

Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact
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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? ()*

WHY? The Art Center project site is presently developed with a surface parking lot that covers approximately 95% of the site. Similar to the existing condition, the proposed new building and hardscape development will cover approximately 90% of the site. Therefore, development of the site will not significantly increase the amount of surface paving and will therefore not significantly 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, before the issuance of a building permit. This plan requires that the peak post-development storm-water runoff discharge rates do not exceed the estimated pre-development rate.

The drainage of surface water from the project will be controlled by building regulations and directed towards the City's existing streets, flood control channels, storm drains and catch basins. The applicant shall submit a site drainage plan for review and approval by the Building Division and the Public Works Department prior to the issuance of a building permit. Due to the existing building regulations and the submission, approval and implementation of a drainage plan there will be no significant impact from surface runoff.

The proposed code amendment to allow two new uses in the plan area will not result in a significant impact to Hydrology or Water Quality. However, since there are currently no plans to develop any of the proposed additional uses ("Colleges- traditional campus setting" and "dormitories"), the specific impacts of such a future development are, at this time, too speculative to evaluate. However, any future development projects will be subject to City regulations and CEQA review, and will be accordingly analyzed for Hydrology and Water Quality related impacts.

- 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? ()*

WHY? The existing drainage pattern of the area will not be altered, nor will the project substantially increase the rate or amount of surface runoff that would result in flooding on- or off-site. If drainage patterns are altered, the applicant shall provide an approved method of controlling storm water runoff. Approval shall

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be made by the Planning and Development Department and the Department of Public Works prior to issuance of a grading or building permit for this site.

If the proposed improvement drains to the driveway, the applicant shall construct a non-sump grate drain in the driveway at the back of the sidewalk. This drain shall discharge to the street at an approved angle in a cast iron curb drain or an approved curb outlet.

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?* ()

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

The proposed code amendment to allow two new uses in the plan area will not result in a significant impact to Hydrology or Water Quality. However, since there are currently no plans to develop any of the proposed additional uses (“Colleges- traditional campus setting” and “dormitories”), the specific impacts of such a future development are, at this time, too speculative to evaluate. However, any future development projects will be subject to City regulations and CEQA review, and will be accordingly analyzed for Hydrology and Water Quality related impacts.

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

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?* ()

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 (and Specific Plan area) 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?* ()

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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.

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? ()

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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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 (and Specific Plan area) are 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? ()

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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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 liquefaction and landslides.

12. LAND USE AND PLANNING. Would the project:

a. Physically divide an existing community? ()

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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WHY? The project will not physically divide an existing community, because the site is surrounded by development on all sides, and the project is infill construction in a highly urbanized area.

The proposed code amendment to allow two new uses in the plan area will not result in a significant impact to Land Use and Planning. However, since there are currently no plans to develop any of the proposed additional uses ("Colleges- traditional campus setting" and "dormitories"), the specific impacts of such a future development are, at this time, too speculative to evaluate. However, any future development projects will be subject to City regulations and CEQA review, and will be accordingly analyzed for Land Use related impacts. Given the urbanized nature of the Specific Plan area and the locations where these uses will be permitted to located, there are no anticipated significant impacts to Land Use and Planning.

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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? ()

WHY? The project is in the South Fair Oaks Specific Plan area and IG-SP2-HL56 (General Industrial, South Fair Oaks Specific Plan, Height Limit 56 feet) zoning district. The project proposes to change the zoning on the Art Center campus to PS (Public and Semi-public). This zoning designation is suitable for colleges and dormitories. Along with the rezoning, a Master Development Plan will be established for the Art Center site.

The South Fair Oaks Specific Plan does not permit “colleges – traditional campus setting” and “dormitories” in the IG-SP2-HL56 area. The project includes an amendment to the Specific Plan to permit these uses on Raymond Avenue south of California Boulevard and on the Glenarm power plant site. Adding these uses to the uses already permitted along Raymond Avenue is not in conflict with the current vision of the South Fair Oaks Specific Plan.

The project is consistent with the General Plan policies of targeting development into specific plan areas; promoting schools; and providing for the expansion of existing institutions.

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

WHY? 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? ()

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.

The proposed code amendment to allow two new uses in the plan area will not result in a significant impact to Mineral Resources. However, since there are currently no plans to develop any of the proposed additional uses (“Colleges- traditional campus setting” and “dormitories”), the specific impacts of such a future development are, at this time, too speculative to evaluate. However, any future development projects will be subject to City regulations and CEQA review, and will be accordingly analyzed for Mineral Resource related impacts.

