

**TRANSPORTATION IMPACT  
STUDY FOR AN INDEPENDENT  
LIVING PROJECT AT  
2889 SAN PASQUAL STREET**



**received**  
5/25/06

1055 Corporate Center Dr., Suite 300  
Monterey Park, CA

91754-7642

323.260.4703

fax: 323.260.4705

koala@katzokitsu.com

www.katzokitsu.com

May 19, 2006

Ms. Jolene Hayes  
Senior Planner  
Pasadena Dept. of Transportation  
221 East Walnut Street, Suite 210  
Pasadena, California 91101

SUBJECT: Transportation Impact Study for an Independent Living Project on San Pasqual Street in the City of Pasadena

Dear Ms. Hayes:

Katz, Okitsu & Associates is pleased to present the attached Transportation Impact Study for an independent living project in the City of Pasadena. The project consists of 91 independent living residential units, replacing 41 similar units. The project site is located on the north side of San Pasqual Street east of San Gabriel Boulevard. The traffic study has been prepared to meet the traffic study requirements of the City of Pasadena, and any anticipated analysis of needed improvements.

The report is being submitted to the City of Pasadena for review and processing. Please contact our office if you have any questions about the report, or if you need additional information regarding the study. If there are any comments that require response or revisions, please notify our office as soon as possible for prompt revision.

It has been a pleasure to prepare this study for you and the City of Pasadena.

San Bernardino

909.890.9693

fax: 909.890.9694

San Diego

619.683.2933

fax: 619.683.7982

Sincerely,

A handwritten signature in black ink, appearing to read "Walter Okitsu".

Walter Okitsu, P.E.

Firm Principal

Tustin

714.573.0317

fax: 714.753.9534

**Transportation Impact Study for  
an Independent Living Project  
at 2889 San Pasqual Street  
in the City of Pasadena**

**May 2006**

Prepared for:  
Pasadena Dept. of Transportation  
221 East Walnut Street, Suite 210  
Pasadena, California 91101  
626/744-7424 Phone

Prepared by:



**Katz, Okitsu & Associates**  
*Traffic Engineers and Transportation Planners*

1055 Corporate Center Dr., Suite 300  
Monterey Park, California 91754-7668  
323/260-4703 Phone  
323/260-4705 Fax

Job No: JA6512

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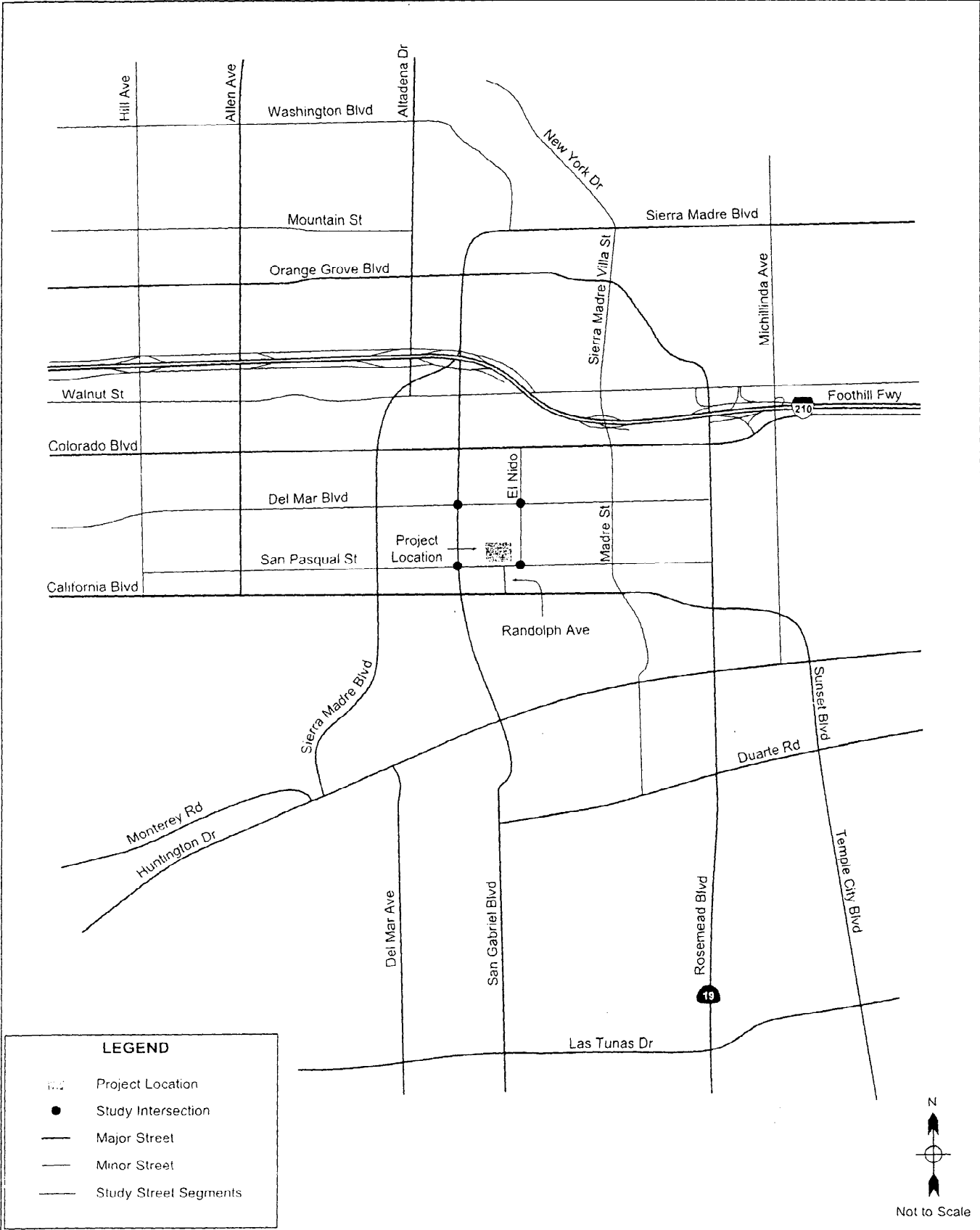
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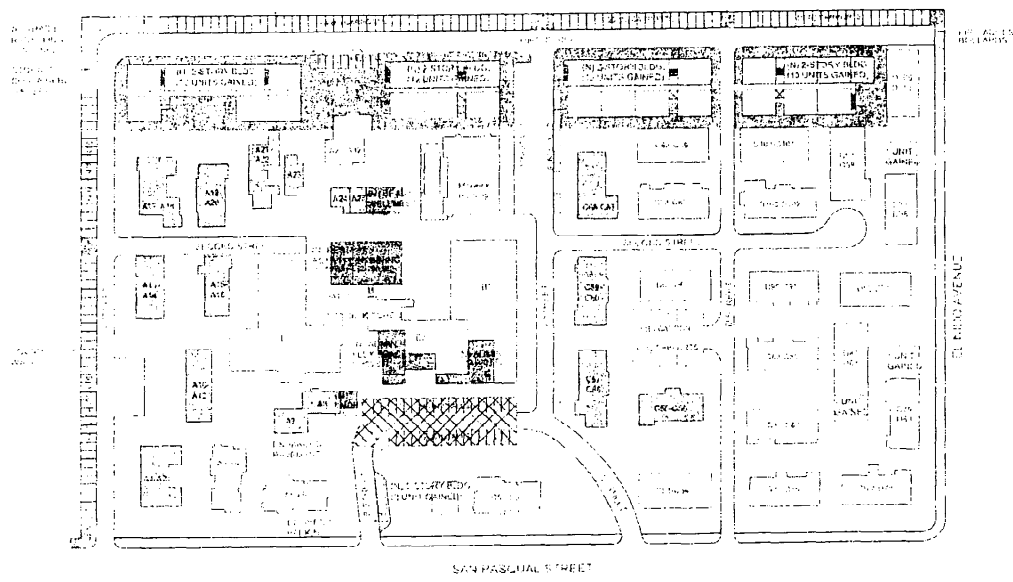
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- Appendix D - Future Cumulative Project Information



