-residential development. Payment of this fee mitigates any impact on school services.

f. Other public facilities? ()

WHY? The project's development may result in additional maintenance of public facilities. However, with the projected revenue to the City in terms of impact fees, increased property taxes (and additional sales tax), and development fees this impact is not significant.

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17. 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?* ()

The proposed project is a non-residential project that would not directly increase the City's population. However, there is a potential for an increase in usage of park space given the new employees and students patrons associated with the school use. The City collects a park impact fee for non-residential projects. These fees are used to fund the City's park maintenance and improvement program. The project itself would not lead to substantial physical deterioration of any recreational facilities, and would have no related significant impacts.

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?* ()

WHY? The project does not include recreational facilities and would not require the construction or expansion of recreational facilities. Therefore, the proposed project does not involve the development of recreational facilities that would have an adverse effect on the environment, and would have no associated impacts.

18. 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)?* ()

WHY? The project is located at 94-112 Waverly Drive and is primarily supported by a roadway network consisting of Waverly Drive, Bellevue Drive, Pasadena Avenue, Fair Oaks Avenue, Del Mar Boulevard, California Boulevard. Of these roadways, two are Principal Mobility/Multimodal Corridors, including Del Mar Boulevard and Fair Oaks Avenue and none are de-emphasized streets, as identified in the 2004 Adopted Mobility Element of the General Plan.

A traffic study was prepared for the project in September 2005 by Willdan. This traffic study is available for review as part of the project file at the City of Pasadena, Hale Building, 175 North Garfield Avenue Pasadena, CA 91109-7215 on Monday through Thursday from 8:00 a.m to 5:00 p.m. and on Friday from 8:00 a.m. from 12:00 p.m. As identified in this traffic study, the proposed project may increase vehicular traffic on weekdays during the AM peak hour and also in the afternoon between 2-4 p.m. The project would add approximately 298 vehicle trip of which approximately 143 trips are projected to occur during the AM peak hour and 67 in the midday peak hour. This constitutes a 12 percent increase to the average daily traffic (ADT) volume on Waverly Drive between Herr Alley and Pasadena Avenue and a 9.6 percent increase on Waverly Drive between Tenhaeff Alley and Fair Oaks Avenue. According to the Pasadena Department of Transportation (PasDOT), this increase in ADT requires soft mitigation and may require

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physical mitigation. The following improvements are expected to mitigate the impacts by enhancing circulation and encouraging use of public transit to reduce vehicle trips:-

1. The applicant shall fund the installation of signs to restrict up to two parking spaces on the south side of the Bellevue Drive for the westbound approach to Fair Oaks Avenue during the Midday peak hour. The improvement will facilitate the westbound right-turn movement during the proposed project's afternoon peak period. Specific location and hours of restriction will be determined by the Department of Transportation. Appropriate signage and cost of installation shall be funded by the applicant prior to the issuance of a building permit. (Cost not to exceed \$1,000.)
2. Fund the improvement of two transit stops in the project vicinity along Fair Oaks Avenue, including the southbound transit stop located south of Del Mar Boulevard and the northbound transit stop located at Bellevue Drive. Improvements include replacement of two bus benches and trash receptacles. (Cost not to exceed \$6,000.)
3. The project shall participate in the Citywide Traffic Performance Monitoring Network project. This project is included in the City's Capital Improvement Program and is intended to address the community's particular concerns on traffic attributed by new developments. Funding shall be received prior to the issuance of a building permit. (Cost not to exceed \$10,000.)
 1. ~~The applicant shall submit a detailed student drop-off and pick-up plan prepared by a traffic consultant to the Department of Transportation for review and approval prior to the issuance of a building permit.~~
 2. ~~The City shall review the implementation of the student drop-off and pick-up plan within one year of the issuance of a Certificate of Occupancy to ensure that the school is in compliance.~~
 3. ~~The applicant shall fund transit upgrades on Fair Oaks Avenue prior to the issuance of a building permit. (Not to exceed \$3,000.)~~
 4. ~~The applicant shall participate in the Citywide Traffic Monitoring Program. (Amount not to exceed \$5,000.)~~

With the incorporation of these mitigation measures, the projected project-related increase in traffic would not be a significant impact in relation to the existing traffic load and capacity of the street system.

