

Potentially  
Significant  
Impact

Significant  
Unless  
Mitigation is  
Incorporated

Less Than  
Significant  
Impact

No Impact

feet), the applicant is required to submit and implement a SUSMP compliance plan. Compliance with the MS4 permit and SUSMP would ensure that the proposed project would not violate any water quality standards or waste discharge requirements, and would have no related significant impacts.

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

**WHY?** The project would not install any groundwater wells, and would not otherwise directly withdraw any groundwater. In addition, there are no known aquifer conditions at the project site or in the surrounding area, which could be intercepted by excavation or development of the project. Therefore, the proposed project would not physically interfere with any groundwater supplies.

The project will use the existing water supply system provided by the Pasadena Department of Water and Power. The source of some of this water supply is ground water, stored in the Raymond Basin. Thus, the project could indirectly withdraw groundwater. However, the proposed water usage would be negligible in comparison to the overall water service provided by the Department of Water and Power. With normal operation and the completion of Phase 1 and Phase 2 development, the project will use approximately 11,651 gallons of water per day. Per the City's Water and Power Department, existing entitlements and sources can serve the proposed project.

In December of 2007 the City of Pasadena also enacted a Water Shortage Plan I under Pasadena Municipal Code §13.10.040. In addition, the City anticipates statewide water demand reduction requirements beginning in 2009, as a result of Governor Arnold Schwarzenegger's 2008 20% reduction by 2020 ("20x2020"), and the current work being done by the California Department of Water Resources, the State Water Resources Control Board, and other state agencies to implement the Governor's 20x2020 Water Conservation Initiative Program. As a result, to meet these policy goals, the current project must comply with the Water Shortage Procedures Ordinance and the City's goal to meet the 20x2020 goals by submitting a water-conservation plan limiting the water consumption to 80% of its originally anticipated amount. With submission of this plan, the project will not have any individual or cumulative impacts on water supply. This plan is subject to review and approval by the City's Water and Power Department and the Building Division before the issuance of a building permit. The applicant's irrigation and plumbing plans are also required to comply with the approved water-conservation plan. This water-reduction plan will bring water consumption for the current project below the projected levels for the previously entitled project.

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 80% 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? ( )*

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

**WHY?** Because of the configuration of the site, runoff drains primarily as sheet flow from the northwest to the southeast. The project site does not contain any discernable streams, rivers, or other drainage features. Development of the site will involve minor grading, but will not substantially alter the drainage pattern of the site or surrounding.

Although the project would slightly alter the site's localized drainage pattern, the project would not result in substantial erosion or siltation. The project is subject to NPDES requirements, including the County-wide MS4 permit and the City's SUSMP ordinance. In accordance with these requirements, the applicant is required to submit a plan to the City that demonstrates how the project will comply with the City's SUSMP. To comply with the SUSMP, the project must implement Best Management Practices (BMPs) that reduce water quality impacts, including erosion and siltation, to the maximum extent practicable. Complying with the City's SUSMP and implementing the required BMPs will ensure that the proposed project would not result in significant erosion or siltation impacts due to changes to drainage patterns.

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. Prior to the issuance of a building permit, the applicant is required to submit a site drainage plan to the Building Division and the Public Works Department for review and approval. This required approval ensures that the proposed drainage plan is appropriately designed and that the proposed runoff does not exceed the capacity of the City's storm drain system. The proposed drainage of the site would not channel runoff on exposed soil, would not direct flows over unvegetated soils, and would not otherwise increase the erosion or siltation potential of the site or any downstream areas. Therefore, the proposed project would not result in significant erosion or siltation impacts from changes to drainage patterns.

*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? ( )*

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

**WHY?** As discussed, the project would involve only minor changes in the site's drainage patterns and does not involve altering a discernable drainage course. The proposed minor changes to the site's drainage patterns are not expected to cause flooding. Regardless, the project's potential to cause flooding would be eliminated through the required compliance with the City's SUSMP ordinance. This ordinance requires post-development peak storm water runoff rates to not exceed pre-development peak storm water runoff rates. This project is subject to the requirements of the City's Storm Water and Urban Runoff control Regulation Ordinance which implements the requirements of the Regional Water Quality Control Board's SUSMP. Prior to the issuance of any demolition, grading or construction permits for this project, the applicant is required to submit a detailed plan indicating the method of SUSMP compliance.

Since the project does not involve alteration of a discernable watercourse and post-development runoff discharge rates are required to not exceed pre-development rates, the proposed project does not have the potential to alter drainage patterns or increase runoff in a manner that would result in flooding. Therefore, the proposed project would not cause flooding and would have no associated impacts.

*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? ( )*

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

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

Similarly, as discussed above in Sections 11.a) and 11.c), the project would generate only typical, non-point source, urban stormwater pollutants. These pollutants are covered by the County-wide MS4 permit, and the project, through the City's SUSMP ordinance, is required to implement BMPs to reduce stormwater pollutants to the maximum extent practicable. Therefore, the proposed project would not create runoff that would exceed the capacity of the storm drain system and would not provide a substantial additional source of polluted runoff.

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

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

**WHY?** As discussed above, the proposed development will not be a point-source generator of water pollutants. The only long-term water pollutants expected to be generated onsite are typical urban stormwater pollutants. Compliance with the City's SUSMP ordinance will ensure these stormwater pollutants would not substantially degrade water quality.

The project, however, also has the potential to generate short-term water pollutants during construction, including sediment, trash, construction materials, and equipment fluids. The County-wide MS4 permit requires construction sites to implement BMPs to reduce the potential for construction-induced water pollutant impacts. These BMPs include methods to prevent contaminated construction site stormwater from entering the drainage system and preventing construction-induced contaminants from entering the drainage system. The MS4 identifies the following minimum requirements for construction sites in Los Angeles County:

1. Sediments generated on the project site shall be retained using adequate Treatment Control or Structural BMPs;
2. Construction-related materials, wastes, spills or residues shall be retained at the project site to avoid discharge to streets, drainage facilities, receiving waters, or adjacent properties by wind or runoff;
3. Non-storm water runoff from equipment and vehicle washing and any other activity shall be contained at the project site; and
4. Erosion from slopes and channels shall be controlled by implementing an effective combination of BMPs (as approved in Regional Board Resolution No. 99-03), such as the limiting of grading scheduled during the wet season; inspecting graded areas during rain events; planting and maintenance of vegetation on slopes; and covering erosion susceptible slopes.

Complying with both the MS4's construction site requirements will ensure that construction of the proposed project would not substantially degrade water 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?* ( )

<b>Potentially Significant Impact</b>	<b>Significant Unless Mitigation is Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
---	--	---	------------------

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

**WHY?** No portions of the City of Pasadena are within a 100-year floodplain identified by the Federal Emergency Management Agency (FEMA). As shown on FEMA map Community Number 065050, the entire City is in Zone D, for which no floodplain management regulations are required. In addition, according to the City's Dam Failure Inundation Map (Plate 3-1, of the adopted 2002 Safety Element of the City's General Plan) the project is not located in a dam inundation area.