MUNICIPAL  
LAND DEPARTMENT  
08-03-13

PROJECT DATA

|         |          |
|---------|----------|
| UNIT 1  | 2,370 SF |
| UNIT 2  | 4,210 SF |
| UNIT 3  | 2,690 SF |
| UNIT 4  | 2,040 SF |
| UNIT 5  | 1,650 SF |
| UNIT 6  | 1,650 SF |
| UNIT 7  | 1,650 SF |
| UNIT 8  | 1,650 SF |
| UNIT 9  | 1,650 SF |
| UNIT 10 | 1,650 SF |
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| UNIT 44 | 1,650 SF |
| UNIT 45 | 1,650 SF |
| UNIT 46 | 1,650 SF |
| UNIT 47 | 1,650 SF |
| UNIT 48 | 1,650 SF |
| UNIT 49 | 1,650 SF |
| UNIT 50 | 1,650 SF |



|                      |     |
|----------------------|-----|
| REARAGE              | 280 |
| FRONTAGE             | 180 |
| TOTAL PARKING STALLS | 78  |

Legend:

- (Hatched) Existing Building
- (Cross-hatch) Truck Drive
- (Dotted) Existing Street
- (Solid Grey) Proposed Building
- (White) Parking

Scale: 0 50 100 200

North Arrow (N)

Not to Scale



## 2. Project Study Methodology

This chapter documents the methodologies and assumptions used to conduct the traffic impact analysis for the proposed project. This section contains the following background information:

- Study timeframes
- Study area description
- City of Pasadena analysis methodologies

### *Study Timeframes*

This report presents an analysis of the intersection operating conditions during the morning and evening peak hours for the following anticipated timeframes:

- Existing: Year 2006
- Future: Year 2008

### *Project Study Area*

The study area was determined through consultation with City of Pasadena staff. As shown in Figure 1, the study area consists of the following intersections and their adjacent roadway segments:

### **Study Intersections:**

- San Gabriel Boulevard/Del Mar Boulevard
- San Gabriel Boulevard/San Pasqual Street
- El Nido Avenue/Del Mar Boulevard
- El Nido Avenue/San Pasqual Street

### **Street Study Segments:**

- San Pasqual Street between San Gabriel Boulevard and El Nido Avenue
- Randolph Street south of San Pasqual Street

### *Analysis Methodologies*

This section presents a brief overview of traffic analysis methodologies and concepts used in this study. Street system operating conditions are typically described in terms of "level of service." Level of service is a report-card scale used to indicate the quality of traffic flow on roadway segments and at intersections. Level of service ranges from Level A (free flow, little congestion) to Level F (forced flow, extreme congestion).

**Standards of Significance**

**Signalized Intersections**

The City of Pasadena utilizes a sliding scale to determine significant traffic impacts during peak hours at signalized intersections. The intersection level of service scale along with the City's intersection level of service thresholds are shown in Table 1. Mitigation measures should be considered when traffic conditions are forecast to exceed the impact guidelines contained in this scale.

**Table 1  
Levels of Service for Intersections**

| Level of Service | Signalized Intersection Volume/Capacity Ratio | Significance Threshold (Change in Volume/Capacity Ratio) |
|------------------|---|--|
| A                | 0.00 – 0.60                                   | 0.060  |
| B                | 0.61 – 0.70                                   | 0.050  |
| C                | 0.71 – 0.80                                   | 0.040  |
| D                | 0.81 – 0.90                                   | 0.030  |
| E                | 0.91 – 1.00                                   | 0.020  |
| F                | 1.00 and up                                   | 0.010  |

**Street Segments**

For street segments, the City of Pasadena uses guidelines for Transportation Impact Study that measure the relative change in Average Daily Traffic (ADT) resulting from an increase in trips due to the project. The increase in traffic growth is calculated based on the increase in traffic due to the proposed project, relative to existing traffic volumes. The City's thresholds for determining significant impacts to street segments are shown in Table 2.

