

By applying the impact criteria and procedures described in the preceding section to the study intersections, the ICU value and the average control delay as well as the corresponding Levels of Service (LOS) for existing traffic conditions were determined. Those values, for existing (2008) AM and school PM peak hour conditions, are shown in Table 4. As shown in this table, all of the study intersections are operating at LOS D or better during the AM and school PM peak hours, except at the intersection of Washington Boulevard and Garfield Avenue where it is operating at LOS E during the AM peak hour. It should be noted that the delay for the two-way stop sign-controlled intersections (i.e. intersections #2 and #5) shown in Table 4 is the average delay for the critical stop-controlled approach. The average delay for the two-way stop-controlled intersections is less.

Table 4
Intersection Level of Service Analysis Summary
Existing (2008) Traffic Conditions

<u>No.</u>	<u>Intersection</u>	<u>AM Peak Hour</u>		<u>School Peak</u>	
		<u>ICU/Delay</u>	<u>LOS</u>	<u>ICU/Delay</u>	<u>LOS</u>
1	Howard Street and Marengo Avenue	7.90 Sec.	A	7.51 Sec.	A
2	Howard Street and Garfield Avenue *	10.5 Sec.	B	10.0 Sec.	A
3	Howard Street and Los Robles Avenue	0.589	A	0.440	A
4	Washington Boulevard and Marengo Avenue	0.557	A	0.451	A
5	Washington Boulevard and Garfield Avenue *	35.8 Sec.	E	27.5 Sec.	D
6	Washington Boulevard and Los Robles Avenue	0.810	D	0.650	B
7	Washington Boulevard and El Molino Avenue	0.636	B	0.507	A
8	Mountain Street and Los Robles Avenue	0.711	C	0.759	C

* Average delay for critical stop-controlled approach. Average delay for the intersection is less.

SECTION 6.0: FUTURE TRAFFIC CONDITIONS

Other projects proposed for development could add substantial amounts of traffic to the major roadway facilities in the project vicinity. For this reason, the analysis of future traffic conditions was expanded to include potential traffic from yet undeveloped or unoccupied projects. Briefly, the methodology for estimating future traffic volumes was as follows: First, current (2008) traffic volumes were determined by traffic counts (as described in a preceding section). Next, an ambient traffic growth factor of 1.5 percent, compounded annually, was applied to develop Year 2022 "Existing With Ambient Growth" baseline figures, as recommended by City staff. Traffic expected to be generated from "related projects" was then added to the baseline traffic volumes to form the basis for 2022 "Without Project" conditions. Finally, project traffic, calculated previously, was analyzed as an incremental addition to the 2022 "Without Project" conditions to achieve the future (Year 2022) "With Project" scenarios.

Ambient Growth

In order to account for increases in traffic resulting from projects not yet proposed or outside of the study area, an annual traffic growth factor of 1.5 percent for the area street system was used for the analysis, as recommended by City staff. This "growth factor", compounded annually, was applied to the existing traffic volumes to develop the estimated baseline volumes for the study year 2022, which is the anticipated project build-out year. It should be noted that the traffic growth rate for the San Gabriel Valley area is anticipated to be less than 1.0 percent per year between 2001 and 2020 based on the Congestion Management Program for Los Angeles County. Thus, the use of an ambient growth factor of 1.5 percent compounded annually provides a conservative, worst case forecast of future traffic volume conditions.

Cumulative Development / Related Projects

A forecast of on-street traffic conditions prior to occupancy of the proposed project was prepared by incorporating the potential trips associated with other known development projects (related projects) in the area. With this information, the potential impact of the proposed project can be evaluated within the context of the cumulative impact of all ongoing development. The list of related projects was based on information on file at the City of Pasadena Planning and Development Department. A total of eight related projects were identified in the area. The related projects list was reviewed and approved by City staff. This list is presented in Table 5 and the location of the related projects is shown in Figure 5.

Traffic volumes expected to be generated by the related projects were provided by City of Pasadena staff. The related projects respective traffic generation for the AM and PM peak hours, as well as on a daily basis for a typical weekday is also shown in Table 5. It should be noted that the related project trip generation during the PM peak hour typically occurs between 4:00 PM and 6:00 PM. The trip generation for the related projects during the afternoon school peak hour (typically between 2:00 PM and 4:00 PM) is less. To be conservative, the PM peak hour trip generation was used for the afternoon school peak hour traffic analysis. The anticipated distribution of the related projects traffic volumes to the study intersections is displayed in Figure 6.

It should be noted that the future base traffic volumes were calculated by applying both the ambient growth factor to the existing traffic volumes and the addition of related projects traffic volumes, thus resulting in a conservative estimate of future traffic volume conditions.

**Table 5
Related Projects Descriptions and Trip Generations**

<u>No.</u>	<u>Description</u>	<u>Address</u>	<u>ITE Land Use</u>	<u>Daily</u>	<u>AM Peak Hour</u>			<u>PM Peak Hour</u>		
					<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>
1	Construct 17 Townhomes; Demolish 3 Duplex	351 Adena Street	Condominium (230)	65	0	4	4	4	2	6
2	Construct 8 Townhomes	1350 N El Molino Avenue	Condominium (230)	47	1	3	4	3	1	4
3	Construct 6 Condos	1661 N Fair Oaks Avenue	Condominium (230)	36	1	2	3	2	1	3
4	Build 25-Unit Townhomes; Demolish SFR	1703 N Fair Oaks Avenue	Condominium (230)	129	2	8	10	8	4	12
5	Construct 28 Condos; Demolish SFR & 6 Apartments	1424 N Garfield Avenue	Apartment (220) Condominium (230)	57	0	4	4	3	1	4
6	Construct 11-Unit Condos	1446 N Garfield Avenue	Condominium (230)	74	1	5	6	4	3	7
7	Construct 8-Unit Condos	1645 N Lake Avenue	Condominium (230)	47	2	3	5	3	1	4
8	Uptown Theater 30-Unit Apts; 5,000 Sq-Ft Retail; 510-Seat Theater	841 E Washington Blvd	Apartment (220) Retail (820) Theater (444)	417	6	14	24	124	98	222

Source: City of Pasadena, Department of Transportation.