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

WHY? The Los Angeles County Metropolitan Transportation Authority (MTA) adopted their most recent Congestion Management Program (CMP) in 2004. This CMP identifies level of service (LOS) E or better as acceptable for the designated CMP highway and road system. The CMP further states, "a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity (V/C [volume to capacity ratio] = 0.02), causing LOS F (V/C > 1.00). If the facility is already at LOS F, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity (V/C = 0.02)."

The project is within one mile of the CMP intersection of St. John Avenue/Pasadena Avenue and California Boulevard and less than two miles from the CMP intersection of Arroyo Parkway and California Boulevard. The traffic study analyzed two nearby intersections (Pasadena Avenue/Del Mar Boulevard and Bellevue Drive/Fair Oaks Avenue) and found that the project is not expected to exceed either the City or the Los

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Angeles County CMP thresholds of significance as defined by the latest edition of the Los Angeles County Congestion Management Program (CMP).

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? ()*

WHY? The project site is not within an airport land use plan or within two miles of a public airport or public use airport. Consequently, the proposed project would not affect any airport facilities and would not cause a change in the directional patterns of aircraft. Therefore, the proposed project would have no impact to air traffic patterns.

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

WHY? The project has been evaluated by the Pasadena Department of Transportation (PasDOT) 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. The project was redesigned to accommodate on-site student drop-off and pick-up. The project is also conditioned to develop and implement a student drop-off and pick-up plan. This student loading plan, along with the project's circulation re-design, meets the City's engineering standards. Therefore, the proposed project would not increase hazards due to a design feature or incompatible use, and is not expected to have associated impacts.

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

WHY? The ingress and egress for the site have been evaluated by the PasDOT and found to be adequate for emergency access or access to nearby uses. The project does not involve the elimination of a through-route, does not involve the narrowing of a roadway. The existing alley is 15 feet wide and the project will be conditioned to widen the alley by 2.5 feet, resulting in 17.5 feet. With the exception of the alley, all proposed roadways, access roads and drive lanes meet the Pasadena Fire Department's access standards.

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. Therefore, there will be no significant impacts related to inadequate emergency access.

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

WHY? Due to the increased intensity of land use, the project will increase the demand for parking. However, the project will comply with the number of parking and loading spaces required by the Zoning Code. According to the Zoning Code, the project requires vehicle parking spaces and X bicycle parking spaces. The project will contain 25 vehicle spaces and 4 bicycle spaces. Therefore, the project is in compliance with this Code, and the project would have no impact to parking.

Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact
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g. *Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g. bus turnouts, bicycle racks)? ()*

WHY? Objective 3.2.2 of the City's 2004 Mobility Element is to "Encourage Non-Auto Travel". In accordance with the policies set by this objective, the Pasadena Department of Transportation has made the following recommendations to improve the project's alternative transportation opportunities:

- Enhance the transit stop on Fair Oaks Avenue south of Waverly Drive
- Include bicycle parking on site
- Encourage rideshare

These recommendations have been incorporated into the project as Mitigation Measures. These mitigation measures are outlined in response 18 a. of this Initial Study. With the incorporation of these mitigation measures, the project would not conflict with any adopted policies, plans, or programs supporting alternative transportation, and would have no related significant impacts

19. UTILITIES AND SERVICE SYSTEMS. Would the project:

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

WHY? The project would generate wastewater in the form of sewage produced by users of the school, typically domestic sewage. Domestic sewage typically meets wastewater treatment requirements because wastewater treatment facilities are designed to treat domestic sewage. The project does not involve the release of unique or unusual sewage into the wastewater treatment system. Therefore, the project would not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board, and would have no associated impacts.

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? ()*

WHY? The proposed project consists of the development of a private high school for 120 students, and as a result, would increase the demand for water and wastewater service. However, the proposed increase to water/wastewater service demand is negligible in comparison to the existing service areas of the water and wastewater service purveyors. In addition, the facilities currently maintained by the service purveyors are

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adequate to serve the proposed increase in demand. The only water and wastewater improvements required for the project are on-site unit connections to the existing systems, which are subject to connection fees. Therefore, the proposed project would not require or result in the construction or expansion of new water or wastewater treatment facilities off-site, and the project would have no associated impacts.