**Table 2  
Street Segment Thresholds**

| Daily Traffic Growth on Street Segment | Required Traffic Mitigation Measures                                    |
|--|---|
| 0.0% – 2.4%                            | Staff Review & Conditions   |
| 2.5% - 4.9%                            | Soft Mitigation; TDM  |
| 5.0% - 7.4%                            | Soft Mitigation; Physical Mitigation<br>Project Alternatives            |
| 7.5% +                                 | Soft Mitigation; Extensive Physical<br>Mitigation; Project Alternatives |

### ***Intersection Capacity Analysis***

The analysis of peak hour intersection conditions was conducted using the TRAFFIX software program developed by Dowling Associates. The following peak periods were selected for analysis:

- Weekday AM (peak hour between 7:00 AM and 9:00 AM)
- Weekday PM (peak hour between 4:00 PM and 6:00 PM)

Traffic conditions in Southern California are often evaluated during peak hours at intersections using a methodology known as the Intersection Capacity Utilization (ICU) technique. This is the preferred analysis method for analyzing signalized intersections in the City of Pasadena. The City of Pasadena generally requests that this method be used in the City, so all signalized intersections were analyzed based on this method, with a lane capacity of 1,600 vphpl, a traffic signal cycle length of 100 seconds, and a 10-second loss time per cycle.

### ***Traffic Count Data***

Existing traffic data was obtained from the "*Las Encinas Hospital Master Plan Amendment Project*", prepared by Linscott, Law, & Greenspan, Consulting Traffic Engineers, and submitted to the City of Pasadena in January 2006. All traffic count data used in this study is compiled in Appendix A.

### **3. Existing Conditions**

This section documents the existing conditions in the study area. The discussion presented here is limited to specific roadways in the project vicinity.

#### ***Existing Circulation Network***

Streets in the project vicinity that could be affected by the proposed project include Del Mar Boulevard, San Gabriel Boulevard, San Pasqual Street, El Nido Avenue, and Randolph Avenue. Figure 3 shows the existing roadway circulation network and intersection configurations in the study area.

#### **San Pasqual Street**

San Pasqual Street is an east-west street located in southern Pasadena and the part of unincorporated Los Angeles County between Pasadena and San Marino. San Pasqual Street is located immediately south of the project site, providing the site access for the proposed project. Near the project vicinity, the roadway provides one travel lane in each direction with a painted yellow centerline, without left-turn lanes at most intersections. Intersections with all major streets in the project vicinity are signalized with permitted left turns and left-turn lanes. The posted speed limit is 35 mph.

San Pasqual Street is primarily residential in character near the project site, with most land use being single-family homes and multi-family residential. On-street parking is allowed on both sides of San Pasqual Street.

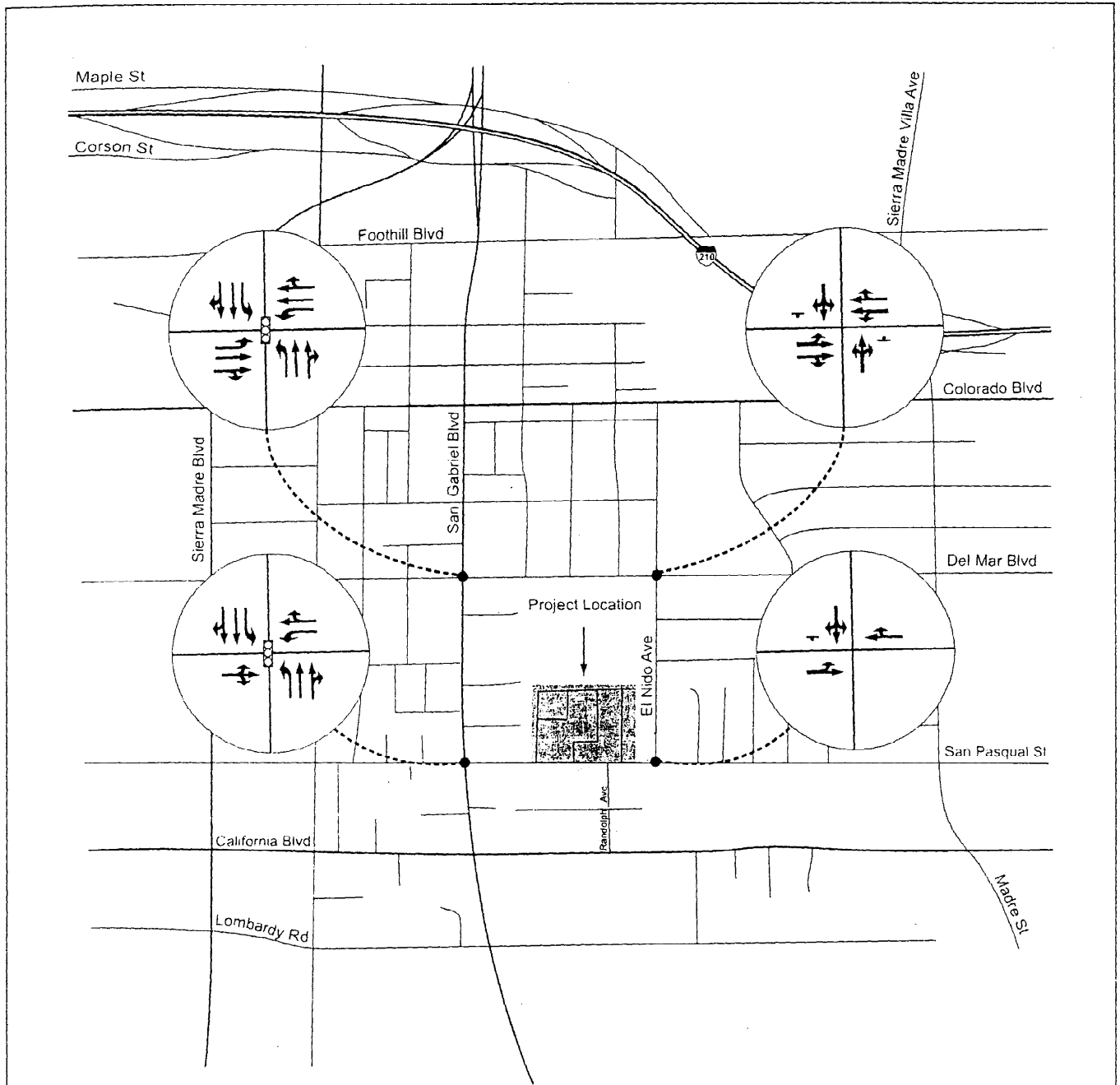
Bike Route signs are posted along San Pasqual Street near the project site. There are no marked bicycle lanes. Pedestrian facilities consist of parallel-bar style crosswalks at signalized intersections, pedestrian signal heads with push buttons, and 8-foot sidewalks. Curb ramps are provided at all corners of the study intersections. All site access to the proposed project is from San Pasqual Street.