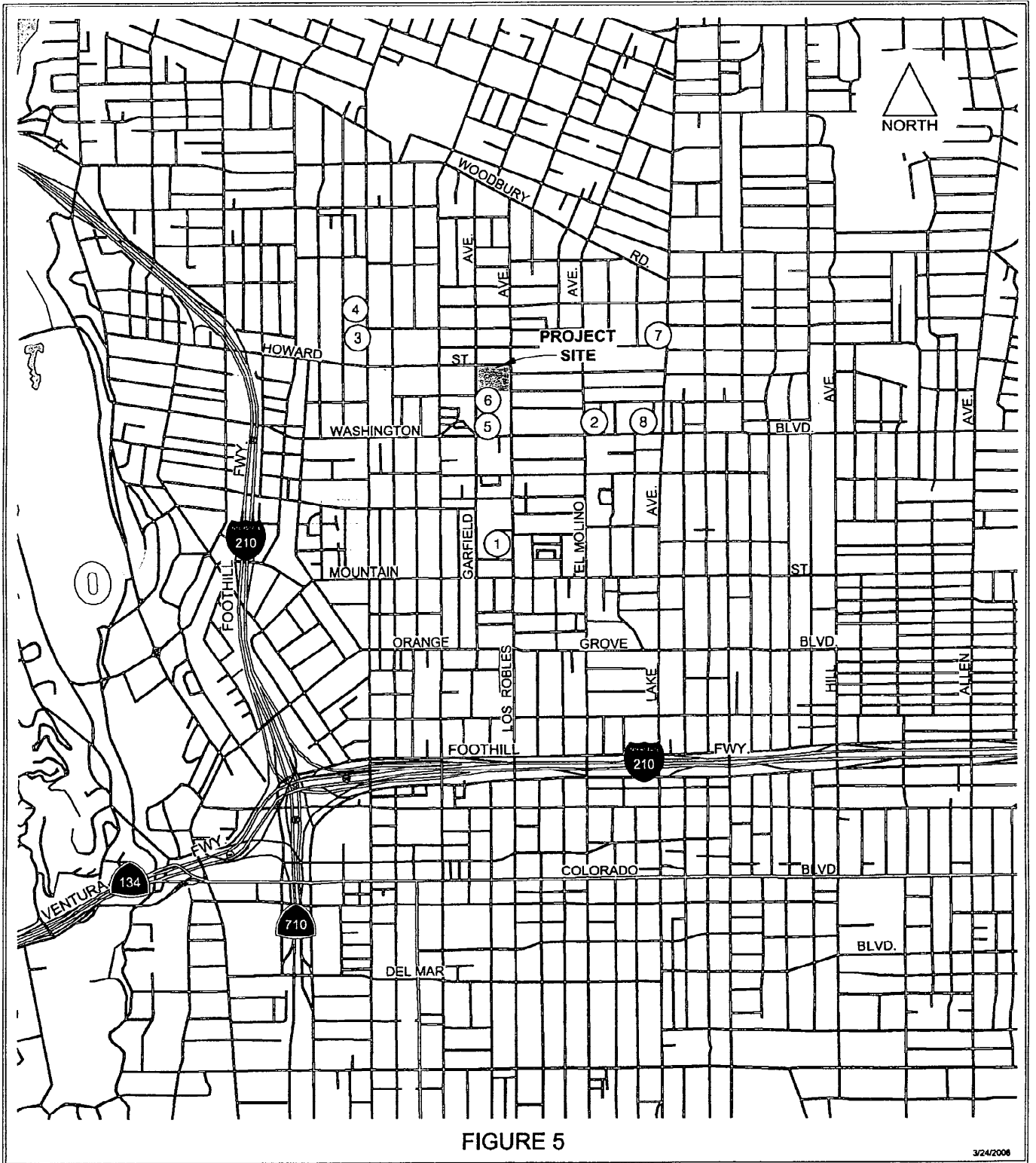


FIGURE 5

3/24/2008

FNFPASADENA CHRISTIAN SCHOOL/2008-03/REL/PROJ

RELATED PROJECTS LOCATIONS

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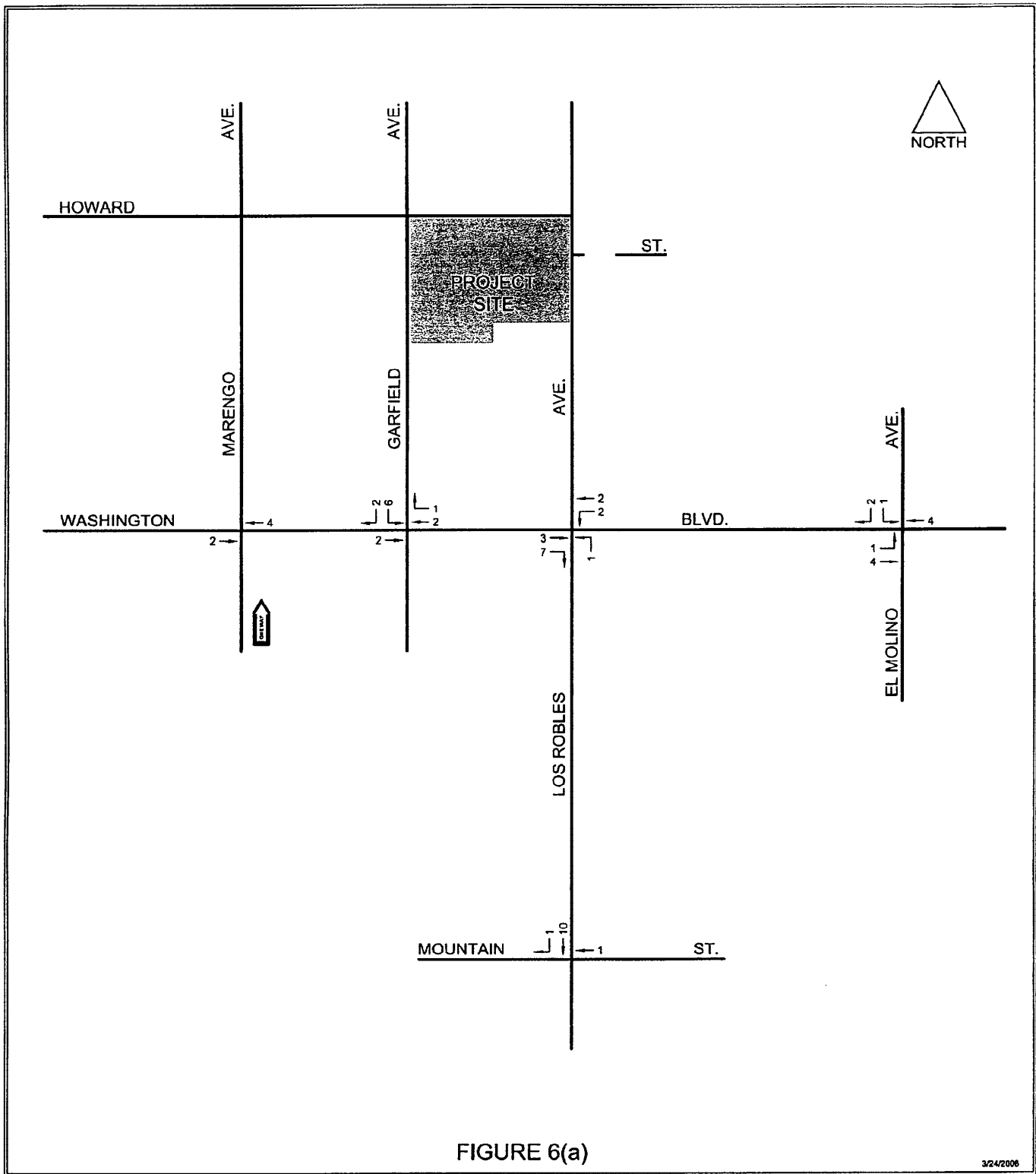


FIGURE 6(a)