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? ()

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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?* ()

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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 proposed code amendment to allow two new uses in the plan area will not result in a significant impact to Noise. However, since there are currently no plans to develop any of the proposed additional uses ("Colleges- traditional campus setting" and "dormitories"), the specific impacts of such a future development are, at this time, too speculative to evaluate. However, any future development projects will be subject to City regulations and CEQA review, and will be accordingly analyzed for Noise related impacts.

The impact from construction noise will be short-term and limited to normal working hours (7 a.m. to 9 p.m. Monday through Saturday in or within 500 feet of a residential area) in accordance with City regulations. A construction related traffic plan would be 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 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 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 1, Guidelines for Noise Compatible Land Use of the Noise Element, this residential – dormitory project should be located in an area with a "clearly to normally acceptable" ambient noise range of 50-70 dBA. Due to proximity to the light rail tracks, the project is located within the 60 and 65 dBA contours (see Figure 8 of the 2002 Noise Element.)

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An acoustical analysis will be required, to comply with the California Sound Transmission Standard that interior noise levels attributable to any exterior source shall not exceed 45 dB in any habitable room.

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

WHY? The east elevation of the proposed building is approximately 14 feet from the north/south Gold Line light rail tracks (and set back roughly 5 feet from the property line). The light rail system has been designed to limit excessive ground-borne vibration in surrounding buildings. The project shall incorporate recommendations from the acoustical analysis (see 14a), therefore the proposed project will not be significantly impacted by vibration or noise levels from other sources.

The proposed code amendment to allow two new uses in the plan area will not result in a significant impact to Noise. However, since there are currently no plans to develop any of the proposed additional uses (“Colleges- traditional campus setting” and “dormitories”), the specific impacts of such a future development are, at this time, too speculative to evaluate. However, any future development projects will be subject to City regulations and CEQA review, and will be accordingly analyzed for Noise related impacts.

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 Noise Restrictions Ordinance (Pasadena Municipal Code Chapter 9.36) sets the allowed ambient noise level. The project is in a fully developed urban area and will not increase ambient noise levels

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

WHY? The project will not cause a substantial temporary or periodic increase in ambient noise levels. 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) regulate hours of construction, noise levels generated by construction and mechanical equipment, and the allowed level of ambient noise. The impact from construction noise will be short-term and limited to normal working hours (7 a.m. to 9 p.m. Monday through Saturday) in accordance with City regulations. Also, the Public Works Department requires a construction-related traffic plan 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 shall be submitted for approval to the Traffic Engineer in the Public Works Department and to the Zoning Administrator before the issuance of any permits. This plan shall show the impact of the various construction stages on the public right-of-way including street occupations, closures, detours, staging areas, and routes of construction vehicles entering and exiting the construction site.

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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 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? ()

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)? ()

WHY? The project is in a developed area where all the major infrastructure is in place. The project will result in the potential net gain of 334 persons in residential population in 124 dormitory-style units. Improvements needed to connect this project to the existing infrastructure will be the responsibility of the applicant. Since the project is in conformance with the existing General Plan, this gain will not be significant.

The proposed code amendment to allow two new uses in the plan area will not result in a significant impact to Population and Housing. However, since there are currently no plans to develop any of the proposed additional uses ("Colleges- traditional campus setting" and "dormitories"), the specific impacts of such a future development are, at this time, too speculative to evaluate. However, any future development projects will be subject to City regulations and CEQA review, and will be accordingly analyzed for Population and Housing related impacts.

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

WHY? The project does not involve the demolition of housing units. The project proposes the construction of 124 dormitory-style housing units for a net gain of 124 dormitory-style housing units.

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This project conforms to the 2000-2005 Housing Element of the General Plan, City of Pasadena, adopted 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? ()

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WHY? The proposed project would not displace substantial numbers of people nor would it necessitate replacement housing.

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 following public services:

a. Fire Protection? ()

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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WHY? The project site (and Specific Plan area) is located in a low wildfire hazard area according to the Wildfire Hazard Map (Plate 4-2) of the Technical Appendix of the adopted 2002 Safety Element of the City's General Plan. The closest fire station to the site is Station 31 at 135 S. Fair Oaks Ave., approximately one mile from the project site. Station 31 has one engine-company and one rescue ambulance staffed with four-crew per each ladder and engine company and two-crew per rescue ambulance.

The project will include safety and security features such as fire sprinklers and alarm systems and the required access for emergency vehicles to ensure fire safety. Therefore, it will not result in the need to alter existing or construct new fire protection facilities, the construction of which could result in significant impacts on the physical environment. Impacts will be less than significant.