The intersection of San Pasqual Street and San Gabriel Boulevard is signalized. The signal is two-phase, with pedestrian-activated push buttons for the crossing of San Gabriel Boulevard.

#### **El Nido Avenue**

El Nido Avenue is a local north-south residential street in the City of Pasadena. El Nido Avenue is located immediately east of the project site. In the project vicinity, the roadway is undivided, and provides one lane in each direction without left turn lanes. El Nido Avenue forms the north leg of a "T" intersection with San Pasqual Street. The intersection of San Pasqual Street and El Nido Avenue is stop-controlled on El Nido Avenue only. Land use along El Nido Avenue is residential.





| LEGEND |                         |
|--------|-------------------------|
|        | Project Location        |
|        | Study Intersection      |
|        | Major Street            |
|        | Minor Street            |
|        | Study Street Segments   |
|        | Stop Sign               |
|        | Signalized Intersection |
|        | Lane Geometry           |

Most segments of El Nido Avenue allow on-street parking, including along the east side of the project site. There is no posted speed limit on El Nido Avenue. The prima facie speed limit of 25 mph would therefore apply.

### **Randolph Avenue**

Randolph Avenue is a local north-south collector street located south of the project site. Randolph Avenue forms a stop-controlled "T" intersection with San Pasqual Street immediately south of the C Street entrance to the project site. In the project vicinity, the roadway provides one travel lane in each direction. There are two speed humps on this segment of Randolph Avenue. Land use along Randolph Avenue is residential. There is no posted speed limit on Randolph Avenue. The prima facie limit of 25 mph would apply.

### **San Gabriel Boulevard**

San Gabriel Boulevard is a major north-south arterial through Pasadena. San Gabriel Boulevard is located west of the project site. Near the project vicinity, the roadway provides two lanes in each direction with left turn storage lanes at most signalized intersections. Intersections with most major streets are signalized with permitted left-turn phasing. There are no pedestrian push-buttons at the intersection of San Gabriel Avenue and Del Mar Boulevard. Most land use along San Gabriel Boulevard is residential in the project vicinity. On-street parking is not allowed on San Gabriel Boulevard. The posted speed limit on San Gabriel Boulevard is 45 mph near the project site.

San Gabriel Boulevard is served by MTA Bus Line 487 and Montebello Route 20. Service is provided approximately every 20 minutes on both routes. Pasadena ARTS Route 60 serves San Gabriel Boulevard north of Del Mar Boulevard. Open-air bus stops are provided at each of the study intersections in both directions. Pedestrian facilities consist of parallel-bar style crosswalks at signalized intersections, pedestrian signal heads, and 8-foot sidewalks. Curb ramps are provided at all corners of the study intersections.

### **Del Mar Boulevard**

Del Mar Boulevard is a major east-west arterial street in the City of Pasadena. Del Mar Boulevard is located north of the project site. Near the project vicinity, the roadway is divided by yellow painted median striping, with two lanes in each direction and left-turn pockets at most major intersections. The intersection with San Gabriel Boulevard is signalized with permitted left turns. The intersection with El Nido Avenue has stop-sign control on El Nido Avenue. The posted speed limit on Del Mar Boulevard is 35 mph. Land use along Del Mar Boulevard is primarily residential both east and west of San Gabriel Boulevard. East of El Nido Avenue land use is also residential.

On-street parking is allowed on the north side of Del Mar Boulevard west of San Gabriel Boulevard at designated times, and on both sides of the street east of San Gabriel Boulevard. On-street parking is also allowed east of El Nido Avenue at designated times. No parking is allowed between 7:00 and 9:00 AM, or between 4:00 and 6:00 PM.

Del Mar Boulevard is served by MTA Local Bus Line 267. There are stripes for combination bicycle lane and parking shoulder on Del Mar Boulevard in the vicinity of the proposed project. Pedestrian facilities consist of parallel-bar style crosswalks with advance limit lines, pedestrian signal heads, and 8 to 10-foot sidewalks at the intersection with San Gabriel Boulevard. Curb ramps are provided at all corners of the study intersections.