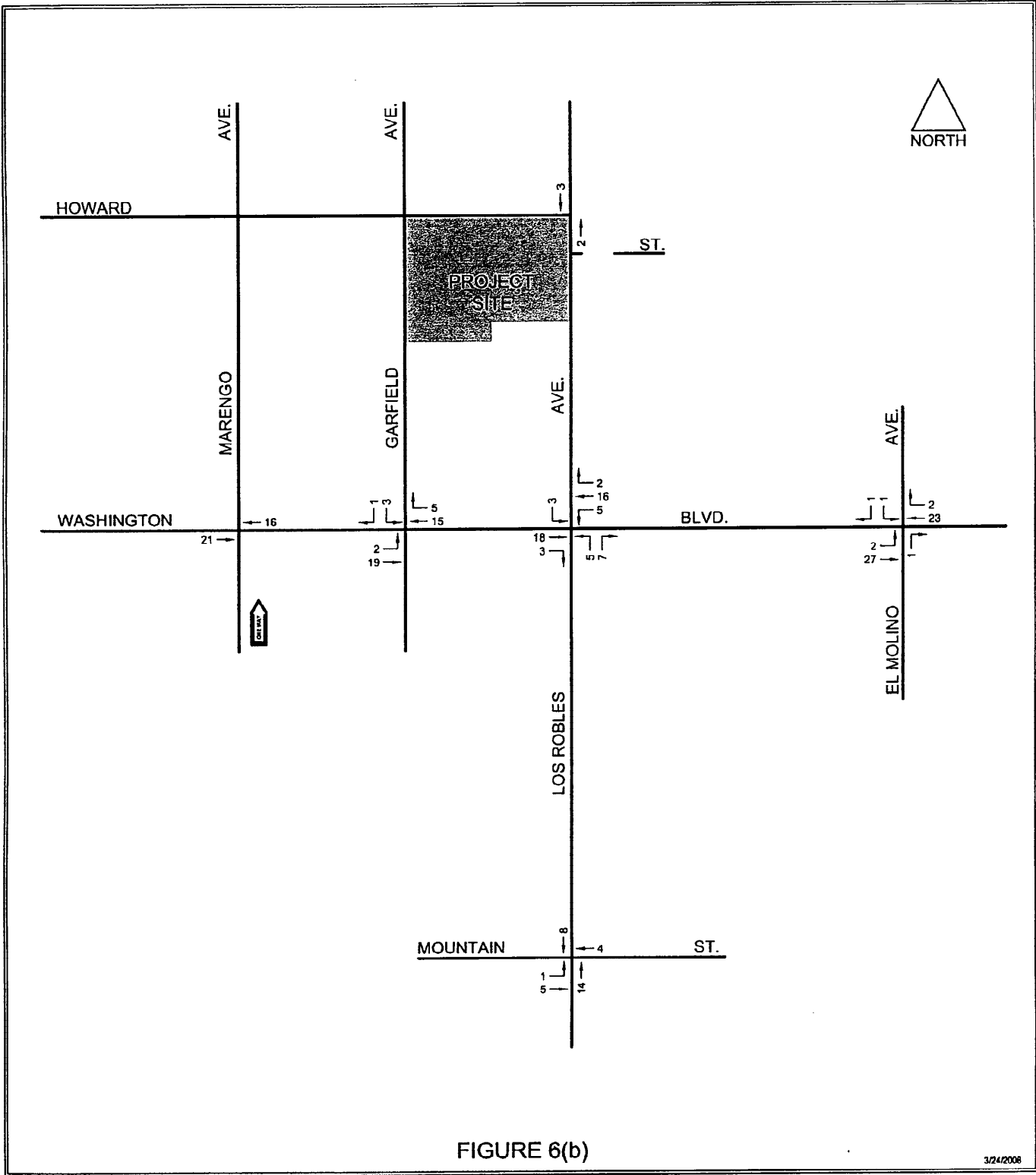
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Pasadena Christian School 2008-03AMRELPRJ


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AM PEAK HOUR



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<p>RELATED PROJECT TRAFFIC VOLUMES PM PEAK HOUR</p>	 <p>Transportation Planning Traffic Engineering</p> <p>2007 Sawtelle Boulevard Los Angeles, California 90025 PH (310) 473 6308 F (310) 444 9771 www.crainandassociates.com</p>
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Highway System Improvements

A review of anticipated transportation improvements was conducted for the street system servicing the site. According to City staff, no transportation improvements in the project study area that is expected to affect traffic patterns at the study locations are anticipated by the year 2022. Thus, the lane configurations for the existing traffic condition at the study intersections were assumed for the future 2022 traffic condition.

SECTION 7.0: PROJECT TRAFFIC

The following section describes the methodology used to determine the vehicle trip generation of the proposed project, and for the subsequent distribution and assignment of project-related traffic onto the surrounding roadway network.

Traffic Generation

Net traffic volumes expected to be generated by the proposed MDP were estimated for the weekday daily, AM peak hour and afternoon school peak hour using trip generation rates published in the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 7th Edition, 2003. Specifically, trip rates provided in the Trip Generation manual under Land Use 534 (Private School – K-8) were utilized, including the use of the number of students at PCS as the independent variable. The trip generation forecast for the MDP using the number of enrolled students as the independent variable includes vehicular trips made by all population groups at PCS: students, faculty, staff, support services, etc., that are typically associated with a private school (K-8) land use. Accordingly, it is not required to generate separate or additive trip forecasts associated with the building floor area as the trips associated with these uses are inherent to the trip forecast based on the number of students. The project trip generation rates are found in Table 6. These rates were selected in accordance with City of Pasadena procedures and were approved by City staff.

It should be noted that two existing single-family houses located at 396 Howard Street and 1472 Garfield Avenue will be demolished as part of the MDP. To be conservative, no trip credit was assumed for the removal of these two houses.

**Table 6
Project Trip Generation Rates**

Proposed Land Use

Private School K-8 (per Student) - LU 534

Daily: *	T = 2.79 (S)
AM Peak Hour:	T = 0.90 (S); I/B = 55%, O/B = 45%
PM Peak Hour:	T = 0.61 (S); I/B = 47%, O/B = 53%

Source: Trip Generation, 7th Edition, Institute of Transportation Engineers, 2003.

* Daily trip generation rate for private school (K-8) use was not available in the ITE Trip Generation manual. The daily trip rate was based on the same ratio of Daily to AM peak hour plus PM peak hour (school peak) trip generation rates for private school (K-12) use.

As presented in Table 7, the MDP project is expected to generate a net increase of approximately 293 daily trips including a net increase of 95 vehicle trips (52 inbound trips and 43 outbound trips) during the AM peak hour and a net increase of 64 vehicle trips (30 inbound trips and 34 outbound trips) during the afternoon school peak hour on a typical school weekday when compared to the trip generation for the PCS without the project.