The proposed code amendment to allow two new uses in the plan area will not result in a significant impact to Public Services (including police, fire, schools, parks and libraries). However, since there are currently no plans to develop any of the proposed additional uses ("Colleges- traditional campus setting" and "dormitories"), the specific impacts of such a future development are, at this time, too speculative to evaluate. However, any future development projects will be subject to City regulations and CEQA review, and will be accordingly analyzed for Public Service related impacts.

b. Libraries? ()

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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WHY? The project is located 1,000 feet from the nearest branch library, Allendale Library. The City as a whole is well served by its Public Information (library) System. Dormitory students will also have access to the Art Center College of Design library.

c. Parks? ()

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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WHY? The project is located within 1,000 feet of the nearest park, Allendale 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.

For each new student housing unit there is a "Residential Impact Fee" charged under the Quimby Act. Payment of this fee mitigates any project impact on parks.

Students and employees will also have access to the plazas and open spaces in the project and on the Art Center main campus. The South Fair Oaks Specific Plan requires new development to include these passive spaces. The project is not expected to create a significantly increased demand for neighborhood or regional parks or other recreational facilities. Any impact on parks would therefore be less than significant.

d. Police Protection? ()

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WHY? The City of Pasadena maintains its own police force, and the main police station is at 207 North Garfield Avenue, approximately 1.5 miles from the project site. The project will have safety and security features, alarm systems, access for emergency vehicles, and safety and security lighting to deter crime. The Police Department will review the project plans. The project will not result in a need to alter existing or construct new police protection facilities, the construction of which could result in significant impacts on the physical environment. Impacts will be less than significant.

e. Schools? ()

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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WHY? The project contains 124 dormitory units. Only Art Center students will be allowed to live in the dormitories. No school age children will live in the project. 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. For this project, the development impact fee for commercial projects of \$0.31 per square foot will be collected. This fee helps pay for the cost of new children enrolling in the school district as a result of the development.

f. Other public facilities? ()

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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WHY? The project's development may result in additional maintenance of public facilities. However, the projected revenue to the City in terms of impact fees, increased property taxes), and development fees will lower this impact to a level that is not significant.

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?* ()

WHY? The project is located 1,000 feet from the nearest park, Allendale 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. The project may generate 334 residents who may use neighborhood and regional parks. However, payment of the required fee will lessen the impacts of increased usage to a less than significant level.

The proposed code amendment to allow two new uses in the plan area will not result in a significant impact to recreation. However, since there are currently no plans to develop any of the proposed additional uses ("Colleges- traditional campus setting" and "dormitories"), the specific impacts of such a future development are, at this time, too speculative to evaluate. However, any future development projects will be subject to City regulations and CEQA review, and will be accordingly analyzed for recreation related 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 Pasadena Human Service and Recreation Department coordinates a number of recreational fitness activities, classes, and programs for all ages. The project has no recreational activities or facilities on the site. As discussed under item 16. c. and item 17.a. above, the City has sufficient parks and recreation facilities to absorb the increase in use produced by the project with a less than significant impact.

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 on two Principal Mobility Corridors in the 2004 Adopted Mobility Element of the General Plan – Raymond Avenue and Glenarm Street.

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The traffic study commissioned for this project (Traffic and Parking Study for 1000 South Raymond Student Housing Project, Kaku Associates, March 2005) analyzed the potential traffic and parking impacts of the project (see Attachment.)

A summary of the key findings of the traffic study are as follows:

- Morning and afternoon peak hour capacity analyses were conducted for 11 intersections on the street system in the vicinity of the project site. Five of the 11 intersections currently operate at LOS E or F during one or more of the peak hours. Six of the 11 intersections currently operates at LOS D or better during the a.m. and p.m. peak hours.
- Under year 2007 cumulative base (i.e., no project) conditions, eight of the 11 study intersections are projected to operate at an unacceptable level of service (LOS E or F) during either the a.m. and p.m. peak hours. The cumulative base forecasts include growth in the existing traffic volumes to reflect the effects of overall regional growth and development outside the study area and the traffic generated by specific related projects located within, or in the vicinity of, the study area.
- The proposed project is projected to generate net new trips of approximately 897 daily trips, 65 trips during the a.m. peak hour, and 83 trips during the p.m. peak hour.
- Based on City of Pasadena's impact criteria, the proposed project is expected not to generate any significant intersection impacts.
- The potential impacts were evaluated for four street segments. Based on application of the City of Pasadena's significance criteria for street segment traffic impacts, the project is expected to generate significant traffic impacts at two of the segments: on 1) Glenarm Street between Raymond Avenue and Arroyo Parkway and 2) Raymond Avenue north of Glenarm Street.
- Mitigation for the above project impacts will include:
 - *The extension of the rideshare program and Transportation Demand Management program from the North Campus to the South Campus and to the project,*
 - *Support of transit by encouraging the students and faculty/staff to use the new Pasadena ARTS bus route that connects the North and South Campuses, and*
 - *Imposition of a limit on the number of parking spaces available to the students in the project housing development. The on-site parking permits would be limited to one space for every two students in the dorm.*
- The proposed parking supply of 453 spaces was found to meet the City Zoning Code requirements for parking, which requires that a total of 175 spaces be provided for the project land uses. The remaining on-site parking spaces will be used to replace the loss 145 spaces of the surface parking lot that now exists on the site and to consolidate off-site parking that the College now leases in the area.
- Analyses of potential impacts on the regional transportation system conducted in accordance with CMP requirements determined that the project would not have a significant impact on CMP monitoring intersections or the mainline freeway system.

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Based on the Transportation Department's significance criteria, the proposed project is not expected to generate any significant intersection impacts.

MITIGATION REQUIRED

The developers of the Art Center student housing project shall comply with the following:

1. *The School will extend its rideshare program and Transportation Demand Management program from the North Campus to the South Campus and to the project. Compliance to this condition will be monitored by the Transit Planning & Operations Division in accordance with the Pasadena Municipal Code.*
2. *The School will actively encourage students and faculty/staff to use transit services, including the City's ARTS bus route that connects both campuses.*
3. *The School will impose a limit on the number of parking spaces available to students in the housing development in order to discourage the reliance on automobile. The on-site parking permits will be limited to one space for every two students in the dorm. No overnight on-street parking permits will be issued to future students at this address.*
4. *The project is expected to add 897 new daily trips to the City's transportation system. Therefore, the project is conditioned to fund \$10,000 towards the Citywide Traffic Performance Monitoring Program for installing two permanent traffic monitoring stations near the project site. The fund shall be submitted prior to the issuance of a building permit.*

By satisfying the above-mentioned conditions, the proposed project's traffic impact is deemed less than significant. (source: Letter from Eric C. Shen, Manager of Transportation Planning & Development, City of Pasadena, June 23, 2005, to Patrick Gibson, Kaku Associates).

The proposed code amendment to allow two new uses in the plan area will not result in a significant impact to Traffic. However, since there are currently no plans to develop any of the proposed additional uses ("Colleges- traditional campus setting" and "dormitories"), the specific impacts of such a future development are, at this time, too speculative to evaluate. However, any future development projects will be subject to City regulations and CEQA review, and will be accordingly analyzed for Traffic related impacts.

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 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.

The closest CMP arterial monitoring intersection is located at the intersection of Arroyo Parkway and California Boulevard. The three closest CMP freeway monitoring locations are at the 1-210 Freeway at

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Rosemead Boulevard, the I-210 at the 134 (Ventura) Freeway, and the SR-110 (Pasadena Freeway) at Pasadena Avenue. Based on the project trip generation estimates and a review of the project traffic volumes, the proposed project is not expected to add more than 50 trips to the arterial monitoring location, nor more than the minimum criteria of 150 vehicles per hour.

Based on the traffic study, the nearest designated CMP transit center is the Fillmore Street Station of the Gold Line, less than ¼ mile from the project site.

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.

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 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?* ()

WHY? The ingress and egress for the site have been evaluated by the Transportation Department and found to be adequate for emergency access and 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.

f. *Result in inadequate parking capacity (vehicle or bicycle)?* ()

WHY? Due to the increased intensity of land use, there will be an increased demand for parking. The required number of parking spaces will be determined by the Master Development Plan. The parking garage is planned to have 460 parking spaces to accommodate the dormitory/student housing project at 1 space for every two student beds and also parking for the existing college building. The proposed project will also comply with the zoning code requirement for the provision of bicycle racks (PMC 17.46.320).

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

Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

WHY? The net addition of 124 dormitory-style residential units and 2,500 square feet of retail use will not result in a substantial impact upon the existing transportation system.

The project is near two principal mobility corridors according to the 2004 adopted Mobility Element of the General Plan.