#### **Existing Peak Hour Intersection Level of Service**

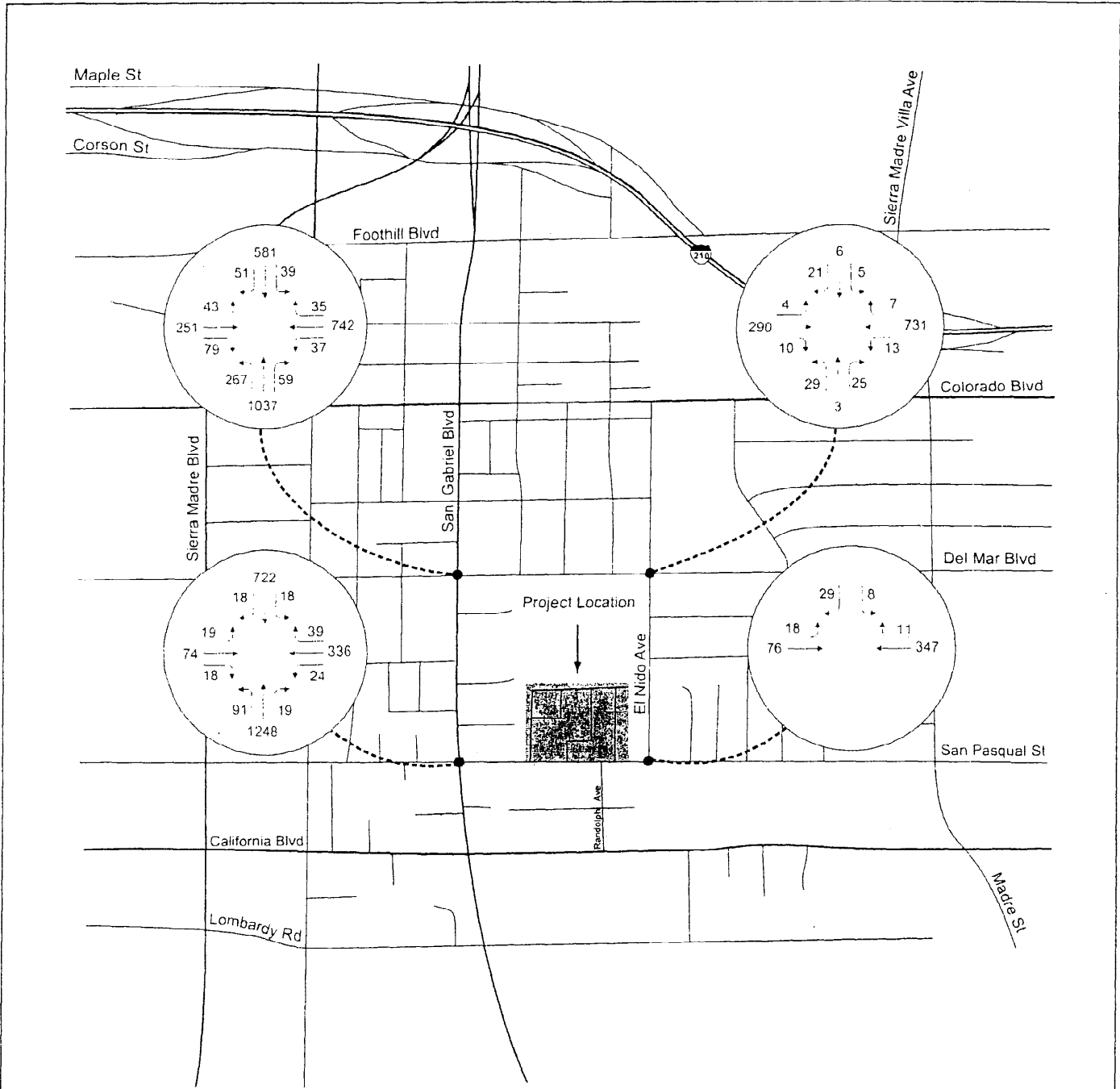
Figure 4 illustrates the existing AM peak hour traffic volumes, and Figure 5 illustrates the existing PM peak hour traffic volumes. Table 3 summarizes the results of the level of service analysis for the existing conditions.

The study area was observed during both the morning and the evening peak hours. The indicated levels of service shown in Table 3 are representative of observed traffic conditions in the study area. Appendix B contains the level of service analysis worksheets.

**Table 3**  
**Peak Hour Intersection Conditions**  
**Existing Conditions (Year 2006)**

| Intersection   | AM Peak Hour |     | PM Peak Hour |     |
|--|--------------|-----|--------------|-----|
|  | V/C          | LOS | V/C          | LOS |
| <b>Signalized Intersections (Level of Service / V/C)</b>     |              |     |              |     |
| San Gabriel Boulevard at Del Mar Boulevard                   | .734         | C   | .828         | D   |
| San Gabriel Boulevard at San Pasqual Street                  | .753         | C   | .698         | B   |
| <b>Unsignalized Intersections (Level of Service / Delay)</b> |              |     |              |     |
| El Nido Avenue at Del Mar Boulevard                          | 15.2         | C   | 40.5         | E   |
| El Nido Avenue at San Pasqual Street                         | 10.8         | B   | 10.0         | B   |

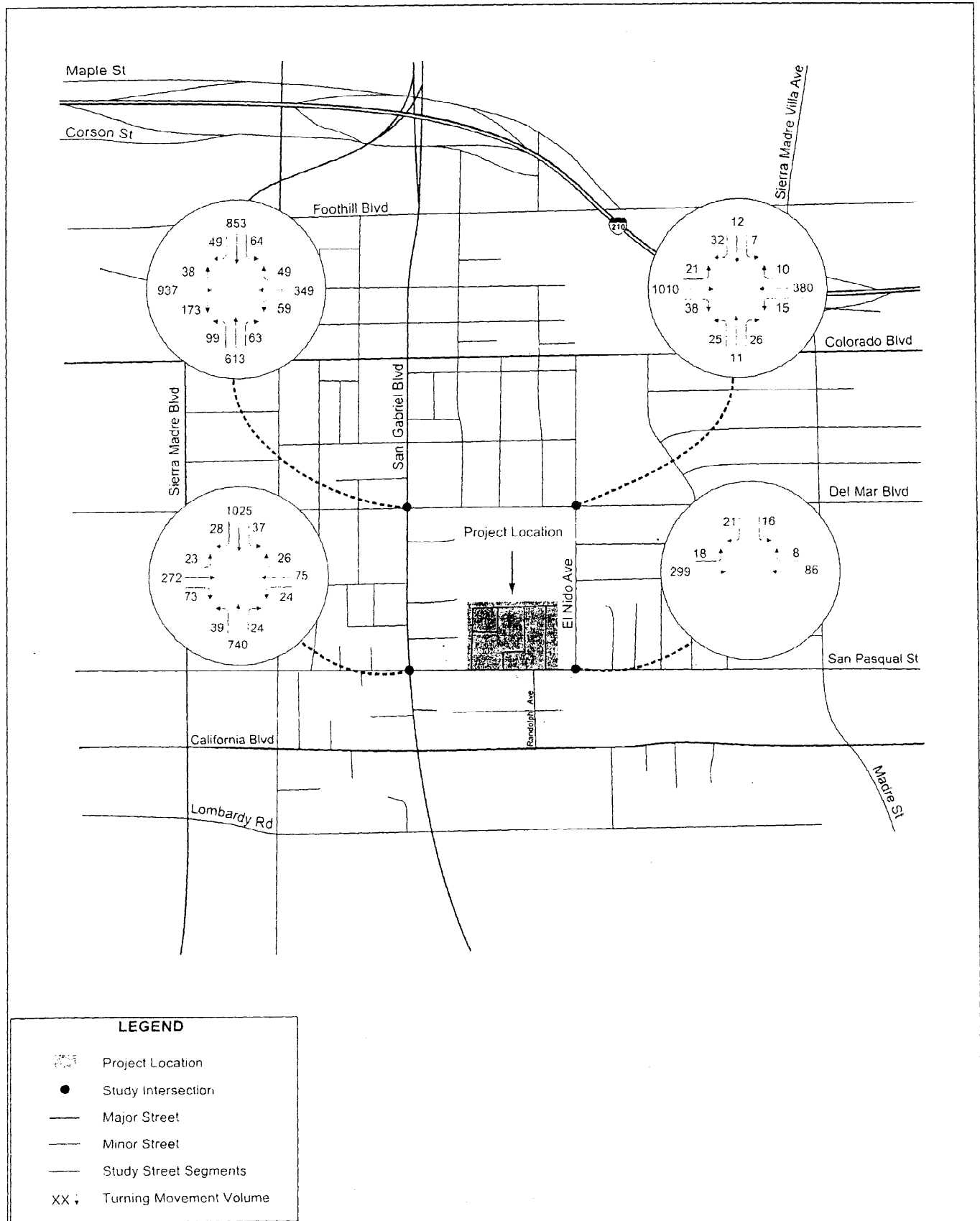
Note: V/C = Volume/Capacity; Delay in seconds per vehicle.