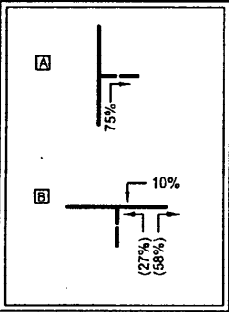
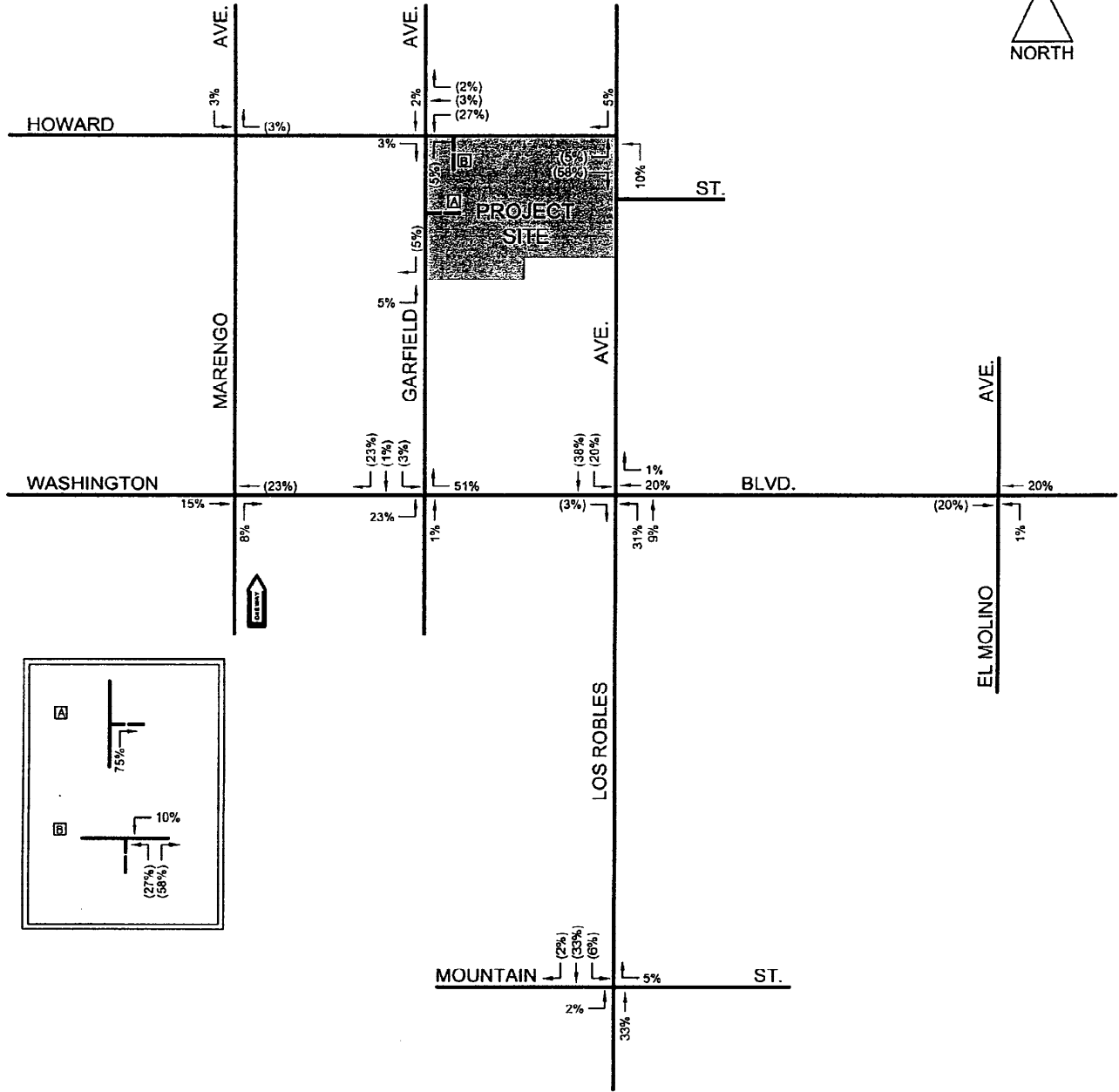
**Table 7
Project Trip Generation**

<u>Proposed Use</u>	<u>Size</u>	<u>Daily</u>	<u>AM Peak Hour</u>			<u>Afternoon School Peak Hour</u>		
			<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>
Private School (K-8) (Net Increase)	105 Students	293	52	43	95	30	34	64

Trip Distribution and Trip Assignment

Project generated traffic was assigned to the local roadway system based on the proposed project land use, the proposed site access scheme, existing traffic movements, characteristics of the surrounding roadway system and nearby regional population. The project distribution percentages were assigned to the street network in the project area, including at the eight study intersections. It should be noted that some vehicles parked along Howard Street and Garfield Avenue adjacent and near the project site instead of accessing the Garfield lot to pick up and drop off the students. It was assumed that approximately 15 percent of the project trips parked along Howard Street and Garfield Avenue during the pick-up and drop-off periods. The project trip distribution percentages are shown in Figure 7 and were approved by City of Pasadena staff. Using the trip distribution percentages from Figure 7, the net MDP project traffic volumes were assigned to the roadway network, as shown in Figures 8(a) and 8(b) for the AM and afternoon school peak hours, respectively.

NOT TO SCALE



XX% - INBOUND PERCENTAGES
 (XX%) - OUTBOUND PERCENTAGES

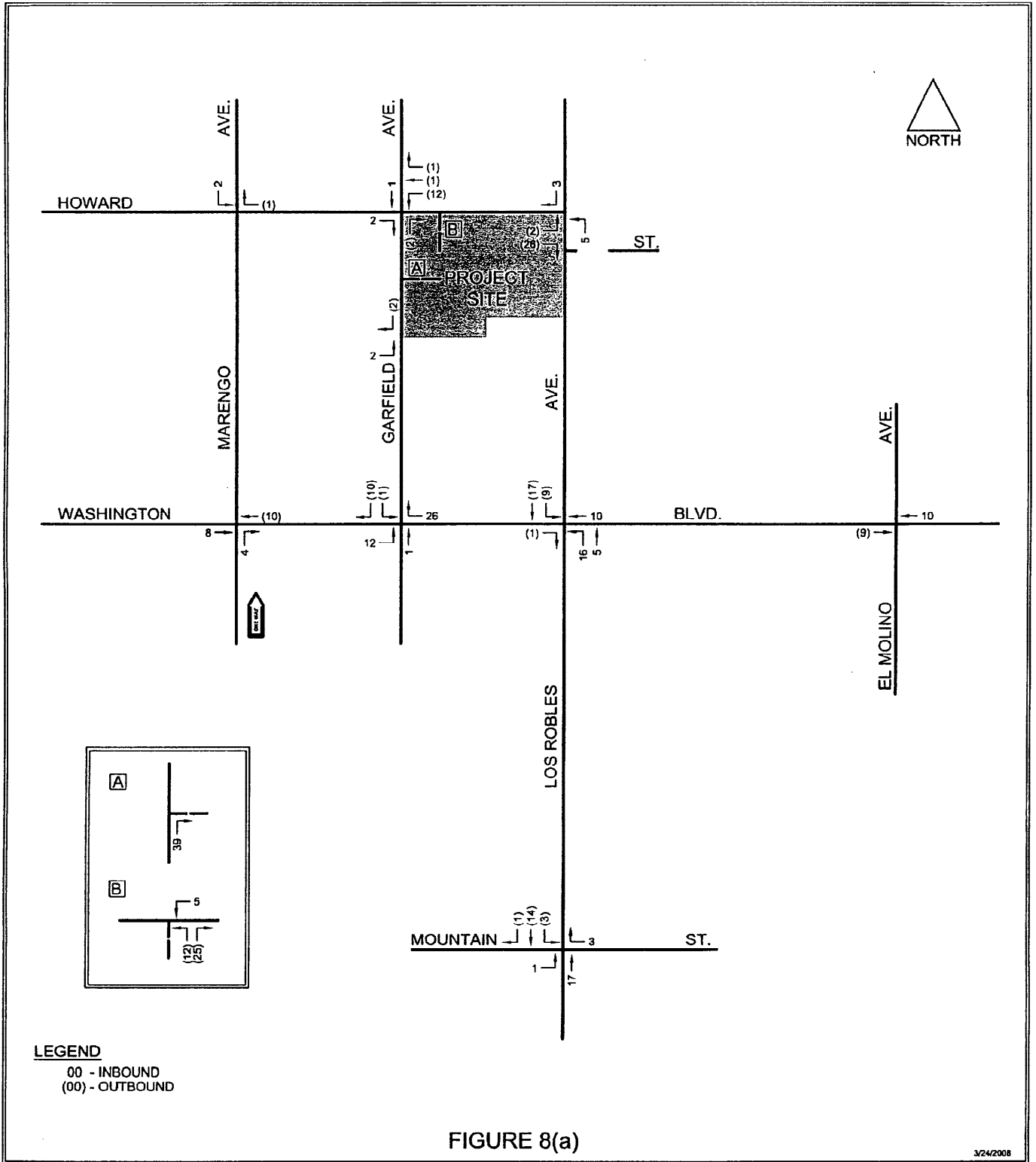
FIGURE 7

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PROJECT TRIP DISTRIBUTION PERCENTAGES

