

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 |

MITIGATION MONITORING AND REPORTING PROGRAM FOR 1000 ROSE AVENUE

This Mitigation Monitoring and Reporting Program (MMRP) for 2005 – 05 – ZC – PD –TPM, located at 1000 Rose Avenue, has been prepared pursuant to the California Environmental Quality Act (CEQA – Public Resources Code, Section 21000 *et seq.*), the CEQA Guidelines (Cal. Code Regs., Title 14, Chapter 3, Sections 15074 and 15097) and the City of Pasadena CEQA Guidelines. The mitigation measures included herein are considered conditions of approval for the project. A master copy of this MMRP shall be kept in the office of the Zoning Administrator and shall be available for viewing upon request. A copy also will be available at the office of the Condition/Mitigation Monitoring Coordinator.

INSERT PROJECT DESCRIPTION: The project is located in the City of Pasadena, County of Los Angeles. The project is a 4.75 acre parcel located between Altadena Drive and Washington Boulevard, north of Sierra Madre Villa. Thirty-Five (35) single family residences are being proposed. A Zone Change is being requested from the existing RS-1 Zoning District to a Planned Development. A subdivision is being requested to create the lots for individual ownership. The site was formerly leased from the Pasadena Unified School District to a private tennis club. The existing tennis court facilities will be demolished in order to build the new single family homes.

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

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

Note – In the event the Cooley/Rose Gate Phase 1 temporary partial cul-de-sac improvement is not installed according to the agreement to be implemented between the City and the Pasadena Unified School District, the applicant shall pay his fair share of this improvement prior to the Certificate of Occupancy. By signing this Mitigation Monitoring and Reporting Program, the developer is acknowledging only the completion of the temporary partial cul-de sac in conjunction with this project.

Monitoring Program Cost:

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

APPLICANT

DATE

**Mitigation Monitoring and Reporting Program Matrix
2005 – 05 – ZC – PD - TPM**

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity	Mitigation Measure Complete?	Effectiveness
Impact 1 – Traffic and Circulation				
<p>AREA A – COOLEY/ALTADENA INTERSECTION AND NEIGHBORHOOD ENTRIES</p> <p>1. Restripe westbound Cooley approaching Altadena to provide one right turn lane and two left turn lanes.</p>	Summer 2006	Public Works		
<p>2. Install a green arrow for the westbound-to-southbound left turn lanes to give the left turns a chance to clear prior to the "WALK" indication on the south crosswalk. City of Pasadena to determine the appropriate signal phasing for this intersection</p>	Summer 2006	Public Works		
<p>3. Prohibit parking on the north curb of Cooley for a distance of 100 feet east of Altadena. Install "NO PARKING, School Days, 7:30 to 8:30 am and 2:30 to 3:30 pm" from the end of the NO PARKING zone easterly to Del Rey Avenue.</p>	Summer 2006	Public Works		
<p>4. Install turn restriction signs to prohibit southbound left turns along Altadena at Woodlyn and at Whitefield, eastbound right turns along Washington at Switzer and Del Rey, and the northbound left turn at Washington/ Woodlyn. These turn restrictions should be signed to be in effect only during school days between 7:30 to 8:30 a.m. and 2:30 to 3:30 p.m.</p>	Summer 2006	Public Works		

¹ On June 5, 2006, the City Council and the Pasadena Unified School District approved in concept the improvements listed under Required Mitigation (goals and objectives of the Pick-Up Drop-Off Plan, dated July 22, 2006, in association with the July 2005 Traffic Study prepared by Meyer Mohaddes. The City of Pasadena and the Pasadena Unified School District will be jointly undertaking the cost and implementation of the improvements.

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity	Mitigation Measure Complete?	Effectiveness
<p>AREA B – COOLEY/ROSE GATE – PHASE 1</p> <p>5. During the first two years of operation, a temporary partial cul-de-sac would be constructed at Rose/Cooley to prohibit eastbound traffic on Cooley from traveling northbound on Rose. The temporary cul-de-sac would be constructed of temporary asphalt curbs and planters or similar materials to delineate the outline of the cul-de-sac.</p>	Certificate of Occupancy	Public Works		
<p>6. Construct a new vehicular gate at the end of Cooley to allow controlled access for trucks and service vehicles. The gate would be controlled by PHS staff and would not allow access to the campus by faculty/staff vehicles or by pedestrians</p>	Summer 2006	Public Works		
<p>7. Construct a new pedestrian gate near the new service gate on Cooley. This gate would be closed to pedestrian access to the campus during school hours except for morning and afternoon pick-up and drop-off times.</p>	Summer 2006	Public Works		
<p>8. PHS would send out a traffic plan to its parents advising them of the new traffic patterns on Cooley and discouraging the use of southbound Rose as a drop-off and pick-up route.</p>	Summer 2006	Public Works		

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity	Mitigation Measure Complete?	Effectiveness
<p>9. Install parking control signs along the south curb of Cooley from Rose to Bella Vista reading "PASSENGER LOADING, School Days, 7:30 to 8:30 am and 2:30 to 3:30 pm – TOW AWAY". The intent of creating this passenger loading zone is to keep the Cooley curb clear for pick-up and drop-off activities.</p>	Summer 2006	Public Works		
<p>10. Work with the Pasadena Police Department to enforce the laws on speed limit, turning maneuvers, and double parking along Cooley.</p>	Summer 2006	Public Works		
<p>11. PUSD will continue to open the pedestrian gate at the east end of the tennis courts and at the southwest corner of the soccer field after school hours and on weekends in compliance with the existing Memorandum of Understanding between the City and School District. Groups that hold valid school property use permits will be allowed access to the appropriate facilities.</p>	Summer 2006	Public Works		
<p>AREA B – COOLEY/ROSE GATE – PHASE 2 12. After evaluation of the performance of Area B, Phase 1 and if the neighborhood approves, additional mitigation measures, including the installation of a permanent cul-de-sac that prohibits eastbound Cooley traffic from entering northbound Rose will be explored and implemented. Construction will require dedication of right-of-way by PUSD to City.</p>	Summer 2006	Public Works		