**LEGEND**

- Project Location
- Study Intersection
- Major Street
- Minor Street
- Study Street Segments
- Turning Movement Volume





## 4. Future Conditions Without Project

This section develops near term traffic conditions in the study area with ambient growth and cumulative project traffic added, without the proposed project. The year 2008 was selected for analysis based on the project being scheduled for completion before the end of the year 2008.

### *Future Growth*

Based on discussions with City of Pasadena staff, it has been established that traffic in the study area is expected to increase at a rate of about 1.5% per year. Future increases in the background traffic volumes due to regional growth are expected to continue at this rate in the vicinity of the project. Assuming a completion date in the year 2008, the existing 2006 traffic volumes were adjusted upward by 3% (1.5% per year) to reflect area-wide growth.

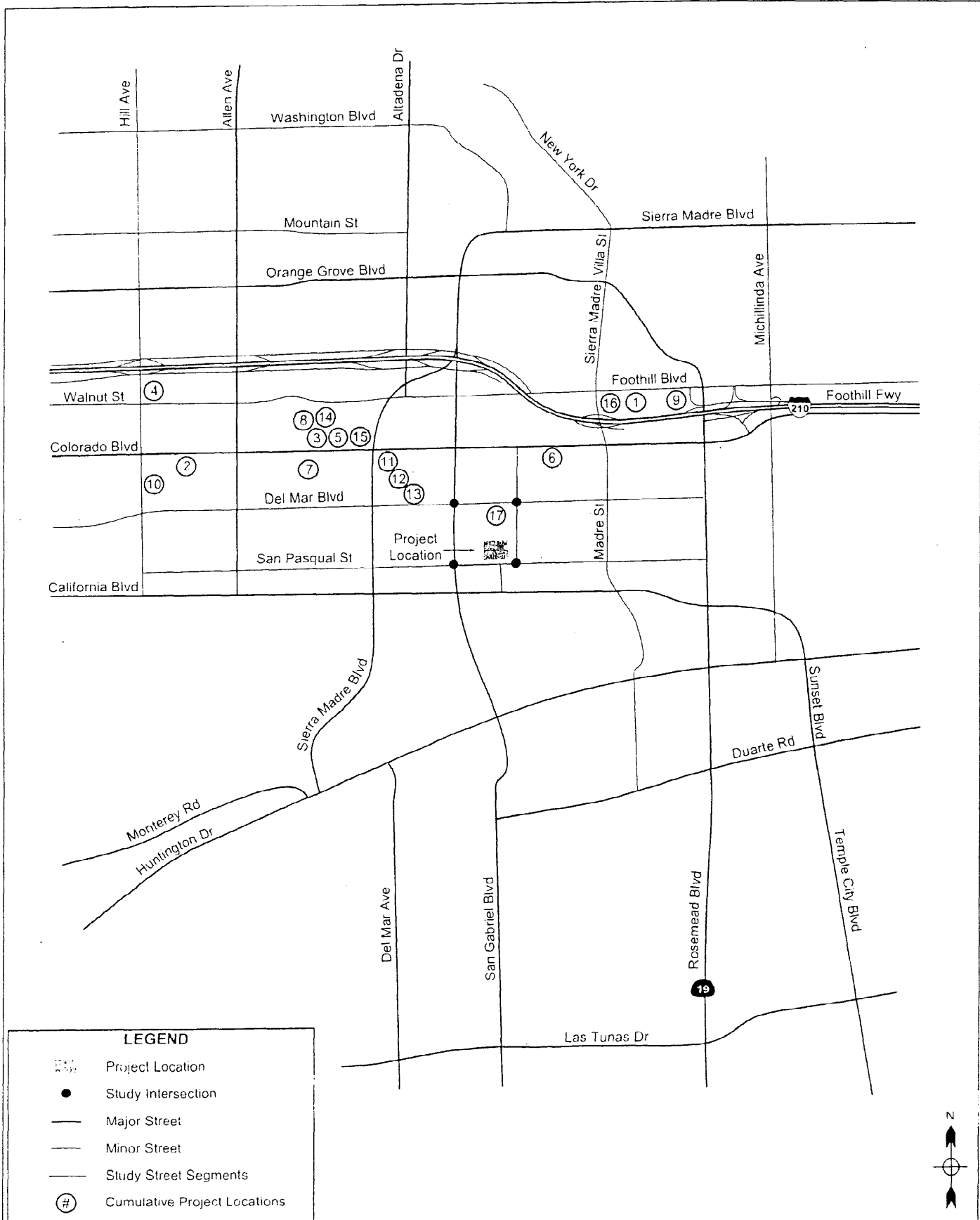
Future traffic increases also consider additional traffic that may be generated by other developments that have been approved. The City identified some relevant projects near the site which will add traffic to the intersections analyzed in the study. Table 4 lists the cumulative projects that were analyzed as part of this study per City direction. The trip generation and distribution attributed to these projects is documented in Appendix D.