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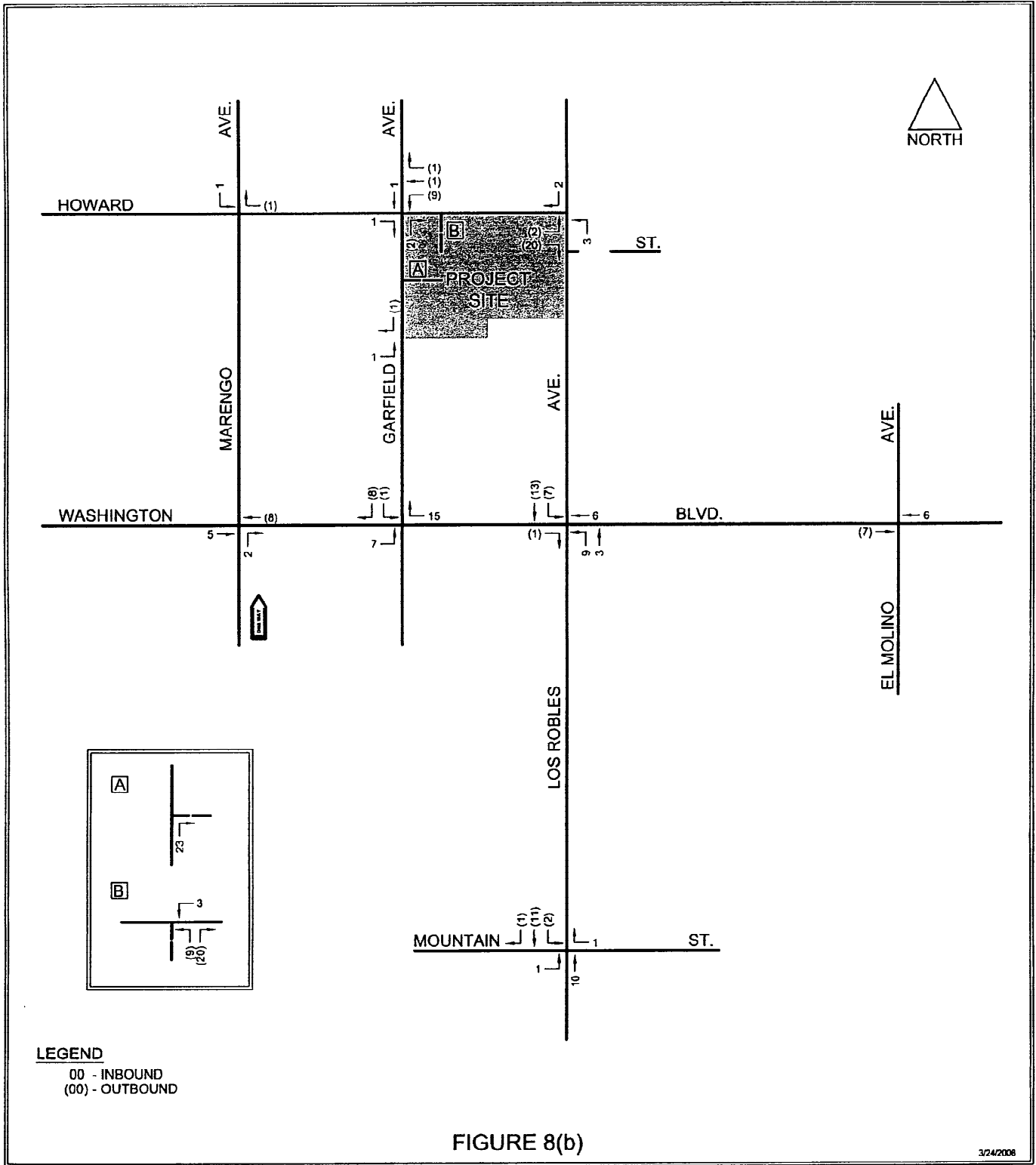
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SECTION 8.0: TRAFFIC ANALYSIS

This section describes the impact significance criteria for study intersections. Also included in this section is the analysis of study intersection and street segment locations for future traffic conditions.

Impact Criteria and Thresholds

The significance of the potential impacts of project-generated traffic at each study intersection was identified using criteria set forth in the City of Pasadena's Transportation Impact Review Current Practice & Guidelines. According to the City's Sliding Scale Method for calculating the level of impact due to traffic generated by the proposed project, a significant transportation impact is determined based on the sliding scale criteria presented in Table 8.

Table 8
City of Pasadena Intersection Impact Significance Criteria

Final V/C	Level of Service	Project Related Increase in V/C
0.000 - 0.600	A	equal to or greater than 0.06
0.601 - 0.700	B	equal to or greater than 0.05
0.701 - 0.800	C	equal to or greater than 0.04
0.801 - 0.900	D	equal to or greater than 0.03
0.901 - 1.000	E	equal to or greater than 0.02
1.001+	F	equal to or greater than 0.01

The City's Sliding Scale Method requires mitigation of project traffic impacts whenever traffic generated by the proposed development causes an increase of the analyzed intersections V/C ratio by an amount equal to or greater than the values shown in Table 8.

It is important to note that the City of Pasadena does not have separate significance criteria for unsignalized intersections. Therefore, based on consultation with City of Pasadena Department of Transportation staff, the HCM method of analysis was used to determine the LOS at the unsignalized study intersections and the ICU method was utilized to quantify the V/C ratio increases required to determine significant traffic impacts. In addition, it was assumed that an unsignalized intersection that is expected to operate at LOS F with the project traffic would be considered a significant impact.

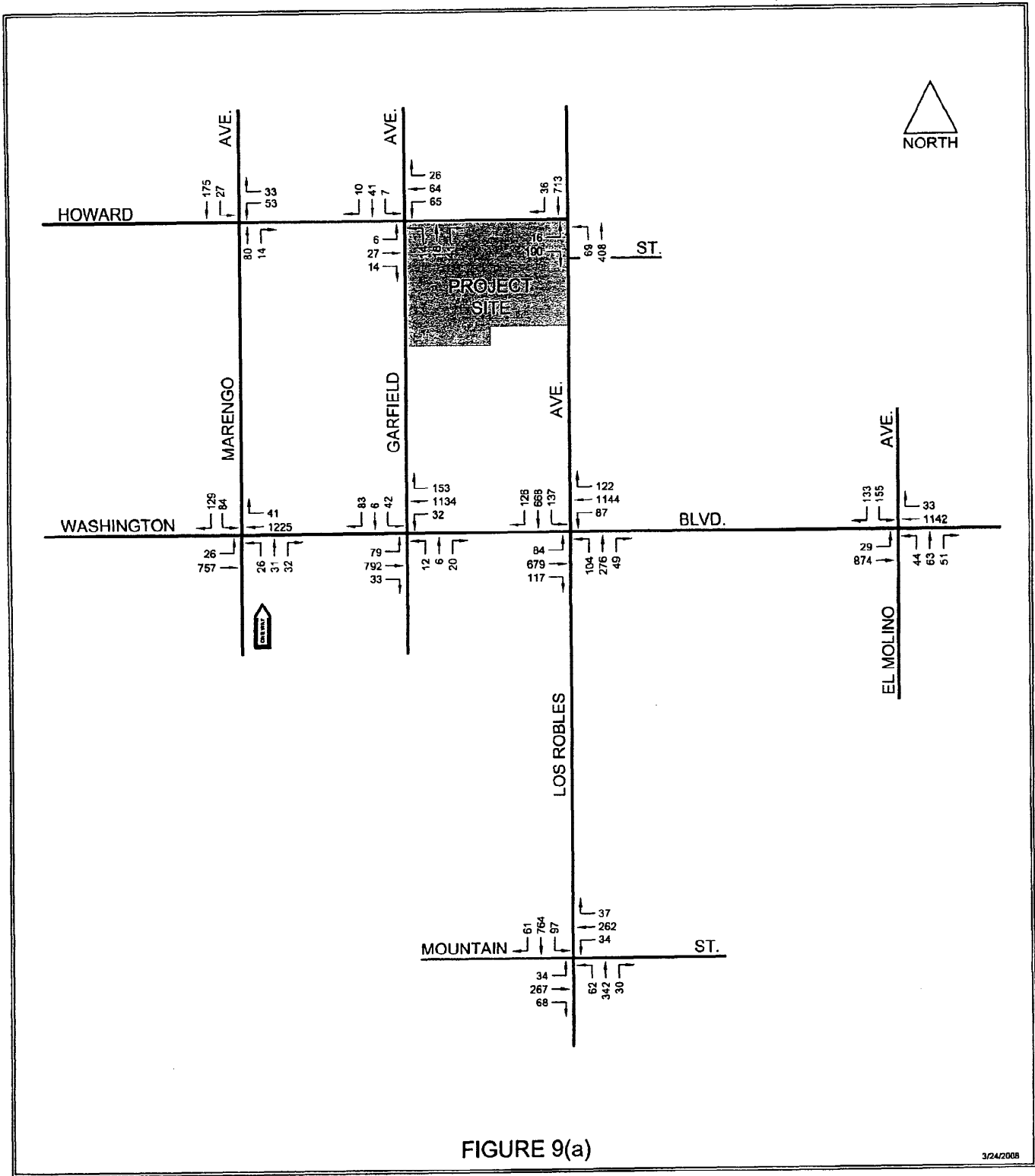
Analysis of Future Traffic Conditions (Without and With Project)