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?* ()

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. As discussed in Section 11, the project would involve only minor changes in the site's drainage patterns and does not involve altering any drainage courses or flood control channels.

Further, the project applicant must submit and implement an on-site drainage plan that meets the approval of the Building Official and the Public Works Department; and the City's SUSMP ordinance requires post-development peak storm water runoff rates to not exceed pre-development peak storm water runoff rates. Therefore, the proposed project would not require or result in any stormwater drainage improvements and the project would have no related significant impacts.

The proposed project could increase runoff by increasing the impermeable surfaces onsite. However, as discussed above in Sections 11.c) and 11.d), compliance with the City's SUSMP ordinance would ensure that post-development peak storm water runoff rates to not exceed pre-development peak storm water runoff rates. Therefore, the City's existing storm drain system can adequately serve the proposed development.

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 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. The City Council is committed to adopting any changes made to the Standard Urban Storm Water Mitigation by the California regional Water Quality Control Board, Los Angeles Region.

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

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WHY? 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 a decrease of approximately 351 gallons per day in water consumption. The current use consumes approximately 2,080 gallons of water per day, the proposed use will consume approximately 4,7291,675 gallons of water per day. During periods of drought, this project will be required to comply with the City's Water Shortage Procedures Ordinance, which reduce monthly water consumption to 90 percent of the expected consumption for this type of land use. According to the Water Division of the Pasadena Water and Power Department, there are sufficient water supplies available to serve the project from existing entitlements and resources. Therefore, the proposed project would have no impact under this topic.

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? ()

WHY? As discussed in Section 19.b) of this report, the proposed project is the development of a private high school for 120 students, a replacement facility for an existing high school of 60 students. As a result, the project could increase the demand for wastewater service. However, the proposed increase to wastewater service demand is negligible in comparison to the existing service area of the wastewater service purveyor. In addition, the facilities currently maintained by the service purveyor are adequate to serve the proposed increase in demand. Therefore, the project would not result in insufficient wastewater service, and would cause no related impacts.

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

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 is permitted through 2025, and secondarily by Puente Hills, which was re-permitted in 2003 for 10 years.

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

WHY? In 1992, the City adopted the "Source Reduction and Recycling Element" to comply with the California Integrated Waste Management Act. This Act requires that jurisdictions maintain a 50% or better diversion rate for solid waste. The City implements this requirement through Section 8.61 of the Pasadena Municipal Code, which establishes the City's "Solid Waste Collection Franchise System". As described in Section 8.61.175, each franchisee is responsible for meeting the minimum recycling diversion rate of 50% on both a monthly basis and annual basis. The proposed project is required to comply with the applicable solid waste franchise's recycling system, and thus, will meet Pasadena's and California's solid waste diversion regulations. In addition, the project complies with the City's Construction and Demolition Ordinance (PMC Section 8.62) and design requirements for refuse storage areas (PMC Section 17.64.240).

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Therefore, the project would not cause any significant impacts from conflicting with statutes or regulations related to solid waste.

20. EARLIER 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).

No program EIR, tiering, or other process can be used for analysis of the project's environmental effects.

21. 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? ()

WHY? As discussed in Section 6 and 11 of this document, the proposed project would not have substantial impacts to special status species, stream habitat, and wildlife dispersal and migration. Furthermore, the proposed project would not affect the local, regional, or national populations or ranges of any plant or animal species and would not threaten any plant communities. Similarly, as discussed in Section 7 of this document, the proposed project would not have substantial impacts to historical, archaeological, or paleontological resources, and thus, would not eliminate any important examples of California history or prehistory.

The project does have the potential to cause impacts related to Traffic. However, a Traffic Study was prepared to analyze the potential effects of the project, and with adoption of the mitigation measures as outlined in Section 18 of this document, these impacts will be reduced to a less than significant level.

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? ()

WHY? The proposed project would not cause impacts that are cumulatively considerable. The project has the potential to contribute to cumulative impacts. However, none of these cumulative impacts are substantial, and the project would not cause any cumulative impacts to become substantial. Therefore, the proposed project does not have a Mandatory Finding of Significance due to cumulative impacts.