The trips generated by the cumulative projects are included in the future forecast. Figure 6 shows the cumulative project locations, Figures 7 and 8 show the cumulative project volumes.

Table 4 - Cumulative Projects

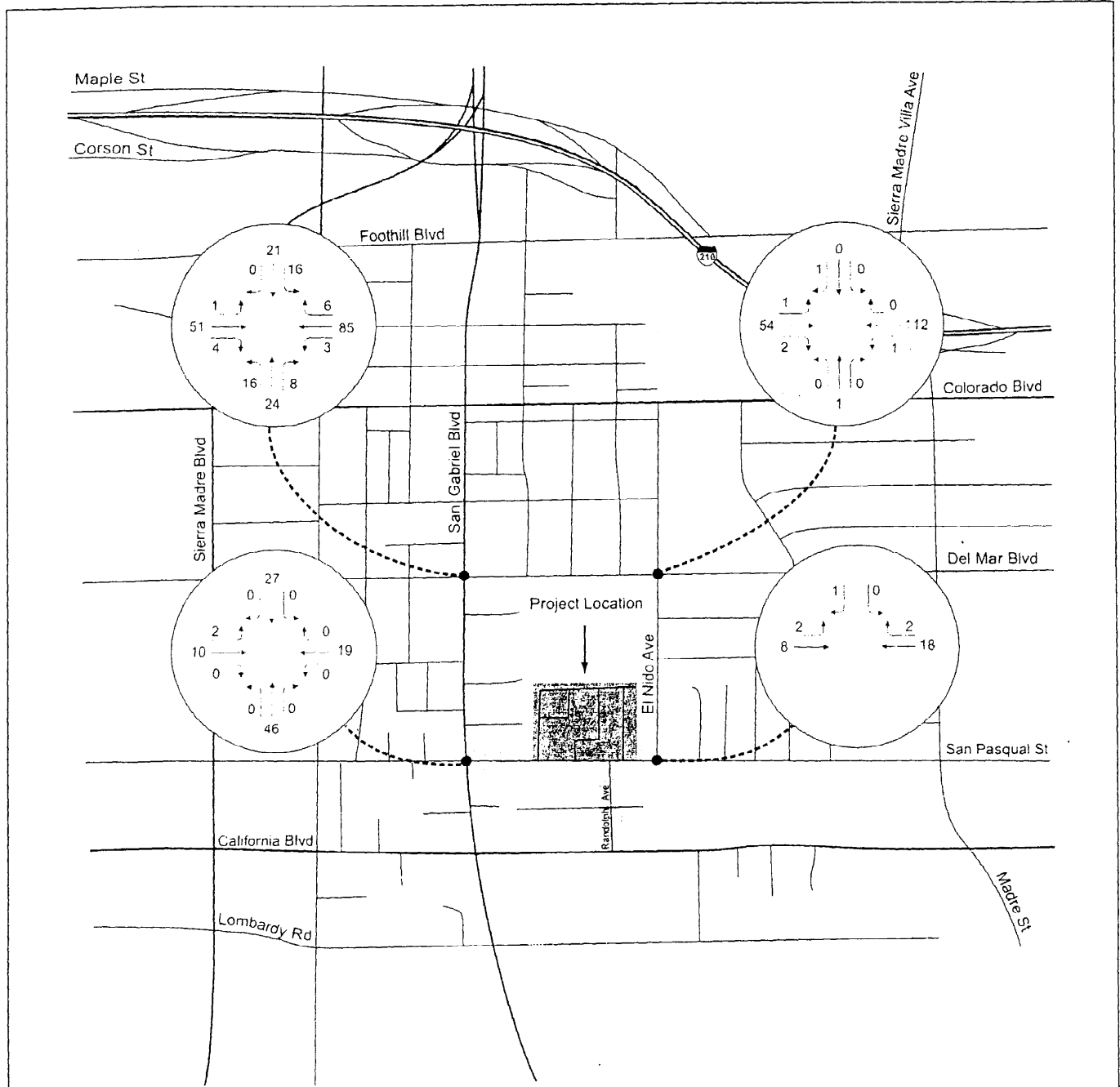
| ID No. | Location   | Land Use                              | Size                           | Status                          |
|--------|--|---------------------------------------|--------------------------------|---------------------------------|
| 1      | Pinnacle at Sierra Madre Villa<br>3360 East Foothill Boulevard           | Apartment                             | 188 DU                         | <del>Proposed</del><br>Proposed |
| 2      | Pasadena City College Master Plan<br>1570 East Colorado Boulevard        | Community College                     | 5,000 Students                 | Under Construction              |
| 3      | Colorado Lofts Project<br>2191 East Colorado Boulevard                   | Live/Work Units<br>Retail             | 44 DU<br>3,900 GLSF            | Proposed                        |
| 4      | Gardens on the Hill<br>315 North Hill Avenue                             | Apartment<br>Retail                   | 34 DU<br>8,000 SF              | Proposed                        |
| 5      | St. Gregory Armenian Church<br>2215 East Colorado Boulevard              | Church<br>School Expansion            | 9,000 SF<br>7,905 SF           | Proposed                        |
| 6      | Shopping Center/Research & Development<br>3020 East Colorado Boulevard   | Research & Development<br>Retail      | 24,400 SF<br>24,400 SF         | Proposed                        |
| 7      | Condominium<br>54 South Craig Avenue                                     | Condominium                           | 13 DU                          | Proposed                        |
| 8      | Condominium<br>96-110 North Craig Avenue                                 | Condominium                           | 18 DU                          | Proposed                        |
| 9      | Syme's Toyota Dealership<br>3600 East Foothill Boulevard                 | Car Dealership                        | 71,200 SF                      | <del>Proposed</del><br>Proposed |
| 10     | St. Phillips Master Development Plan<br>83-155 South Hill Avenue         | <del>Church</del><br>School Expansion | 116 Students                   | <del>Proposed</del><br>Proposed |
| 11     | Condominium<br>2425 Mohawk Street  | Condominium                           | 7 DU                           | Proposed                        |
| 12     | Condominium<br>2445 Oswego Street  | Condominium                           | 9 DU                           | Proposed                        |
| 13     | Condominium<br>2448 Oswego Street  | Condominium                           | 8 DU                           | Proposed                        |
| 14     | Condominium<br>78-92 North Roosevelt Avenue                              | Condominium                           | 22 DU                          | Proposed                        |
| 15     | East Colorado Boulevard Specific Plan                                    | Apartment<br>Commercial               | 750 DU<br>650,000 SF           | <del>Proposed</del><br>Proposed |
| 16     | Mixed-Use Project (apartment/theater).                                   | Apartment<br>Commercial               | 212 Apts<br>350-seat theater   | Under Construction              |
| 17     | Las Encinas Hospital Master Plan Amendment<br>Project, Del Mar Boulevard | Hospital                              | 140 DU, 172<br>Beds, 27,200 SF | Proposed                        |