The analysis of future conditions in the project area was performed using the same critical lane analysis procedures described previously in this report.

Traffic volumes for the analysis were developed as follows:

- o As described earlier in the report, future year 2022 benchmark traffic volumes for the "Without Project" condition were determined by combining the area "ambient" traffic growth with traffic generated by the identified related projects.
- o Traffic volumes generated by the project, as determined earlier, were then added to the "Without Project" benchmark volumes to determine traffic impacts directly attributable to the proposed development.

Future (Year 2022) traffic volumes at the study intersections for the "Without Project" conditions are shown in Figure 9(a) for the AM peak hour and Figure 9(b) for the School PM peak hour. In addition, future "With Project" traffic volumes are shown in Figures 10(a) and 10(b) for the AM and School PM peak hours, respectively. The results of the capacity and delay analyses of future traffic conditions at the study intersections are summarized in Table 9. The ICU and HCM calculation worksheets for future traffic conditions are found in Appendix F.



FUTURE (2022) TRAFFIC VOLUMES
WITHOUT PROJECT
AM PEAK HOUR

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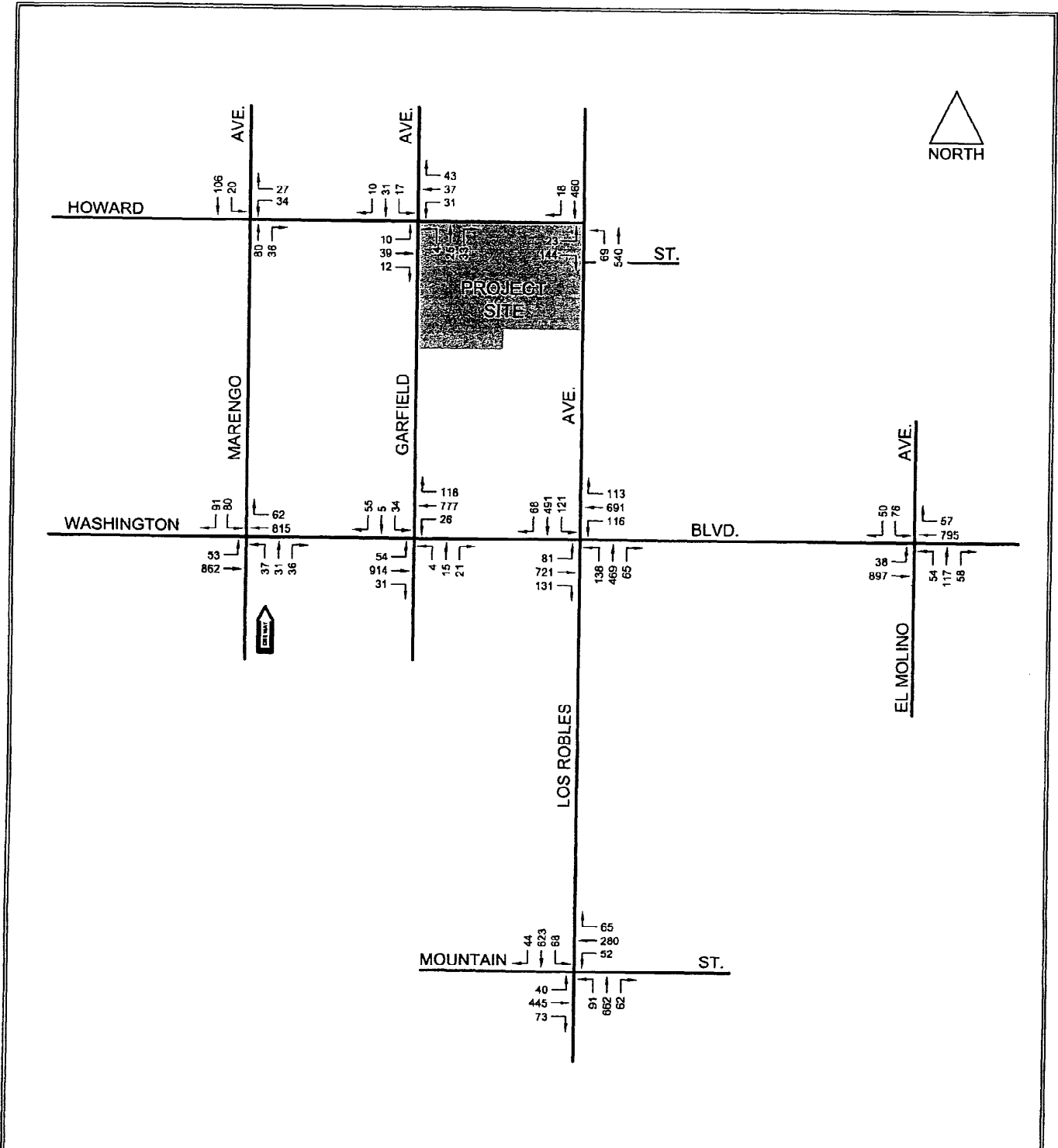


FIGURE 9(b)

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Pasadena Christian School 2008-03/PM/2022/WO