The project is located near the following bus routes: MTA Line 686, MTA Line 177, MTA Line 260, MTA Line 256, MTA Line 361, ARTS Line 20, and ARTS Line 50. The ARTS bus connects the north and south campuses of the Art Center campus.

The project site is located within ¼ mile of the Fillmore Station (designated transit center) of the Gold Line light rail line that runs from Downtown Los Angeles to Pasadena.

Art Center College of Design currently has a rideshare and Transportation Demand Management Program (TDM) for its main campus on Lida Street and these programs will be extended to the south campus.

The project includes provisions for the use of bicycles. Therefore, the project will not conflict with any existing transportation related policies supporting alternative transportation.

19. UTILITIES AND SERVICE SYSTEMS. Would the project:

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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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 no unusual wastes in the project's wastewater, which cannot be treated by L.A. County Sanitation District.

The proposed code amendment to allow two new uses in the plan area will not result in a significant impact to Utilities and Service Systems. However, since there are currently no plans to develop any of the proposed additional uses ("Colleges- traditional campus setting" and "dormitories"), the specific impacts of such a future development are, at this time, too speculative to evaluate. However, any future development projects will be subject to City regulations and CEQA review, and will be accordingly analyzed for Utility and Service System related impacts.

- 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?* ()

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact
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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?* ()

WHY? The project will not require the construction of new stormwater 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.

Further, 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 meets a standard for review of drainage plans for compliance with the Standard Urban Storm Water Mitigation Plan (SUSMP) Ordinance. Thus, the Building Division of the Planning and Development Department and the Public Works Department must review drainage plans. 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?* ()

WHY? 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. 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. The new student housing/dormitory project will result in an increase of approximately 32,515 gallons per day in water consumption. The current use parking lot consumes a minimal amount of water for landscaping. The net gain in water consumption would be nearly 32,515 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. The project does not affect any of the local groundwater recharge spreading grounds.

Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact
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The proposed code amendment to allow two new uses in the plan area will not result in a significant impact to Utilities and Service Systems. However, since there are currently no plans to develop any of the proposed additional uses (“Colleges- traditional campus setting” and “dormitories”), the specific impacts of such a future development are, at this time, too speculative to evaluate. However, any future development projects will be subject to City regulations and CEQA review, and will be accordingly analyzed for Utility and Service System related impacts.

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? See responses to 19 a. and b.

The proposed 124 bed student housing project will increase the wastewater generated at the project site. To ensure this increase will not result in insufficient wastewater service, a sewer flow analysis, prepared by a civil engineer registered in the State of California, shall be submitted to the Department of Public Works for review and approval prior to the issuance of a demolition, grading, or building permit, whichever permit comes first. The sewer flow analysis shall include sewer flow monitoring at specific locations to be determined by the Department. The sewer flow analysis shall include calculations for the quantities of sewer flow for the pre-development and post-development conditions and determine the impact on all affected City sewerage facilities. The applicant will be required to mitigate any potential sewer capacity deficiency by a method approved by the Department. The applicant shall also be responsible for all costs required in mitigating the potential sewer capacity deficiency, including upgrading existing sewer mains and/or replacing the existing sewer mains with larger mains, including sewers, downstream of the proposed development. All sewer mitigation shall be completed prior to the issuance of a Certificate of Occupancy.

The proposed development shall connect to the public sewer by a method approved by the Department of Public Works. All sewer connection shall be 6” diameter vitrified clay pipe with a minimum slope of 2 percent.

MITIGATION REQUIRED

1. The applicant shall submit to the Public Works Department—for review and approval— a sewer flow analysis, prepared by a civil engineer registered in the State of California, for review and approval prior to the issuance of a demolition, grading, or building permit, whichever permit comes first. The sewer flow analysis shall include sewer flow monitoring at specific locations to be determined by the Department. The sewer flow analysis shall include calculations for the quantities of sewer flow for the pre-development and post-development conditions and determine the impact on all affected City sewerage facilities. The applicant will be required to mitigate any potential sewer capacity deficiency by a method approved by the Department. The applicant shall also be responsible for all costs required in mitigating the potential sewer capacity deficiency, including upgrading existing sewer mains and/or replacing the existing sewer mains with larger mains, including sewers, downstream of the proposed development. All sewer mitigation shall be completed prior to the issuance of a Certificate of Occupancy. If the required study identifies off-site wastewater improvements as necessary to support the proposed project, the City of Pasadena will revisit this Initial Study to determine if the required wastewater infrastructure improvements would cause any environmental impacts not discussed in this document. If any of the conditions that require recirculation of

Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact
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the CEQA document are met, the City shall revise this document accordingly and recirculate it for public review in accordance with Section 15073.5 of the State CEQA Guidelines.