Source: City of Pasadena Planning & Development Department, "Las Encinas Hospital Master Plan Amendment Project," prepared by Linscott, Law, & Greenspan Inc., January 2006. Based on information received from the City of Pasadena, it is assumed that 25 percent of the overall East Colorado Boulevard Specific Plan will be built-out by Year 2010.









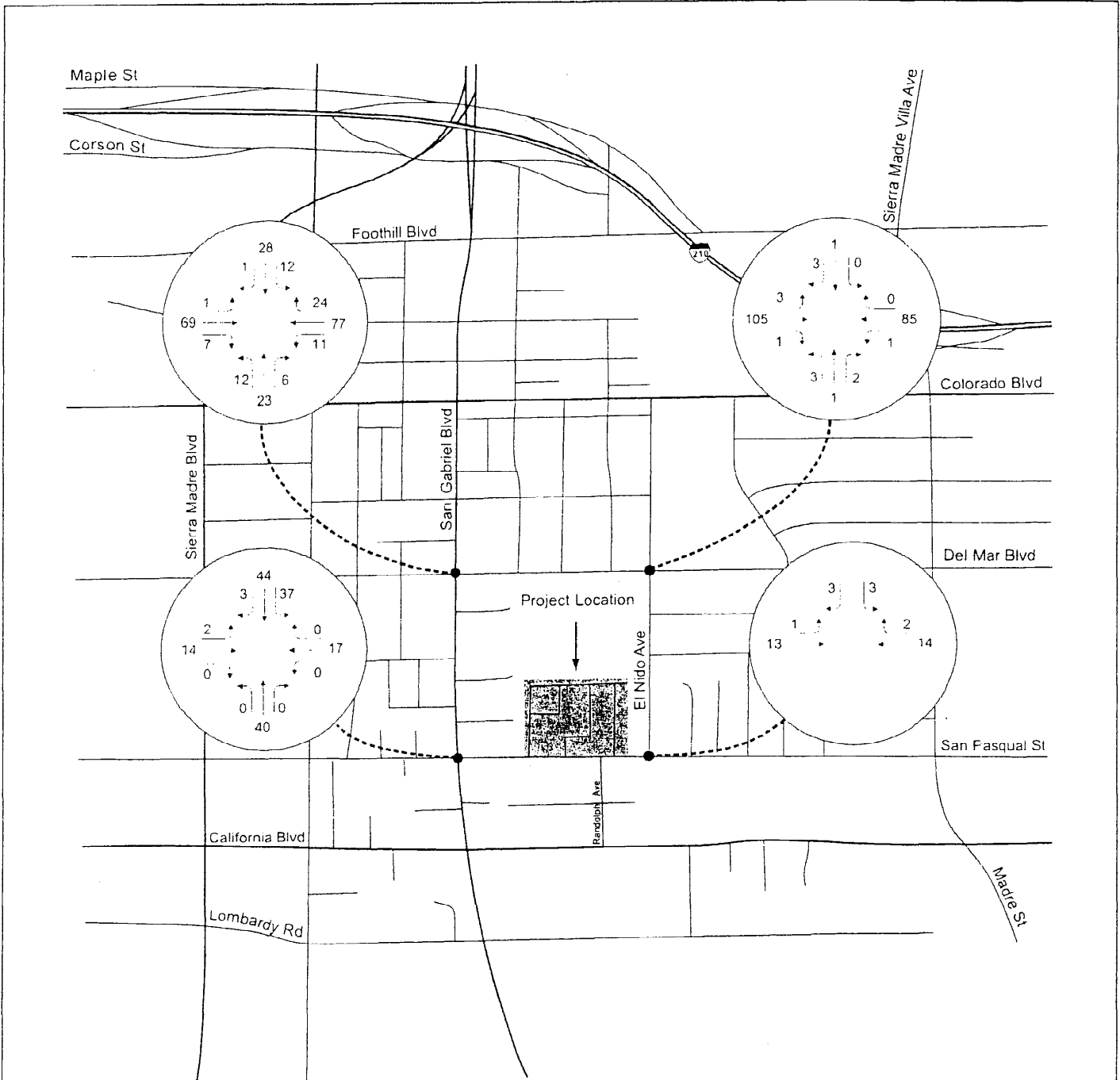
**LEGEND**

- Project Location
- Study Intersection
- Major Street
- Minor Street
- Study Street Segments
- Cumulative Project Locations



**LEGEND**

-  Project Location
-  Study Intersection
-  Major Street
-  Minor Street
-  Study Street Segments
-  Turning Movement Volume



**LEGEND**

- Project Location
- Study Intersection
- Major Street
- Minor Street
- Study Street Segments
- Turning Movement Volume