FUTURE (2022) TRAFFIC VOLUMES
WITHOUT PROJECT
SCHOOL PM PEAK HOUR



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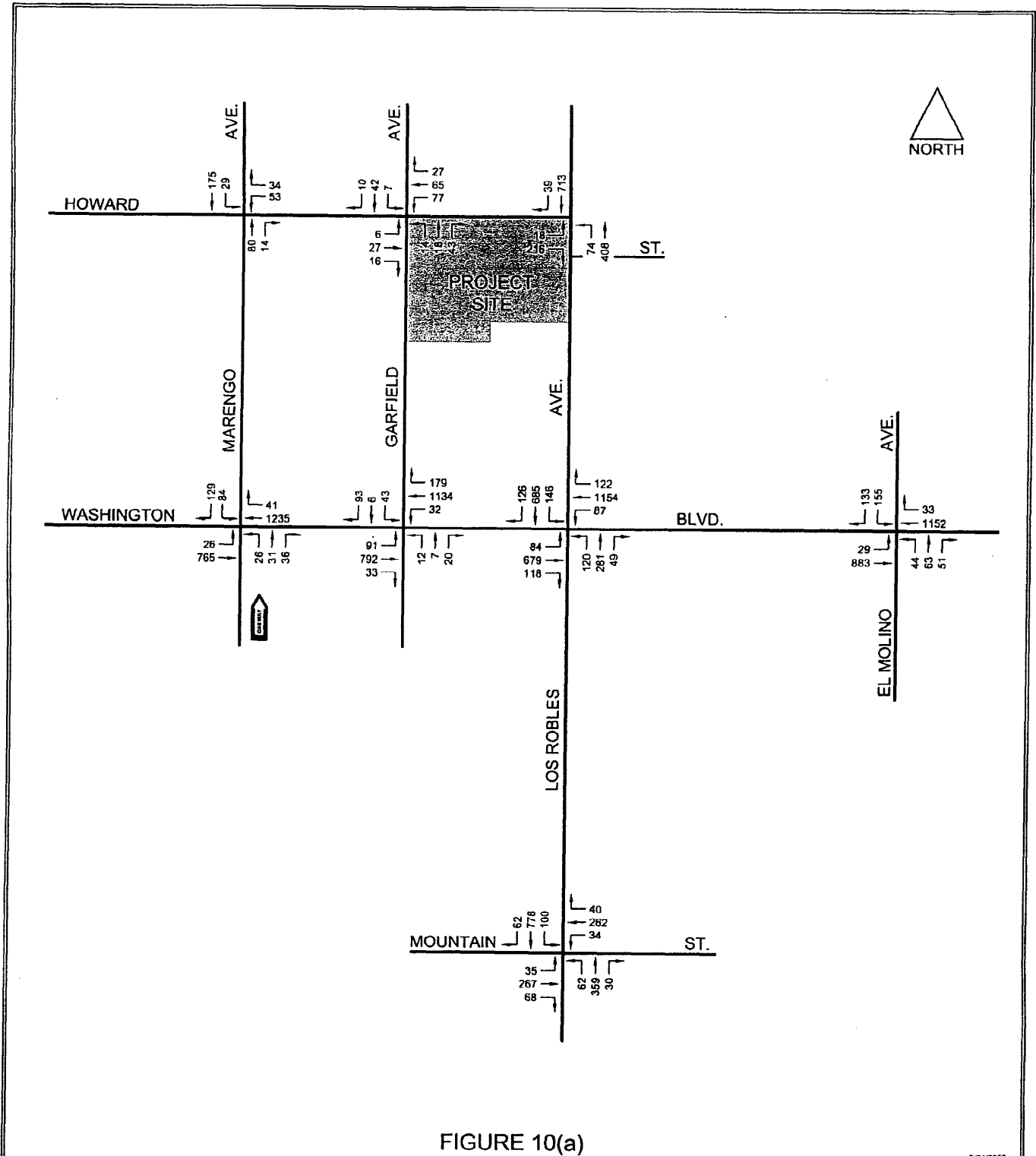


FIGURE 10(a)

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Pasadena Christian School/2008-03AM/2022WP

**FUTURE (2022) TRAFFIC VOLUMES
WITH PROJECT
AM PEAK HOUR**



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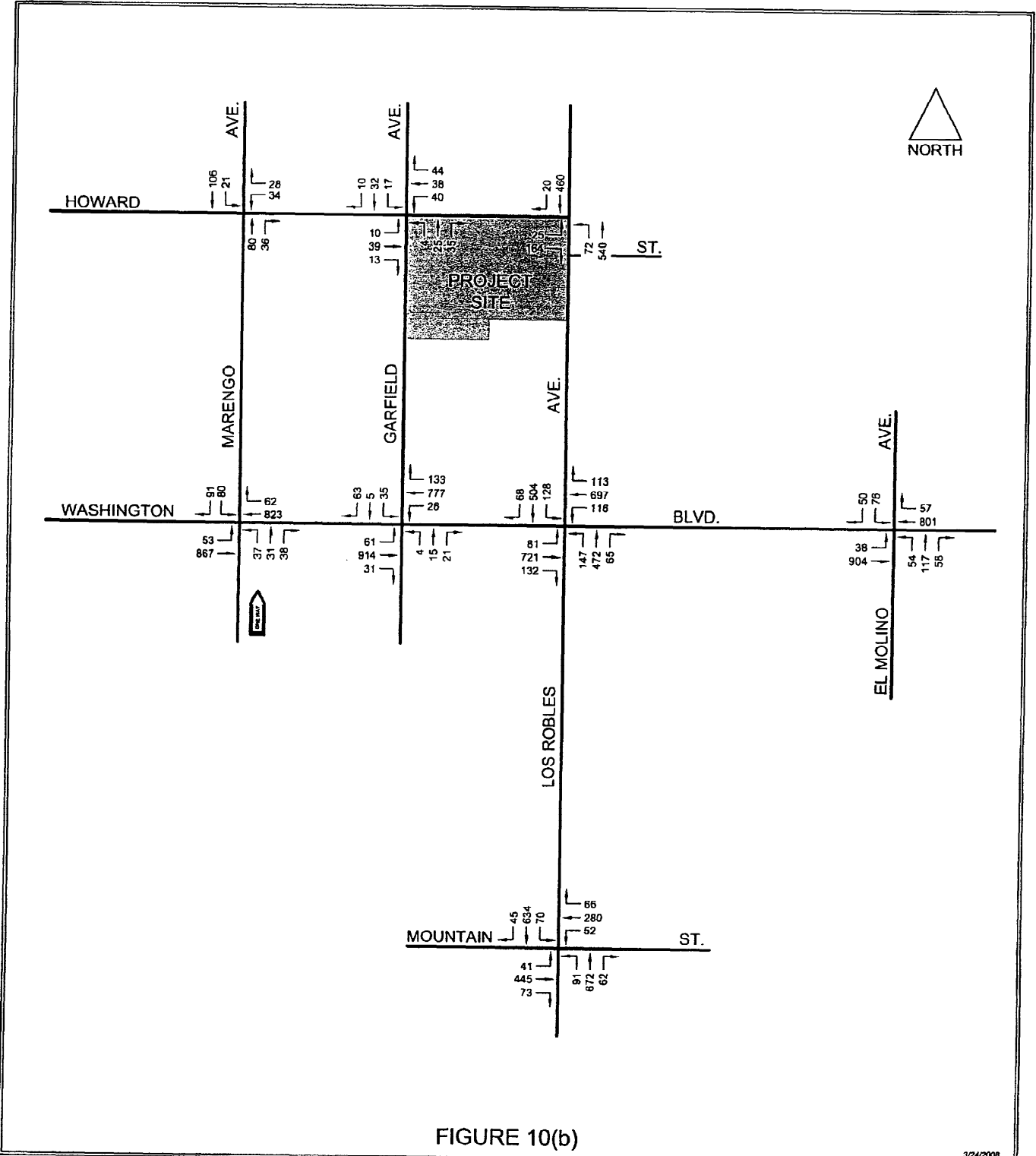


FIGURE 10(b)

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Pasadena Christian School 2006-03PM 2022MP

**FUTURE (2022) TRAFFIC VOLUMES
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Table 9
Intersection LOS Analysis Summary
Future (2022) Traffic Conditions