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

**WHY?** No portions of the City of Pasadena are within a 100-year floodplain identified by the Federal Emergency Management Agency (FEMA). As shown on FEMA map Community Number 065050, the entire City is in Zone D, for which no floodplain management regulations are required. Therefore, the proposed project would not place structures within the flow of the 100-year flood, and the project would have no related impacts.

*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"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

**WHY?** No portions of the City of Pasadena are within a 100-year floodplain identified by the Federal Emergency Management Agency (FEMA). As shown on FEMA map Community Number 065050, the entire City is in Zone D, for which no floodplain management regulations are required. In addition, according to the City's Dam Failure Inundation Map (Plate P-2, of the adopted 2002 Safety Element of the City's General Plan) the project is not located in a dam inundation area. Therefore, the project would not have a significant impact from exposing people or structures to flooding risks, including flooding as a result of the failure of a levee or dam.

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

**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"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

Potentially Significant Impact

Significant Unless Mitigation is Incorporated

Less Than Significant Impact

No Impact

WHY? The project will not physically divide and existing community. Pasadena Christian School is an existing private school within an established residential area. No adverse impact will result.

- 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 Pasadena Christian School Master Development Plan boundary area is consistent with both the PS (Public and Semi-Public) zoning designation and the Institutional General Plan Land Use Designation in the adopted 2004 Land Use Element; however, with the acquisition of the property at 1472 N. Garfield Avenue, the applicant is requesting a General Plan Amendment and Zone Change to incorporate this property into the school's master plan boundary area. Currently, the parcel has a General Plan Land Use designation of Medium Density Residential (0-16 dwelling units/net acre) with the corresponding zoning designation of RM-16 (Multi-family Residential, 16 dwelling units/net acre).

The proposed General Plan Amendment and Zone Change is consistent with Objective 24 – Existing Institutions, Policy 24.2 – Land Use Opportunities, and Policy 24.4 – Support Planning, of the General Plan Land Use Element. Objective 24 provides for long-term opportunities for growth of existing cultural, scientific, corporate entertainment and education institutions in balance with their surrounding. Policy 24.2 provides for land use opportunities to develop regionally significant cultural, scientific, corporate, entertainment, and educational uses. Policy 24.4 supports specific plans, master plans, and other planning activities initiated by cultural, scientific, corporate, entertainment and educational institutions.

The General Plan Amendment and Zone Change must be approved and effective prior to any building permits being issued for the property to be used as an institutional use for the school campus. Given the proposed Master Plan's consistency with a variety of objectives and policies of the Pasadena General Plan, the project's request for a General Plan Amendment and Zone Change would not cause any significant environmental impacts.

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

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

13. MINERAL RESOURCES. Would the project:

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

WHY? No active mining operations exist in the City of Pasadena. There are two areas in Pasadena that may contain mineral resources. These two areas are Eaton Wash, which, was formerly mined for sand and

<b>Potentially Significant Impact</b>	<b>Significant Unless Mitigation is Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
---	--	---	------------------

gravel, and Devils Gate Reservoir, which was formerly mined for cement concrete aggregate. The project is not near these areas.

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

                        
 
                         
 
                         

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

**14. NOISE.** Will the project result in:

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

                        
 
                         
 
                         

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

The project would generate short-term noise due to construction activities. However, the project will adhere to City regulations governing hours of construction, noise levels generated by construction and mechanical equipment, and the allowed level of ambient noise (Chapter 9.36 of the Pasadena Municipal Code). In accordance with these regulations, construction noise will be limited to normal working hours (7:00 a.m. to 7:00 p.m. Monday through Friday, 8:00 a.m. to 5:00 p.m. on Saturday, in or within 500 feet of a residential area). A construction related traffic plan is also required to ensure that truck routes for transportation of materials and equipment are established with consideration for sensitive uses in the neighborhood. A traffic and parking plan for the construction phase will be submitted for approval to the Traffic Engineer in the Department of Transportation and to the Zoning Administrator prior to the issuance of any permits. Therefore, adhering to established City regulations will ensure that the project would not generate noise levels in excess of standards.

The project would also not expose persons to excessive noise. The 2002 adopted Noise Element of the Comprehensive General Plan contains objectives and policies to help minimize the effects of noise from different sources. According to Figure 2 of the City's Noise Element (2002) the project site lies between the 50 and 60 dBA noise contours. This level of noise is within the "Clearly Acceptable" range for the proposed land use, as shown in Figure 1 of the adopted City's Noise Element (2002). Therefore, the project would not expose future students of Pasadena Christian School to noise levels in excess of standards.

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

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

**WHY?** The project is not located near any sources of groundborne noise or vibration and the project would not generate excessive groundborne noise or vibration.

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

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

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

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

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

**WHY?** The project would generate short-term noise due to construction activities. The project will adhere to City regulations governing hours of construction and noise levels generated by construction and mechanical equipment. (Chapter 9.36 of the Pasadena Municipal Code). In accordance with these regulations, construction noise will be limited to normal working hours (7:00 a.m. to 7:00 p.m. Monday through Friday, 8:00 a.m. to 5:00 p.m. on Saturday, in or within 500 feet of a residential area). A construction related traffic plan is also required to ensure that truck routes for transportation of materials and equipment are established with consideration for sensitive uses in the neighborhood. A traffic and parking plan for the construction phase will be submitted for approval to the Traffic Engineer in the Department of Transportation and to the Zoning Administrator prior to the issuance of any permits. Therefore, adhering to established City regulations will ensure that the project would not result in a substantial temporary or periodic increase in noise levels during construction.

School activities may generate temporary noise, such as children playing, congregation of students (formal and informal), interaction/voices, vehicle operations, and student drop-off activities. However, such noises are currently generated onsite and the proposed Master Plan amendment would not cause any substantial changes to the school's existing noise generation. The proposed Master Plan Amendment includes only a marginal increase in student enrollment (Phase 2 would accommodate up to 105 additional students); and the proposed Master Plan Amendment would not place any new student congregation areas adjacent to sensitive receptors. Therefore, the proposed Master Plan Amendment would not result in a substantial temporary or periodic increase in noise levels during school operation.

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? ( )*

<b>Potentially Significant Impact</b>	<b>Significant Unless Mitigation is Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
---	--	---	------------------

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

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

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

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

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

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

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

**WHY?** Pasadena Christian School is a use consistent with the General Plan Land Use designation of Institutional and zoning designation of PS (Public and Semi-Public) for the site; however with the acquisition of 1472 N. Garfield Avenue, in which the General Plan Land Use designation for this property is Medium Density Residential (0-16 dwelling units/net acre) and zoning designation of RM-16 (Multi-family Residential, 16 dwelling units/net acre), the applicant is requesting a General Plan Amendment and Zone Change to an institutional use that will allow them to incorporate this property within their Master Plan boundary area. The proposed project is consistent with the growth anticipated and accommodated by the City's General Plan. Furthermore, the project is located in a developed urban area with an established roadway network and in-place infrastructure. Thus, development of the proposed project would not require extending or improving infrastructure in a manner that would facilitate off-site growth. Therefore, the proposed project would not induce substantial population growth, and would have no related significant impacts. (See Section 12 of this document).