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 as of July 2005 has a 20-year capacity, and secondarily by Puente Hills, which was re-permitted 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 City Council approves franchises to specific solid waste collection firms collect solid waste. These firms are to keep records showing that the firms are reducing the amount of solid waste taken to land fills.

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

WHY? The project will comply with 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.

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). 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.

Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact
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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? The subject site is in a highly urbanized area of Pasadena and does not have any unique biological resources or habitat. Thus, it does not have the potential to affect the habitat of any fish or wildlife species, cause any fish or wildlife population to drop below self-sustaining levels, threaten to eliminate any plant or animal community, or reduce the number or restrict the range of any rare or endangered plant or animal. The site has been developed with a variety of uses over time and no historic or prehistoric structures or sites exist on the site. Thus, the project will not result in the elimination of important example of major periods of California prehistory.

There are potential impacts to the environment related to air quality, traffic and sewer capacity. However, with the project's adherence to the proposed mitigation measures these impacts will be reduced to a less than significant level.

The proposed code amendment to allow two new uses in the plan area will not result in a significant impact to the environment. However, since there are currently no plans to develop any of the proposed additional uses ("Colleges- traditional campus setting" and "dormitories"), the specific impacts of such a future development are, at this time, too speculative to evaluate. However, any future development projects will be subject to City regulations and CEQA review, and will be accordingly analyzed for any potential impacts.

- 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 project site is in a developed urban area. The proposed 124-unit dormitory building is an in-fill project in a developed area. The net increase of 124 units is within the amount permitted per the General Plan and the project meets the goals and objectives of the General Plan. In addition, the Transportation Department has reviewed the project, and implementation of the mitigation measures identified in this study address traffic, soils, and utilities to ensure that no significant unavoidable impacts will occur as a result of the project. The acoustical study is required for impacts resulting from existing conditions and are limited to this project.

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

Potentially
Significant
Impact

Significant
Unless
Mitigation is
Incorporated

Less Than
Significant
Impact

No Impact



WHY? The proposed project is compatible with other uses presently found in the South Fair Oaks Specific Plan area and adjacent Central District Specific Plan area. The proposed uses are consistent with the goals and objectives of the General Plan. Prior to issuance of building permits the project must be reviewed and approved by a number of City Departments including Fire, Planning and Development 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 analysis in this Initial Study indicates that no adverse impacts on persons will result from the new development.

Mitigation measures are required that will reduce the potential air quality, transportation, and utility impacts to a level of insignificance.

The proposed code amendment to allow two new uses in the plan area will not result in a significant impact to the environment. However, since there are currently no plans to develop any of the proposed additional uses ("Colleges- traditional campus setting" and "dormitories"), the specific impacts of such a future development are, at this time, too speculative to evaluate. However, any future development projects will be subject to City regulations and CEQA review, and will be accordingly analyzed for any potential impacts.

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	Alquist-Priolo Earthquake Fault Maps- the official Los Angeles and Mt. Wilson, quadrant maps were released in 1977.
3	CEQA Air Quality Handbook, South Coast Air Quality Management District, revised 1993
4	East Pasadena Specific Plan Overlay District, City of Pasadena Planning and Development Department, codified 2001
5	Energy Element of the General Plan, City of Pasadena, adopted 1983
6	Fair Oaks/Orange Grove Specific Plan Overlay District, City of Pasadena Planning and Development Department codified 2002
7	Final Environmental Impact Report (FEIR) Land Use and Mobility Elements of the General Plan, City of Pasadena, certified 2004
8	2000-2005 Housing Element of the General Plan, City of Pasadena, adopted 2002.
9	Inclusionary Housing Ordinance Pasadena Municipal Code Chapter 17.71 Ordinance #6868
10	Land Use Element of the General Plan, City of Pasadena, adopted 2004
11	Mobility Element of the General Plan, City of Pasadena, adopted 2004
12	Noise Element of the General Plan, City of Pasadena, adopted 2002
13	Noise Protection Ordinance Pasadena Municipal Code Chapter 9.36 Ordinances # 5118, 6132, 6227, 6594 and 6854
14	North Lake Specific Plan Overlay District, City of Pasadena Planning and Development Department, Codified 1997
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 n 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



City of Pasadena
Planning Division
175 N. Garfield Avenue
Pasadena, California 91101-1704