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

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WHY? As discussed in Sections 5, 10, 11, and 18 of this document, the proposed project would not expose persons to the hazards of toxic air emissions, chemical or explosive materials, flooding, or transportation hazards. Section 9 of this document explains that although students of the school would be exposed to typical southern California earthquake hazards, modern engineering practices adherence to all building permit requirements would ensure that geologic and seismic conditions would not cause substantial adverse effects on humans.

The project does have the potential to cause impacts related to Traffic. However, a Traffic Study was prepared to analyze the potential effects of the project, and with adoption of the mitigation measures as outlined in Section 18 of this document, these impacts will be reduced to a less than significant level.

Therefore, the proposed project would not have a Mandatory Finding of Significance due to environmental effects that could cause substantial adverse effects on humans.

INITIAL STUDY REFERENCE DOCUMENTS

- | # | Document |
|----|--|
| 1 | Alquist-Priolo Earthquake Fault Zoning Act, California Public Resources Code, revised January 1, 1994 official Mt. Wilson, Los Angeles and Pasadena quadrant maps were released March 25, 1999. |
| 2 | CEQA Air Quality Handbook, South Coast Air Quality Management District, revised 1993 |
| 3 | East Pasadena Specific Plan Overlay District, City of Pasadena Planning and Development Department, codified 2001 |
| 4 | Energy Element of the General Plan, City of Pasadena, adopted 1983 |
| 5 | Fair Oaks/Orange Grove Specific Plan Overlay District, City of Pasadena Planning and Development Department codified 2002 |
| 6 | Final Environmental Impact Report (FEIR) Land Use and Mobility Elements of the General Plan, Zoning Code Revisions, and Central District Specific Plan, City of Pasadena, certified 2004 |
| 7 | 2000-2005 Housing Element of the General Plan, City of Pasadena, adopted 2002. |
| 8 | Inclusionary Housing Ordinance Pasadena Municipal Code Chapter 17.71 Ordinance #6868 |
| 9 | Land Use Element of the General Plan, City of Pasadena, adopted 2004 |
| 10 | Mobility Element of the General Plan, City of Pasadena, adopted 2004 |
| 11 | Noise Element of the General Plan, City of Pasadena, adopted 2002 |
| 12 | Noise Protection Ordinance Pasadena Municipal Code Chapter 9.36 Ordinances # 5118, 6132, 6227, 6594 and 6854 |
| 13 | North Lake Specific Plan Overlay District, City of Pasadena Planning and Development Department, Codified 1997 |
| 14 | Pasadena Municipal Code, as amended |
| 15 | Regional Comprehensive Plan and Guide, "Growth Management Chapter," Southern California Association of Governments, June 1994 |
| 16 | Safety Element of the General Plan, City of Pasadena, adopted 2002 |
| 17 | Scenic Highways Element of the General Plan, City of Pasadena, adopted 1975 |
| 18 | Seismic Hazard Maps, California Department of Conservation, official Mt. Wilson, Los Angeles and Pasadena quadrant maps were released March 25, 1999. The preliminary map for Condor Peak was released in 2002. |
| 19 | South Fair Oaks Specific Plan Overlay District Planning and Development, codified 1998 |
| 20 | State of California "Aggregate Resource in the Los Angeles Metropolitan Area" by David J. Beeby, Russell V. Miller, Robert L. Hill, and Robert E. Grunwald, Miscellaneous map no. .010, copyright 1999, California Department of Conservation, Division of Mines and Geology |
| 21 | Storm Water and Urban Runoff Control Regulations Pasadena Municipal Code Chapter 8.70 Ordinance #6837 |
| 22 | Transportation, Housing, and Child Care Survey: A Report Describing the Results and Findings of a Survey of Employees in the City of Pasadena, Child Care Planning Associates for the City of Pasadena, April 11, 1990 |
| 23 | Tree Protection Ordinance Pasadena Municipal Code Chapter 8.52 Ordinance # 6896 |
| 24 | West Gateway Specific Plan Overlay District, City of Pasadena Planning and Development Department codified 2001 |
| 25 | Zoning Code, Chapter 17 of the Pasadena Municipal Code |