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

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

**WHY?** The project site does not contain any existing dwelling units; however for the property at 1472 N. Garfield Avenue proposed for a General Plan Amendment from Medium Density Residential (0-16 dwelling units/net acre) and zone change from RM-16 (Multi-family Residential, 16 dwelling units/net acre), a single-family residential unit is located on the site. Currently, the single-family unit is a rental unit owned by the school and houses the custodial staff of the campus. The property is an 8,910-square foot parcel and with its current General Plan Land Use and zoning designation, Medium Density Residential and RM-16 respectively, three units could be developed. With the acquisition of this property by the applicant, Pasadena Christian School, the school is requesting a General Plan Amendment and Zone Change to



Potentially  
Significant  
Impact

Significant  
Unless  
Mitigation is  
Incorporated

Less Than  
Significant  
Impact

No Impact

incorporate this property within their Master Plan boundary area. The single-family dwelling unit is not proposed for demolition, would be retain on its current location, and continue to house the school's custodial staff. The proposed project would not displace any residents or housing, and would have no related impacts.

If in the future the house at 1472 N. Garfield Avenue was to be converted to an administrative use for the school, there could be a loss of a potential unit; however, this loss would not be significant. This project does conform to the 2000-2005 Housing Element of the General Plan, City of Pasadena, adopted 2002, therefore this housing loss is within the housing forecast in this element.

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

**WHY?** No persons currently reside on the project site and the project site does not contain any existing dwelling units; however, the parcel at 1472 N. Garfield Avenue proposed for a General Plan Amendment and Zone Change does contain an existing single-family dwelling unit. With the acquisition of this property by the applicant, Pasadena Christian School, the school is requesting a General Plan Amendment and Zone Change to incorporate this property within their Master Plan boundary area. The single-family dwelling unit is not proposed for demolition, would be retain on its current location, and continue to house the custodial staff. The proposed project would not displace any residents or housing, and would have no related impacts.

If in the future the house at 1472 N. Garfield Avenue was to be converted to an administrative use for the school, there could be a loss of a potential unit; however, this loss would not be significant. This project does conforms to the 2000-2005 Housing Element of the General Plan, City of Pasadena, adopted 2002, therefore this housing loss is within the housing forecast in this element.

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

a. Fire Protection? ( )

**WHY?** The proposed project will not result in the need for additional new or altered fire protection services and will not alter acceptable service ratios or response times. The proposed project consists of 8,733-square feet of new development for Phase 1 and 28,720-square feet for Phase 2, which could increase the demand on the Pasadena Fire Department. However, the project itself is not large enough to require the development of additional Fire Department facilities. The new project will incorporate safety and security features, including fire sprinklers, alarms systems, and adequate access for emergency vehicles. Therefore, the proposed project would not significantly impact fire protection services. See also Section 10.h) of this document for wildfire-related impacts.

The project site is approximately 0.75 miles from Fire Station 36 at 1140 N. Fair Oaks Avenue.

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

b. *Libraries?* ( )

                        
 
                         
 
                         

**WHY?** The project is located approximately 0.50 miles from La Pintesca Branch Library at 1355 N. Raymond Avenue and approximately 0.8 miles from Santa Catalina Branch Library at 999 E. Washington Boulevard. The City as a whole is well served by its Public Information (library) System; and the project would not significantly impact library services.

c. *Parks?* ( )

                        
 
                         
 
                         

**WHY?** The project is located approximately 0.50 miles from La Pintesca Park at 45 E. Washington Boulevard and 0.47 miles from Washington Park on the southeast corner of Washington Boulevard and El Molino Avenue. According to the City's park impact fee nexus study prepared in 2004, for every 1000 residents the City as a whole has 2.17 acres of developed parkland and 1.49 acres of open space parkland, for a total of 3.66 acres of park and open space per 1000 residents.

The proposed project is a non-residential project that would not directly increase the City's population. However, there is a potential for an increase in usage of park space given the new employees and patrons associated with the proposed project.

The proposed project is an amendment to the Pasadena Christian School Master Development Plan. The school campus also has approximately 97,792-square feet of existing outdoor play for their children. The school is proposing a new outdoor play area of approximately 7,140-square feet. The project would not require or result in the need for additional parks or park facilities.

d. *Police Protection?* ( )

                        
 
                         
 
                         

**WHY?** The proposed project will not result in the need for additional new or altered police protection services and will not alter acceptable service ratios or response times. The proposed project consists of 8,733-square feet of new development for Phase 1 and 28,720-square feet for Phase 2 addition to the Pasadena Christian School campus, which could increase the demand on the Pasadena Police Department. However, the project itself is not large enough to require the development of additional Police facilities. Therefore, the proposed project would not significantly impact police protection services.

e. *Schools?* ( )

                        
 
                         
 
                         

**WHY?** The City of Pasadena collects a Pasadena Unified School District (PUSD) Construction tax on all new construction. Payment of this fee mitigates any impacts on schools. Furthermore, given the nature of the proposed project – a private school Master Plan Amendment to improve the school's facilities- the project is expected to have a beneficial impact on educational facilities.

Potentially Significant Impact

Significant Unless Mitigation is Incorporated

Less Than Significant Impact

No Impact

f. Other public facilities? ( )

WHY? The project's development may result in additional maintenance of public facilities. However, with the projected revenue to the City in terms of impact fees, increased property taxes, and development fees this impact 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 approximately 0.50 miles from La Pintoresca Park at 45 E. Washington Boulevard and 0.47 miles from Washington Park on the southeast corner of Washington Boulevard and El Molino Avenue. The proposed project is an amendment to the Pasadena Christian School Master Development Plan. The school campus also has approximately 97,792-square feet of existing outdoor play for their children. The school is proposing a new outdoor play area of approximately 7,140-square feet.

According to the City's park impact fee nexus study prepared in 2004, for every 1000 residents the City as a whole has 2.17 acres of developed parkland and 1.49 acres of open space parkland, for a total of 3.66 acres of park and open space per 1000 residents.

The project itself would not lead to substantial physical deterioration of any recreational facilities, and would have no related significant impacts. An impact fee for non-residential projects is collected to fund the City's park maintenance and improvement program. Impact would be less than significant.

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 proposed project is an amendment to the Pasadena Christian School Master Development Plan. The existing outdoor play area of 97,792-square feet would not be disturbed; however, the school is proposing an additional outdoor play area of approximately 7,140-square feet.