MITIGATED NEGATIVE DECLARATION

PROJECT TITLE: Art Center College of Design
Master Development Plan, Zone Change,
and South Fair Oaks Specific Plan Amendment
PLN 2005-00148

PROJECT APPLICANT: Art Center College of Design
1700 Lida Street
Pasadena, CA 91103
Contact person: George Falardeau
626-396-2201

PROJECT CONTACT PERSON: Laura F. Dahl, Senior Planner

ADDRESS: City of Pasadena
Planning and Development Department
Community Planning Section
175 North Garfield Avenue
Pasadena, CA 91101-1704

TELEPHONE: 626-744-6767

PROJECT LOCATION: The project is in the City of Pasadena, County of Los Angeles, State of California. The proposed project is located on the northeast corner of Raymond Avenue and Glenarm Street. Addresses are 950 and 1000 South Raymond Avenue. The Specific Plan Amendment is for the frontage of Raymond Avenue from California Boulevard to Glenarm Street and including the Glenarm Power Plant site. A zone change is proposed for the area governed by the Art Center College of Design Master Development Plan.

PROJECT DESCRIPTION: Art Center is proposing to construct a student dormitory with 124 units / 334 beds over a 450 space parking structure on their existing surface parking lot. The parking structure will have 3 levels of subterranean parking and one level at grade. The housing will be above the podium level and will be 5 stories adjacent to the light rail tracks and 3 stories

along the Raymond frontage of the site. The proposed dormitory and underground parking structure are approximately 316,223 square feet.

The parking structure will serve the new student housing building at one space per two beds, and the south campus building at 3.1 spaces / 1,000 square feet.

The project will combine two sites:

- a) Existing parking lot with 145 parking spaces on 51,594 square feet, and
- b) Existing South Campus building which is approximately 93,410 square feet on a 55,000 square foot site.

The project also includes an amendment to the South Fair Oaks Specific Plan to allow "college – traditional campus setting" and "dormitories" uses along Raymond Avenue from California Boulevard to Glenarm Street and on the Glenarm Power Plant site. However, no physical changes are currently proposed in this location.

FINDING

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

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

The proposed project COULD have a significant effect on the environment, however there will not be a significant effect in this case because the mitigation measures described in the Mitigation Monitoring Program on file in the Planning Division Office were adopted to reduce the potential impacts to a level of insignificance.

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

Completed by: Laura F. Dahl	Determination Approved:
Title: Senior Planner	Title: Jennifer Paige-Saeki, Senior Planner
Date: October 20, 2005	Date: February 1, 2006

PUBLIC REVIEW PERIOD: October 20 – November 9, 2005

COMMENTS RECEIVED ON DRAFT: Yes No

INITIAL STUDY REVISED: Yes No

MITIGATION MONITORING AND REPORTING PROGRAM

#PLN2005-00148 PROJECT ADDRESS

This Mitigation Monitoring and Reporting Program (MMRP) PLN2005-00148 located at 950 and 1000 South Raymond Avenue has been prepared pursuant to the California Environmental Quality Act (CEQA – Public Resources Code, Section 21000 *et seq.*), the CEQA Guidelines (Cal. Code Regs., Title 14, Chapter 3, Sections 15074 and 15097) and the City of Pasadena CEQA Guidelines. A master copy of this MMRP shall be kept in the office of the Zoning Administrator and shall be available for viewing upon request. A copy also will be available at the office of the Condition/Mitigation Monitoring Coordinator.

PROJECT DESCRIPTION: Art Center is proposing to construct a student dormitory with 124 units / 334 beds over a 450 space parking structure on their existing surface parking lot. The parking structure will have 3 levels of subterranean parking and one level at grade. The housing will be above the podium level and will be 5 stories adjacent to the light rail tracks and 3 stories along the Raymond frontage of the site. The proposed dormitory and underground parking structure are approximately 316,223 square feet.

The parking structure will serve the new student housing building at one space per two beds, and the south campus building at 3.1 spaces / 1,000 square feet.

The project will combine two sites:

- a) Existing parking lot with 145 parking spaces on 51,594 square feet, and
- b) Existing South Campus building which is approximately 93,410 square feet on a 55,000 square foot site.

The project also includes an amendment to the South Fair Oaks Specific Plan to allow “college – traditional campus setting” and “dormitories” uses along Raymond Avenue from California Boulevard to Glenarm Street and on the Glenarm Power Plant site. However, no physical changes are currently proposed in this location.