No.	Intersection	Peak Hour	Without Project			With Project			With Project Plus Mitigation				
			ICU/Delay	LOS	Significant	ICU/Delay	LOS	Impact	ICU/Delay	LOS	Impact	Significant	
1	Howard St. & Marengo Ave.	AM SCHOOL PM	8.22 Sec. 7.71 Sec.	A A	No No	8.24 Sec. 7.72 Sec.	A A	0.02 Sec. 0.01 Sec.	No No				
2	Howard St. & Garfield Ave. ^[1]	AM SCHOOL PM	11.0 Sec. 10.4 Sec.	B B	No No	11.3 Sec. 10.6 Sec.	B B	0.3 Sec. 0.2 Sec.	No No				
3	Howard St. & Los Robles Ave.	AM SCHOOL PM	0.702 0.520	C A	No No	0.724 0.536	C A	0.022 0.016	No No				
4	Washington Blvd. & Marengo Ave.	AM SCHOOL PM	0.664 0.537	B A	No No	0.668 0.539	B A	0.004 0.002	No No				
5	Washington Blvd. & Garfield Ave. ^[1]	AM SCHOOL PM	>100.0 Sec. 69.2 Sec.	F F	Yes Yes	>100.0 Sec. 81.7 Sec.	F F	-- 12.5 Sec.	Yes Yes	0.673 0.498	B A	[2] [2]	No No
6	Washington Blvd. & Los Robles Ave.	AM SCHOOL PM	0.976 0.789	E C	Yes No	0.998 0.802	E D	0.022 0.013	Yes No	-- --	-- --	[3] [3]	No No
7	Washington Blvd. & El Molino Ave.	AM SCHOOL PM	0.764 0.612	C B	No No	0.767 0.614	C B	0.003 0.002	No No				
8	Mountain St. & Los Robles Ave.	AM SCHOOL PM	0.859 0.925	D E	No No	0.868 0.932	D E	0.009 0.007	No No				

[1] Average delay for critical stop-controlled approach. Average delay for the intersection is less.

[2] Impact is not calculatable.

[3] As discussed with City staff, this intersection is considered mitigated to a less than significant level with the project's participation in funding the City's TMS.

As shown in Table 9, the project traffic is anticipated to significantly impact two of the eight study intersections during either one or both peak hours. Prior to the addition of project traffic, three of the eight study intersections would be anticipated to operate at adverse levels of service (i.e. LOS E or F) during one or both peak hours. With the project traffic, the same three study intersections would be anticipated to operate at adverse levels of service. A series of measures will be implemented to reduce the project traffic impacts to a less than significant level and is discussed in a forthcoming section.

As stated previously, future travel demands will likely be less than what is reflected in Table 9. Additionally, potential traffic mitigation measures required of some of the related projects, which may improve the projected Levels of Service conditions in the future, have not been assumed. Therefore, it is probable that future conditions at the study intersections will be better than those calculated for Table 9.

Analysis of Project Segment Impacts

As required by City of Pasadena traffic study guidelines, “Existing” and “Existing With Project” Average Daily Traffic (ADT) volumes were determined at key locations in the vicinity of the proposed project. The City of Pasadena ADT impact thresholds for street segments are listed in Table 10.

Four street segment locations were identified for inclusion in the ADT analysis. The existing and forecast existing With Project ADT volumes at the four study locations are summarized in Table 11. As shown in this table, project-related ADT increases of 2.4 percent or less are forecast for two of the four street segments (Street segment Nos. 3 and 4), and therefore only staff review and conditions are required based on the City’s street threshold criteria. Project-related increases of 7.5 percent or more are forecast

for the remaining two street segments. The two street segments and the corresponding project-related ADT increases are as follows:

- No. 1 Howard St. between Garfield Ave. and Los Robles Ave. – 9.7%
- No. 2 Garfield Ave. between Howard St. and Washington Blvd. – 8.6%.

**Table 10
City of Pasadena ADT Impact Thresholds For Street Segments**

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

**Table 11
Average Daily Traffic Street Segment Analysis Summary**

No.	Street Segment	Existing (2008)	Project Traffic	Existing Plus Project	Percent Increase
1	Howard St. betw. Garfield Ave. and Los Robles Ave.	1,199	116	1,315	9.7%
2	Garfield Ave. betw. Howard St. and Washington Blvd.	1,939	166	2,105	8.6%
3	Los Robles Ave. betw. Howard St. and Washington Blvd.	12,542	100	12,642	0.8%
4	Washington Blvd. betw. Garfield Ave. and Los Robles Ave.	18,317	79	18,396	0.4%

SECTION 9.0: CONGESTION MANAGEMENT PROGRAM TRAFFIC IMPACT ASSESSMENT

Impacts on Regional Transportation System

To address the increasing public concern of traffic congestion on the quality of life and economic vitality of the State of California, the Congestion Management program (CMP) was enacted by Proposition 111. The intent of the CMP is to provide the analytical basis for transportation decisions through the State Transportation Improvement Program (STIP) process. A Countywide approach has been established by the Metropolitan Transportation Authority, the Local CMP agency, to implement the statutory requirements of the CMP. The Countywide approach includes designating a highway network that includes all state highways and principal arterials with the County and monitoring the network's Level of Service standards. This monitoring of the CMP network is one of the responsibilities of local jurisdictions. If a Level of Service deteriorates below the standard, then local jurisdictions must prepare a deficiency plan to be in conformance with the Countywide plan.

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 are Arroyo Parkway/California Boulevard and Pasadena Avenue/St. John Avenue/California Boulevard both located about 2.5 miles south of the project site. A review of the project trip distribution in Figure 7 and net project traffic additions in Figure 8 shows that 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 intersection analysis requirements, the CMP 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 summarized previously in Table 7, 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 location is forecast and no detailed CMP freeway mainline analyses is warranted.

As required by the 2004 CMP, a review has been made of the CMP transit service. As previously discussed, existing transit service is provided in the vicinity of the proposed project. To estimate transit usage by the project, the project trip generation, as shown in Table 7, 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). Pursuant to the CMP guidelines, 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 = $95 \times 1.4 \times 0.035 = 5$ Transit Person Trips
- PM Peak Hour Trips = $64 \times 1.4 \times 0.035 = 3$ Transit Person Trips
- Daily Trips = $293 \times 1.4 \times 0.035 = 14$ Transit Person Trips

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

SECTION 10.0: PROJECT PARKING ANALYSIS

The parking analysis was conducted by documenting the pre-project parking supply and demand for PCS, and using the City of Pasadena's Zoning Code to determine the parking requirements for the project and comparing it to the proposed parking supply provided by the project as indicated in the MDP.

Pre-Project Parking Supply:

PCS currently has a total of approximately 102 surface parking spaces on site, including about 65 spaces in the Garfield lot located on the northwestern portion of the campus, and 20 spaces in the campus main entrance lot and 17 spaces in the preschool lot on Los Robles Avenue. The spaces in the Garfield lot are used by employees when school is in session. When school is not in session, the Garfield lot is used for after school activities. The campus main entrance lot is for employees and visitors. The spaces in the preschool lot are for parents who are required to park and sign their children into the preschool. The existing number and type of spaces by parking facility are shown in Table 12.

It should be noted that the parking supply in the Garfield lot includes 12 overhang spaces that are located between Howard Street and the driveway on Garfield Avenue on the eastern portion of the lot. Vehicles queue on the lot in front of these overhang spaces where the students are dropped off and picked up during the 8:00 AM to 8:30 AM and 3:00 PM to 3:30 PM periods, respectively. The overhang spaces are generally not used during the pick-up and drop-off periods, but are utilized after school such as for sports events.