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

18. TRANSPORTATION/TRAFFIC. Would the project:

Potentially  
Significant  
Impact

Significant  
Unless  
Mitigation is  
Incorporated

Less Than  
Significant  
Impact

No Impact

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 site is bounded by Los Robles Avenue to the east, Garfield Avenue to the west, Howard Street to the north, and existing multi-family residential uses to the south. The Foothill Freeway (I-210) is located less than one mile from the project site. In the project area, the primary north-south access to the project site is via Los Robles Avenue. Secondary north-south access is provided via Garfield Avenue, Marengo Avenue, and El Molino Avenue. The primary east-west access to the project site includes Howard Street and Washington Boulevard, with secondary east-west access provided via Mountain Street. Of these roadways, Los Robles Avenue is a (north-south) multimodal corridor and El Molino Avenue (north-south) and Washington Boulevard (east-west) are de-emphasized streets, as identified in the 2004 Adopted Mobility Element of the General Plan.

A traffic study was prepared for the project in March 24, 2008 by Crain & Associates. This traffic study is included as Appendix A of this Initial Study and is also available for review as part of the project file at the City of Pasadena Planning and Development Department, Hale Building, 175 North Garfield Avenue Pasadena, CA 91101-7215 on Monday through Thursday from 8:00 a.m. to 5:00 p.m. and Friday from 8:00 a.m. to 12:00 p.m. As identified in this traffic study, eight study intersections were analyzed and are listed below:

<u>No.</u>	<u>Intersection</u>
1	Howard Street and Marengo Avenue
2	Howard Street and Garfield Avenue
3	Howard Street and Los Robles Avenue
4	Washington Boulevard and Marengo Avenue
5	Washington Boulevard and Garfield Avenue
6	Washington Boulevard and Los Robles Avenue
7	Washington Boulevard and El Molino Avenue
8	Mountain Street and Los Robles Avenue

As analyzed in the traffic study, the project traffic is anticipated to significantly impact two of the eight study intersections, Washington Boulevard and Garfield Avenue, and Washington Boulevard and Los Robles Avenue during either one or both peak hours. The proposed project would generate approximately 293 new daily trips including approximately 95 vehicle trips (52 inbound trips and 43 outbound trips) during the morning peak hour and 64 vehicle trips (30 inbound trips and 34 outbound trips) during the afternoon school peak hour.

Four street segment locations were identified for inclusion in the "Existing" and "Existing With Project" Average Daily Traffic (ADT) volumes as required by the City of Pasadena traffic study guidelines.

<u>No.</u>	<u>Street Segments</u>
1	Howard Street between Garfield Avenue and Los Robles Avenue
2	Garfield Avenue between Howard Street and Washington Boulevard
3	Los Robles Avenue between Howard Street and Washington Boulevard
4	Washington Boulevard between Garfield Avenue and Los Robles Avenue

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

The traffic study determined that two of the four study street segments would have an increase in traffic volumes. The two street segments and the corresponding project-related ADT increases are as follows:

- No. 1 – Howard Street between Garfield Avenue and Los Robles Avenue – 9.7% increase
- No. 2 – Garfield Avenue between Howard Street and Washington Boulevard – 8.6% increase

With the incorporation of Mitigation Measures 18-1 and 18-2 as analyzed in the traffic study and reviewed by the City’s Department of Transportation, the project’s potential to increase traffic would not be a significant impact. Impacts are considered less than significant after mitigation.

Mitigation Measure 18-1: The following intersection improvements shall be provided for this project:

- Washington Boulevard and Garfield – A traffic signal warrant was conducted for this intersection. The analysis determined that the traffic volumes at this two-way STOP sign-controlled intersection have been met for the installation of a traffic signal for this intersection. The applicant shall be required to pay a fair share toward the installation of a traffic signal at this intersection. This fund shall be collected by the Department of Transportation prior to the issuance of the first permit for construction.
- Washington Boulevard and Los Robles Avenue – Participate in the funding of the Traffic Management System (TMS) that include the following features:
  - Upgrade Transportation management Center hardware, software, and monitoring equipment;
  - Expand Intelligent Transportation System (ITS) components, such as CCTV and Changeable Message Signs (CMS);
  - Expand the City’s communication/fiber-optic backbone;
  - Install additional arterial loop detectors (system loops); and
  - Deploy traffic monitoring network in residential neighborhoods.

Mitigation Measure 18-2: The following mitigation measure is in response to the project’s street segment impacts:

- Howard Street between Garfield Avenue and Los Robles Avenue and Garfield Avenue between Howard Street and Washington Boulevard – The project is expected to cause an increase in daily traffic at Howard Street between Garfield and Los Robles Avenue by 9.7% and Garfield Avenue between Howard Street and Washington Boulevard by 8.6%. The applicant shall contribute towards the Citywide Traffic Performance Monitoring Program by installing four permanent traffic monitoring stations near the project site. Traffic monitoring stations shall be installed on Howard Street and Garfield Avenue. This fund shall be collected by the Department of Transportation prior to the issuance of the first permit for construction.

The school is required to submit a Transportation Demand Management (TDM) plan. A TDM plan that meets the requirements of the City’s Trip Reduction Ordinance shall be submitted concurrent with the building permit for construction of the Junior High building. The TDM plan shall be approved prior to the issuance of a Certificate of Occupancy for such building.

~~The applicant shall also submit a Transportation Demand Management (TDM) plan to the satisfaction of the City of Pasadena Department of Transportation. The plan shall be approved prior to issuance of the first permit for construction (demolition, grading, or building).~~

<b>Potentially Significant Impact</b>	<b>Significant Unless Mitigation is Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
---	--	---	------------------

The traffic study also analyzed vehicular queuing during the peak drop-off (between 7:45 a.m. and 8:30 a.m.) and pick-up (between 2:45 p.m. and 3:30 p.m.) periods. A condition has been imposed by the Department of Transportation that the applicant submits an annual compliance report to validate the drop-off and pick-up activities during morning and afternoon activity periods, prior to receipt of the Certificate of Occupancy (C of O). The annual compliance report shall be prepared by a registered professional engineer in California. The applicant may retain professional services directly from the City's pre-qualified traffic engineering consultants to prepare this report.

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

                        
 
                         
 
                         

**WHY?** The Los Angeles County Metropolitan Transportation Authority (MTA) adopted their most recent Congestion Management Program ((CMP) in 2004. A traffic study was prepared for the project in March 24, 2008 by Crain & Associates. This traffic study is included as Appendix A of this Initial Study and is also available for review as part of the project file at the City of Pasadena Planning and Development Department, Hale Building, 175 North Garfield Avenue Pasadena, CA 91101-7215 on Monday through Thursday from 8:00 a.m. to 5:00 p.m. and Friday from 8:00 a.m. to 12:00 p.m.