This MMRP includes mitigation measures in the Mitigation Monitoring and Reporting Matrix on the following pages that correspond to the final Mitigated Negative Declaration (MND) for the project. The matrix lists each mitigation measure or series of mitigation measures by environmental topic. For each mitigation measure, the frequency of monitoring and the responsible monitoring entity is identified. Mitigation measures may be shown in submittals and may be checked only once, or they may require monitoring periodically during and/or after construction. Once a mitigation measure is complete, the responsible monitoring entity shall date and initial the corresponding cell, and indicate how effective the mitigation measure was.

If any mitigation measures are not being implemented, the City may pursue corrective action. Penalties that may be applied include, but are not limited to, the following: (1) a written notification and request for compliance; (2) withholding of permits; (3) administrative fines; (4) a stop-work order; (5) forfeiture of security bonds or other guarantees; (6) revocation of permits or other entitlements.

Monitoring Program Cost:

I HEREBY AGREE TO PAY THE CITY MONITORING FEES, AND IMPLEMENT THESE MITIGATION MEASURES, AT A MINIMUM, IN THE DESIGN, CONSTRUCTION, AND MAINTENANCE OF THE PROJECT.

APPLICANT

DATE

**Mitigation Monitoring and Reporting Program Matrix
 PLN 2005-00148 – 950 & 1000 South Raymond Avenue**

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity	Mitigation Measure Complete?	Effectiveness
Impact 1 – Traffic and Circulation				
<p>1. The School will extend its rideshare program and Transportation Demand Management program from the North Campus to the South Campus and to the project. Compliance to this condition will be monitored by the Transit Planning & Operations Division in accordance with the Pasadena Municipal Code.</p>	<p>Prior to Certificate of Occupancy</p>	<p>Department of Transportation</p>		
<p>2. The School will actively encourage students and faculty/staff to use transit services, including the City's ARTS bus route that connects both campuses.</p>	<p>Prior to issuance of building permits for the Project.</p>	<p>Department of Transportation</p>		
<p>3. The School will impose a limit on the number of parking spaces available to students in the housing development in order to discourage the reliance on automobile. The on-site parking permits will be limited to one space for every two students in the dorm. No overnight on-street parking permits will be issued to future students at this address.</p>	<p>Prior to issuance of Certificate of Occupancy and through the monitoring of the Transportation Demand Management program.</p>	<p>Department of Transportation</p>		
<p>4. The project is expected to add 897 new daily trips to the City's transportation system. Therefore, the project is conditioned to fund \$10,000 towards the Citywide Traffic Performance Monitoring Program for installing two permanent traffic monitoring stations near the project site. The fund shall be submitted prior to the issuance of a building permit.</p>	<p>Funds to be submitted to the City prior to the issuance of a Building Permit for the Project.</p>	<p>Department of Transportation</p>		
Impact 2 – Air Quality				
<p>1. Painting and architectural</p>	<p>Periodically</p>	<p>Building</p>		

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity	Mitigation Measure Complete?	Effectiveness
coatings shall not exceed 3,476 square feet of painted surface per day. Duration of the painting shall be at least 74.8 days.	during construction (at least twice per month)	Division		
Impact 3 – Utilities and Service Systems				
<p>1. The applicant shall submit to the Public Works Department—for review and approval— a sewer flow analysis, prepared by a civil engineer registered in the State of California, for review and approval prior to the issuance of a demolition, grading, or building permit, whichever permit comes first. The sewer flow analysis shall include sewer flow monitoring at specific locations to be determined by the Department. The sewer flow analysis shall include calculations for the quantities of sewer flow for the pre-development and post-development conditions and determine the impact on all affected City sewerage facilities. The applicant will be required to mitigate any potential sewer capacity deficiency by a method approved by the Department. The applicant shall also be responsible for all costs required in mitigating the potential sewer capacity deficiency, including upgrading existing sewer mains and/or replacing the existing sewer mains with larger mains, including sewers, downstream of the proposed development. All sewer mitigation shall be completed prior to the issuance of a Certificate of Occupancy. If the required study identifies off-site wastewater improvements as necessary to support the proposed project, the City of Pasadena will revisit this Initial Study to determine if the required wastewater infrastructure improvements would cause any environmental impacts not discussed in this document. If any of the conditions that require recirculation of the CEQA</p>	<p>Prior to the issuance of a demolition, grading, or building permit for the Project, whichever comes first.</p>	<p>Public Works Department</p>		

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity	Mitigation Measure Complete?	Effectiveness
<p>document are met, the City shall revise this document accordingly and recirculate it for public review in accordance with Section 15073.5 of the State CEQA Guidelines.</p>				