The traffic study evaluated the project's potential impacts to eight intersections, of which none are on the CMP highway and roadway system. The local CMP requires that all CMP monitoring intersections be analyzed where a project would likely add 50 or more trips during the peak hours. Two nearest such intersections to the project site are Arroyo Parkway/California Boulevard and Pasadena Avenue/St. John Avenue/California Boulevard both located approximately 2.5 miles south of the project site. According to the traffic study analysis, the proposed project will not add 50 or more trips to these CMP intersections. Thus, no further CMP intersection analysis is warranted.

In addition to the arterial intersections analysis requirements, the CMP also requires that any freeway segment where a project is expected to add 150 or more trips in any direction during the peak hours also be analyzed. As analyzed in the traffic study, the Project Trip Generation, the maximum number of directional trips for the project would be 52 inbound trips during the AM peak hour. This amount does not exceed the minimum freeway traffic-addition threshold of 150 directional trips, and the project traffic on the freeways themselves comprises only a percentage of the total project traffic. Therefore, no significant project impact to any CMP freeway monitoring locations is forecast and no detailed CMP freeway mainline analyses is warranted.

As required by the CMP, a review also has been made of the CMP transit service. As analyzed in the traffic study, existing transit service is provided in the vicinity of the proposed project. The transit usage of the project was estimated by using the project trip generation (95 total AM Peak Hour traffic, 64 total PM Peak Hour traffic, and 293 total daily traffic), was adjusted by values set forth in the CMP (i.e., person trips equal 1.4 times vehicle trips, and transit trips equal 3.5 percent of the total person trips). According to the analysis in the traffic study, the proposed project is forecast to generate a demand for 5 transit person trips during the weekday AM peak hour and 3 transit trips during the weekday school PM peak hour. Over a 24-hour period the proposed project is forecast to generate a demand for 14 daily transit trips. The calculations are as follows:

- AM Peak Hour Trips = 95 X 1.4 X 0.035 = 5 Transit Person Trips
- PM Peak Hour Trips = 64 X 1.4 X 0.035 = 3 Transit Person Trips
- Daily Trips = 293 X 1.4 X 0.035 = 14 Transit Person Trips

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

As analyzed, the existing transit service in the project area will adequately accommodate the project generated transit trips. Thus, given the relatively few number of generated trips, no significant project trips on future transit services in the project area are expected to occur as a result of the proposed project.

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

                        
 
                         
 
                         

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

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

                        
 
                         
 
                         

**WHY?** The project has been evaluated by the Pasadena Department of Transportation 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. In addition, the project's circulation design meets the City's engineering standards. Therefore, the proposed project would not increase hazards due to a design feature or incompatible use, and would have no associated impacts.

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

                        
 
                         
 
                         

**WHY?** The ingress and egress for the site have been evaluated by the Pasadena Department of Transportation and found to be adequate for emergency access or access to nearby uses. The project does not involve the elimination of a through-route, does not involve the narrowing of a roadway, and all proposed roadways, access roads and drive lanes meet the Pasadena Fire Department's access standards.

The project must comply with all Building, Fire and Safety Codes and plans are subject to review and approval by the Public Works and the Transportation Departments, and the Building Division and Fire Department. Therefore, there will be no significant impacts related to inadequate emergency access.

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

                        
 
                         
 
                         

**WHY?** Initially, the Master Plan amendment included the demolition of the house at 1533 N. Los Robles Avenue to create additional parking spaces in response to neighborhood concerns about traffic and parking. In balancing the need for adequate parking and for preservation of a historic resource, the School in conjunction with working with City staff, revised its Master Plan to maintain and adaptively use the house at 1533 N. Los Robles Avenue while allowing for minor alterations to this structure. These alterations are

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

proposed to widen the existing narrow driveway (which runs through the porte-cochère), to remove a potential hazard (the concrete pier o the porte-cochère), to allow sufficient area for circulation between the new construction (Junior High building) and the existing building; and to bring a nonconforming parking area up to code. While the retention of the house (1533 N. Los Robles Avenue) diminishes the area available for new parking spaces; the removal of the porte-cochère facilitates necessary improvements and safety to ingress/egress at a more constrained parking area, and will reduce queuing of cars into this parking lot.

As part of the traffic study conducted by Crain & Associates, a parking analysis was also conducted that documents the pre-project parking supply and demand for Pasadena Christian School, and utilizing the City of Pasadena’s Zoning Code to determine the parking requirements for the project.

Pasadena Christian School currently has a total of approximately 102 parking spaces on site; 65 spaces in the Garfield Avenue lot at the northwest portion of the campus; 20 spaces in the campus main entrance lot; and 17 spaces in the pre-school lot on Los Robles Avenue. As analyzed in the parking study for the proposed project, the City of Pasadena Zoning Code requires 1.5 spaces per classroom plus 1 space for every two employees. It is estimated the project will have a total of 36 classrooms (31 classrooms for kindergarten through eighth grade and five classrooms for the pre-school) and approximately 99 employees (79 employees for kindergarten through eighth grade and 20 employees for the preschool) with completion of the Master Development Plan. Based on the parking rates and the number of classrooms and employees, the project will be required to provide approximately 104 spaces. The Master Plan will result in approximately ~~123~~ 117 spaces on site.

**City of Pasadena Zoning Code Parking Requirement**

Description	Unit	City of Pasadena Zoning Code Parking Ratio	Required Parking Spaces	Parking Provided
Classroom <sup>[1]</sup>	36 classrooms	1.5 spaces per classroom	54	
Faculty/Administration/Staff <sup>[2]</sup>	99 employees	1 space per 2 employees	50	
Total			104	117
Parking Surplus/(Deficit)				13

<sup>[1]</sup> Includes 31 classrooms for K-8 and 5 classrooms for the pre-school.

<sup>[2]</sup> Includes 79 employees for K-8, and 10 full-time and 10 part-time employees for the pre-school

Due to the increased intensity of land use, the project will increase the demand for parking. However, the project will comply with the number of parking and loading spaces required by the Zoning Code. According to the Zoning Code, the project requires 104 vehicle parking spaces and 5 bicycle parking spaces. The project will contain 117 vehicle spaces and 80 bicycle spaces. Therefore, the project is in compliance with this Code, and the project would have no impact to parking.

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

**WHY?** The proposed project does include provisions for the use of bicycles. According to the traffic analysis conducted by Crain and Associates and reviewed by the City of Pasadena Department of Transportation, 5 bicycle spaces are required based on the number of parking spaces required for classrooms and faculty/administration/staff as shown in the table below.



Potentially  
Significant  
Impact

Significant  
Unless  
Mitigation is  
Incorporated

Less Than  
Significant  
Impact

No Impact

### City of Pasadena Bicycle Spaces Required

Description	Required Parking Spaces	City of Pasadena Minimum Number of Bicycle Parking Spaces Required	Required Bicycle Spaces	Bicycle Spaces Provided
<u>Pasadena Christian School with MDP</u>		Five percent of required motor vehicle parking; but not less than 4 parking spaces.		
Classroom	54			
Faculty/Administration/Staff	50			
<b>Total</b>	<b>104</b>		<b>5</b>	<b>80</b>
Parking Surplus/(Deficit)				<b>75</b>

The Pasadena Christian School Master Development Plan will provide approximately 80 new bicycle spaces, which satisfies the City's Zoning Code bicycle space requirement. The availability of these spaces will encourage the use of bicycles as an alternative mode of transportation.

The project and traffic analysis has been evaluated by the Pasadena Department of Transportation and has been found to be consistent with the City's policies, plans, and programs supporting alternative transportation. Therefore, the project would have no impact to alternative transportation.

**19. UTILITIES AND SERVICE SYSTEMS.** Would the project:

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

( )

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

The project will not exceed wastewater treatment requirements of the California Regional Water Quality Control Board, Los Angeles Region. Los Angeles County treats the City's wastewater individual projects are subject to a Los Angeles County fee when the project is hooked up to a sewer line. The city is within Los Angeles County Sanitation District 16. There are no unusual wastes in the project's wastewater, which cannot be treated by Los Angeles County Sanitation District.

As a condition of approval, the City's Department of Public Works has imposed a condition that the applicant may be subject to a Sewer Facility Charge to the City for the project's fair share of the deficiencies. The Sewer Facility Charge is based on the Taxes, Fees and Charges Schedule and will be calculated and collected at the time of building permit issuance.

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? ( )

<b>Potentially Significant Impact</b>	<b>Significant Unless Mitigation is Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
---	--	---	------------------

**WHY?** The proposed project would increase the demand for water and wastewater service. However, the proposed increase to water/wastewater service demand is negligible in comparison to the existing service areas of the water and wastewater service purveyors. In addition, the facilities currently maintained by the service purveyors are adequate to serve the proposed increase in demand. The only water and wastewater improvements required for the project are on-site connections to the existing systems, which are subject to connection fees. Therefore, the proposed project would not require or result in the construction or expansion of new water or wastewater treatment facilities off-site, and the project would have no associated impacts.

In December of 2007 the City of Pasadena also enacted a Water Shortage Plan I under Pasadena Municipal Code §13.10.040. In addition, the City anticipates statewide water demand reduction requirements beginning in 2009, as a result of Governor Arnold Schwarzenegger's 2008 20% reduction by 2020 ("20x2020"), and the current work being done by the California Department of Water Resources, the State Water Resources Control Board, and other state agencies to implement the Governor's 20x2020 Water Conservation Initiative Program. As a result, to meet these policy goals, the current project must comply with the Water Shortage Procedures Ordinance and the City's goal to meet the 20x2020 goals by submitting a water-conservation plan limiting the water consumption to 80% of its originally anticipated amount. With submission of this plan, the project will not have any individual or cumulative impacts on water supply. This plan is subject to review and approval by the City's Water and Power Department and the Building Division before the issuance of a building permit. The applicant's irrigation and plumbing plans are also required to comply with the approved water-conservation plan. This water-reduction plan will bring water consumption for the current project below the projected levels for the previously entitled project.

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

                                                                

**WHY?** The project will not require the construction of new storm water drainage facilities or the expansion of existing facilities. The project is located in a developed urban area where storm drainage is provided by existing streets, storm drains, flood control channels, and catch basins. As discussed in Section 11, the project would involve only minor changes in the site's drainage patterns and does not involve altering any drainage courses or flood control channels.

As reviewed by the City of Pasadena Department of Public Works, a condition was imposed that the project is subject to the requirements of the City's Storm Water and Urban Runoff Control Regulation Ordinance which implements the requirements of the Regional Water Quality Control Board's Standard Urban Storm Water Mitigation Plan (SUSMP). Prior to issuance of any demolition, grading or construction permits for this project, the project applicant is required to submit a detailed plan indicating the method of SUSMP compliance.

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

                                                                

**WHY?** The adequacy of water supply is a potential problem for all new development since the Southern California region has been known to experience periods of drought and needs a long-term reliable water supply. This project will result in an increase of approximately 873 gallons per day in water consumption for

<b>Potentially Significant Impact</b>	<b>Significant Unless Mitigation is Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
---	--	---	------------------

Phase 1 development. Phase 2 development will result in an increase of approximately 2,826 gallons per day in water consumption. The current use consumes approximately 7,952 gallons of water per day. With the completion of Phase 1 and 2, the net gain in water consumption would be 3,699 gallons of water per day. During periods of drought, this project will be required to comply with the City's Water Shortage Procedures Ordinance, which reduces monthly water consumption to 80 percent of the expected consumption for this type of land use. Installation of plumbing will be inspected by a Building Inspector prior to issuance of a Certificate of Occupancy. 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 project will use the existing water supply system provided by the Pasadena Department of Water and Power. The source of some of this water supply is ground water, stored in the Raymond Basin. Thus, the project could indirectly withdraw groundwater. However, the proposed water usage would be negligible in comparison to the overall water service provided by the Department of Water and Power. With normal operation and the completion of Phase 1 and Phase 2 development, the project will use approximately 11,651 gallons of water per day. Per the City's Water and Power Department, existing entitlements and sources can serve the proposed project.

In December of 2007 the City of Pasadena also enacted a Water Shortage Plan I under Pasadena Municipal Code §13.10.040. In addition, the City anticipates statewide water demand reduction requirements beginning in 2009, as a result of Governor Arnold Schwarzenegger's 2008 20% reduction by 2020 ("20x2020"), and the current work being done by the California Department of Water Resources, the State Water Resources Control Board, and other state agencies to implement the Governor's 20x2020 Water Conservation Initiative Program. As a result, to meet these policy goals, the current project must comply with the Water Shortage Procedures Ordinance and the City's goal to meet the 20x2020 goals by submitting a water-conservation plan limiting the water consumption to 80% of its originally anticipated amount. With submission of this plan, the project will not have any individual or cumulative impacts on water supply. This plan is subject to review and approval by the City's Water and Power Department and the Building Division before the issuance of a building permit. The applicant's irrigation and plumbing plans are also required to comply with the approved water-conservation plan. This water-reduction plan will bring water consumption for the current project below the projected levels for the previously entitled project.

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

                        
 
                         
 
                         

**WHY?** As discussed in Section 19.b) of this report, the proposed project would increase the demand for wastewater service. However, the proposed increase to wastewater service demand is negligible in comparison to the existing service area of the wastewater service purveyor. In addition, the facilities currently maintained by the service purveyor are adequate to serve the proposed increase in demand. Therefore, the project would not result in insufficient wastewater treatment service, and would cause no related impacts.

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

<b>Potentially Significant Impact</b>	<b>Significant Unless Mitigation is Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
---	--	---	------------------

**WHY?** The project is served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs. The City of Pasadena is served primarily by Scholl Canyon landfill, which is permitted through 2025, and secondarily by Puente Hills, which was re-permitted in 2003 for 10 years.

The project is located in a developed urban area and within the City's refuse collection area. The project will not result in the need for a new or in substantial alteration to the existing system of solid waste collection and disposal. The Solid Waste Division of the Pasadena Department of Public Works has an active recycling program to reduce the metal, glass, plastics, newspapers and yard waste for disposal in approved landfills. Solid waste collection firms that serve the City keep records showing reduction of the amount of waste taken to landfills. Therefore, the project would cause no impacts under this topic.

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

                        
 
                         
 
                         

**WHY?** In 1992, the City adopted the "Source Reduction and Recycling Element" to comply with the California Integrated Waste Management Act. This Act requires that jurisdictions maintain 50% or better diversion rate for solid waste. The City implements this requirement through Section 8.61 of the Pasadena Municipal Code, which establishes the City's "Solid Waste Collection Franchise System". As described in Section 8.61.175, each franchisee is responsible for meeting the minimum recycling diversion rate of 50% on both a monthly basis and annual basis. The proposed project is required to comply with the applicable solid waste franchise's recycling system, and thus, will meet Pasadena's and California's solid waste diversion regulations. In addition, the project complies with the City's Construction and Demolition Ordinance (PMC Section 8.62) and design requirements for refuge storage areas (PMC Section 17.64.240). Therefore, the project would not cause any significant impacts from conflicting with statutes or regulations related to solid waste.

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, because the structures proposed for Phase 1 and Phase 2 development are 10,000 or more gross square feet.

**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).

- a) Earlier Analysis Used. There are no program EIR, tiering, or other process that can be used for analysis of the project's environmental effects.
- b) Impacts Adequately Addressed. Project associated impacts has been addressed in this Initial Study in compliance with the California Environmental Quality Act (CEQA).
- c) Mitigation Measures. The implementation of mitigation measures identified in this Initial Study will reduce potentially significant impacts to less than significant levels.

**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-*

<b>Potentially Significant Impact</b>	<b>Significant Unless Mitigation is Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
---	--	---	------------------

*sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? ( )*

                        
 
                         
 
                         

**WHY?** As discussed in Sections 3 and 5 of this document, the proposed project would not have substantial impacts to Aesthetics or Air Quality. Also, as discussed in Section 6 and 11 of this document, the project would not have substantial impacts to special status species, stream habitat, and wildlife dispersal and migration. Furthermore, the proposed project would not affect the local, regional, or national populations or ranges of any plant or animal species and would not threaten any plant communities. Similarly, as discussed in Section 7 of this document, the proposed would not have substantial impacts to historical, archaeological, or paleontological resources, ~~and thus would not eliminate any important examples of California history or prehistory.~~ As discussed in Sections 11, 13 and 14 of this document, the proposed project would not have substantial impacts to Water Quality, Mineral Resources or Noise. The proposed may have an impact on Cultural Resources on the full removal of the porte-cochère and partial demolition of a rear (west) wing of the house at 1533 N. Los Robles Avenue. Mitigation measures have been added to reduce the impacts to less than significant level. The mitigation measure is as follow:

Mitigation Measure 7-1: Archival-quality photographs shall be submitted to the City for retention in the case files for the school allow for a future reconstruction of the porte-cochère in compliance with the Secretary of the Interior’s Standards for Rehabilitation and the Illustrated Guidelines for Rehabilitating Historic Buildings. Conditions of approval for the master plan require the applicant to investigate the possibility of retaining some or all of the rear wing of the house and to submit a report with findings to the Planning Director. If the rear wing is removed, building materials shall be salvaged for reuse in reconstruction of the rear wall.

Therefore, the project will not substantially degrade the quality of the land, air, water minerals, flora, fauna, noise and objects of historic or aesthetic significance.

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

                        
 
                         
 
                         

**WHY?** The proposed project would not cause impacts that are cumulative considerable. The project has the potential to contribute to cumulative air quality, biological resource, hydrology, water quality, noise, population, housing, public services, recreation, transportation/traffic, and utility impacts. However, the project’s contribution to these cumulative conditions is not considerable. Mitigation measures have been added to reduce traffic impacts to a less than significant level. The mitigation measures are as follows:

Mitigation Measure 18-1: The following intersection improvements shall be provided for this project:

- Washington Boulevard and Garfield – A traffic signal warrant was conducted for this intersection. The analysis determined that the traffic volumes at this two-way STOP sign-controlled intersection have been met for the installation of a traffic signal for this intersection. The applicant shall be required to pay a fair share toward the installation of a traffic signal at this intersection. This fund shall be collected by the Department of Transportation prior to the issuance of the first permit for construction.

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

- Washington Boulevard and Los Robles Avenue – Participate in the funding of the Traffic Management System (TMS) that include the following features:
  - Upgrade Transportation management Center hardware, software, and monitoring equipment;
  - Expand Intelligent Transportation System (ITS) components, such as CCTV and Changeable Message Signs (CMS);
  - Expand the City's communication/fiber-optic backbone;
  - Install additional arterial loop detectors (system loops); and
  - Deploy traffic monitoring network in residential neighborhoods.

Mitigation Measure 18-2: The following mitigation measure is in response to the project's street segment impacts:

- Howard Street between Garfield Avenue and Los Robles Avenue and Garfield Avenue between Howard Street and Washington Boulevard – The project is expected to cause an increase in daily traffic at Howard Street between Garfield and Los Robles Avenue by 9.7% and Garfield Avenue between Howard Street and Washington Boulevard by 8.6%. The applicant shall contribute towards the Citywide Traffic Performance Monitoring Program by installing four permanent traffic monitoring stations near the project site. Traffic monitoring stations shall be installed on Howard Street and Garfield Avenue. This fund shall be collected by the Department of Transportation prior to the issuance of the first permit for construction.

The school is required to submit a Transportation Demand Management (TDM) plan. The school should contact Judi Masuda at (626) 744-4111. A TDM plan that meets the requirements of the City's Trip Reduction Ordinance shall be submitted concurrent with the building permit for construction of the Junior High building. The TDM plan shall be approved prior to the issuance of a Certificate of Occupancy for such building.

With the mitigation measure to traffic, the proposed project will not have a Mandatory Finding of Significance due to cumulative impacts.

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

                        
 
                         
 
                         

**WHY?** As discussed in Sections 5, 10, 11 and 18 of this document, the proposed project would not expose persons to the hazards of toxic air emissions, chemical or explosive materials, flooding, or transportation hazards. Section 9 of this document explains that the proposed Phase 1 and 2 development of the school would be exposed to typical southern California earthquake hazards, modern engineering practices would ensure that geologic and seismic conditions would not directly cause substantial adverse effects on humans. In addition, as discussed in Sections 3 Aesthetics, 12 Land Use and Planning, 14 Noise, 15 Population and Housing, 16 Public Services, 17 Recreation, Transportation/Traffic, and 19 Utilities and Service Systems the project would not indirectly cause substantial adverse effects on humans. Mitigation measures were included for Traffic that will reduce the traffic impacts to a less than significant level. Therefore, the proposed project would not have a Mandatory Finding of Significance due to environmental effects that could cause substantial adverse effects on humans.

## INITIAL STUDY REFERENCE DOCUMENTS

- # Document
- 1 Alquist-Priolo Earthquake Fault Zoning Act, California Public Resources Code, revised January 1, 1994 official Mt. Wilson, Los Angeles and Pasadena quadrant maps were released March 25, 1999.
  - 2 CEQA Air Quality Handbook, South Coast Air Quality Management District, revised 1993
  - 3 East Pasadena Specific Plan Overlay District, City of Pasadena Planning and Development Department, codified 2001
  - 4 Energy Element of the General Plan, City of Pasadena, adopted 1983
  - 5 Fair Oaks/Orange Grove Specific Plan Overlay District, City of Pasadena Planning and Development Department codified 2002
  - 6 Final Environmental Impact Report (FEIR) Land Use and Mobility Elements of the General Plan, Zoning Code Revisions, and Central District Specific Plan, City of Pasadena, certified 2004
  - 7 2000-2005 Housing Element of the General Plan, City of Pasadena, adopted 2002.
  - 8 Inclusionary Housing Ordinance Pasadena Municipal Code Chapter 17.71 Ordinance #6868
  - 9 Land Use Element of the General Plan, City of Pasadena, adopted 2004
  - 10 Mobility Element of the General Plan, City of Pasadena, adopted 2004
  - 11 Noise Element of the General Plan, City of Pasadena, adopted 2002
  - 12 Noise Protection Ordinance Pasadena Municipal Code Chapter 9.36 Ordinances # 5118, 6132, 6227, 6594 and 6854
  - 13 North Lake Specific Plan Overlay District, City of Pasadena Planning and Development Department, Codified 1997
  - 14 Pasadena Municipal Code, as amended
  - 15 Recommendations On Siting New Sensitive Land Uses, California Air Resources Board, May 2005
  - 16 Regional Comprehensive Plan and Guide, "Growth Management Chapter," Southern California Association of Governments, June 1994
  - 17 Safety Element of the General Plan, City of Pasadena, adopted 2002
  - 18 Scenic Highways Element of the General Plan, City of Pasadena, adopted 1975
  - 19 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.
  - 20 South Fair Oaks Specific Plan Overlay District Planning and Development, codified 1998
  - 21 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
  - 22 Storm Water and Urban Runoff Control Regulations Pasadena Municipal Code Chapter 8.70 Ordinance #6837
  - 23 Transportation Impact Review Current Practice and Guidelines, City of Pasadena, August, 2005
  - 24 Tree Protection Ordinance Pasadena Municipal Code Chapter 8.52 Ordinance # 6896
  - 25 West Gateway Specific Plan Overlay District, City of Pasadena Planning and Development Department codified 2001
  - 26 Zoning Code, Chapter 17 of the Pasadena Municipal Code

**TRAFFIC IMPACT ANALYSIS FOR THE PROPOSED  
PASADENA CHRISTIAN SCHOOL MASTER DEVELOPMENT PLAN PROJECT  
AT 1515 LOS ROBLES AVENUE, CITY OF PASADENA**

**Prepared for:**

**CITY OF PASADENA**

**Prepared by:**

Crain & Associates  
2007 Sawtelle Boulevard, Suite 4  
Los Angeles, California 90025  
(310) 473-6508



March 24, 2008



## EXECUTIVE SUMMARY

The project is a Master Development Plan (MDP) for the re-development of the existing Pasadena Christian School (PCS) located in the northern portion of the City of Pasadena. The project site is bounded by Los Robles Avenue to the east, Garfield Avenue to the west, Howard Street to the north, and existing multi-family residential uses to the south. The Foothill Freeway (I-210) is located less than one mile west of the project site.

The MDP proposes to upgrade and expand the existing PCS (K-8 private school with a preschool) site that involves the addition of approximately 46,240 square feet of classroom, library/media center, administrative, and multipurpose uses and the removal of approximately 16,309 square feet of existing building uses. Once completed, the proposed project will result in a total increase of 105 students. The MDP will be developed in three phases and is scheduled for completion by 2022.

PCS currently has a total of approximately 102 surface parking spaces on site, including about 65 spaces in the Garfield parking lot located on the northwestern portion of the campus, and about 20 spaces at the campus main entrance lot and about 17 spaces at the preschool lot on Los Robles Avenue. The existing campus main entrance lot will be replaced by a new 21-space parking facility when the new campus main entrance is completed during Phase 3 of the project. The MDP will also result in 79 spaces plus 1 loading space in the Garfield lot and 5 additional loading spaces in a new parking area located in the southwestern portion of the site. The total number of spaces in the preschool lot will not change. This will increase the on-site parking supply by 21 spaces and result in a total parking supply of approximately 123 spaces, which would meet or exceed the City parking code requirement.

Vehicular access is currently provided via Garfield Avenue and Howard Street for the Garfield lot, and via Los Robles Avenue for the campus main entrance and preschool lots. At the Garfield lot, vehicular access for employees is provided from the Howard Street driveway. Vehicular access for parents during the drop-off and pick-up periods is from the Garfield Avenue driveway. Vehicles turn right into the Garfield lot from Garfield Avenue, conduct the drop-off and pick-up on site, and exit via Howard Street. The school has monitors stationed in the parking lot and street to ensure that traffic circulation is controlled and orderly during the pick-up and drop-off periods. At the campus main entrance lot, vehicular access is currently provided from an existing driveway located approximately 200 feet south of the Los Robles Avenue/Howard Street (west leg) intersection. The campus main entrance lot will be replaced by a new parking facility. Vehicular access for the new facility will be available via a driveway located approximately at the same location as the existing driveway and a second driveway located approximately 130 feet south of the Los Robles Avenue/Howard Street (west leg) intersection. Access to the preschool is available from an existing driveway for the designated preschool lot on Los Robles Avenue that is used by parents who are required to park and sign their children into the preschool. School access, with the exception of two driveways instead of one driveway for the new campus main entrance lot, will not change as a result of the MDP.

The completion of the project is anticipated to generate approximately 293 new daily trips including approximately 95 vehicle trips (52 inbound trips and 43 outbound trips) during the morning peak hour and 64 vehicle trips (30 inbound trips and 34 outbound trips) during the afternoon school peak hour. The unmitigated project is anticipated to have a significant traffic impact at two of the eight study intersections. The project is also forecast to have an increase in traffic volumes of 7.5 percent or more at two of the four study street segments. In addition, PCS currently experiences off-site vehicular queuing on Garfield Avenue in the northbound direction during the morning drop-off and