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity	Mitigation Measure Complete?	Effectiveness
13. The agreement between the City and the School District will reserve sufficient funds to make the temporary cul-de-sac a permanent installation if the evaluation shows that to be the best alternative.	Summer 2006	Public Works		
14. Allow southbound traffic on Rose to enter Cooley. Install STOP sign and DO NO ENTER sign.	Summer 2006	Public Works		
15. Continue items 5, 6, and 8-11 from the Area B, Phase 1 improvement program.	Summer 2006	Public Works		
AREA C – SIERRA MADRE BOULEVARD 16. Remove the four ADA accessible parking spaces from the curb face in front of the school along the north curb of Sierra Madre Boulevard.	Summer 2007	Public Works		
17. Replace the four accessible spaces with new accessible spaces within the parking lot in front of the school.	Summer 2007	Public Works		
18. Open the pedestrian gate toward the west end of the campus (at the Auditorium) for the morning drop-off.	Summer 2007	Public Works		
19. Open both vehicular gates exiting the parking lot in front of the school.	Summer 2007	Public Works		
20. Sign and stripe the easterly driveway to the parking lot as inbound only.	Summer 2007	Public Works		

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity	Mitigation Measure Complete?	Effectiveness
21. Stripe the aisle inside the parking lot adjacent to the sidewalk as a one-way westbound only aisle.	Summer 2007	Public Works		
22. Install a second drop-off lane inside the parking lot adjacent to the curb lane to double the amount of drop-off area inside the lot. Install a 4-5 foot wide island separating the two drop-off lanes.	Summer 2007	Public Works		
23. Install a second island along the north side of the parking lot to separate the maneuvers within the parking lot from the drop-off activities.	Summer 2007	Public Works		
24. Install fences along the islands to restrict pedestrians crossings to the painted crosswalk locations.	Summer 2007	Public Works		
25. Paint the curbs red along the south side of the westbound drop-off aisles and install signs to prohibit parking along the south side of the aisle.	Summer 2007	Public Works		
26. Paint pedestrian crosswalks at two locations in the parking lot connection the school sidewalk to the Sierra Madre Boulevard sidewalk.	Summer 2007	Public Works		
27. Resurface and restripe the lot to modify the parking aisles to reflect the double drop-off lanes. Change the parking aisle orientation to alternate northbound and southbound travel.	Summer 2007	Public Works		

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity	Mitigation Measure Complete?	Effectiveness
28. Restripe westbound Sierra Madre Boulevard to provide a right turn lane into the parking lot.	Summer 2007	Public Works		
29. Open all pedestrian gates from the campus during the afternoon dismissal.	Summer 2007	Public Works		
30. Modify the Sierra Madre Boulevard median opening in front of the school to provide direct access into the school parking lot. Provide a single left turn lane into the parking lot and install a half-signal controlling westbound traffic.	Summer 2007	Public Works		
31. Remove the existing two-way median crossover in front of the school.	Summer 2007	Public Works		
AREA D - WASHINGTON 32. Install a traffic signal at the school driveway north of Sierra Madre. This signal will allow vehicles to enter/leave the faculty/staff parking lot safely.	Summer 2007	Public Works		
33. Allow the traffic signal to rest in green for Washington traffic. Place detectors on the northbound left turn lane and in the driveway to call up these phases only when a vehicle is present.	Summer 2007	Public Works		
34. Interconnect the new traffic signal with the existing signal at Washington/Sierra Madre.	Summer 2007	Public Works		

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity	Mitigation Measure Complete?	Effectiveness
35. Restripe Washington to provide a northbound left turn lane into the school driveway.	Summer 2007	Public Works		
36. Install a "Signal Ahead – Prepare to STOP" sign with flashers facing southbound Washington traffic. Interconnect the flashers to the signal to coordinate the flashers with the red signal indication facing southbound traffic.	Summer 2007	Public Works		
37. Assign faculty/staff parking to this campus entry.	Summer 2007	Public Works		
38. Restripe the parking lot adjacent to Washington to allow inbound traffic to use this lot as a pick-up and drop-off area. Move existing staff parking in this lot to the main Faculty/staff lot.	Summer 2007	Public Works		
39. Open the pedestrian gate at this lot during the pick-up and drop-off times.	Summer 2007	Public Works		

**1000 ROSE AVENUE RESIDENTIAL PROJECT
AND
PASADENA HIGH SCHOOL TRAFFIC IMPROVEMENTS
IMPROVEMENT PROGRAM CONSOLIDATION REPORT**

JULY 2006

PREPARED FOR
CITY OF PASADENA DEPT. OF TRANSPORTATION

PREPARED BY

KAKU ASSOCIATES
A Corporation

**1000 ROSE AVENUE RESIDENTIAL PROJECT
AND
PASADENA HIGH SCHOOL TRAFFIC IMPROVEMENTS
IMPROVEMENT PROGRAM CONSOLIDATION REPORT**

July 2006

Prepared for:

CITY OF PASADENA DEPARTMENT OF TRANSPORTATION

Prepared by:

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EXECUTIVE SUMMARY

The Pasadena Unified School District (PUSD) is in the process of selling a parcel of land at 1000 Rose Avenue in the City of Pasadena. The land parcel in question is located on Rose Avenue immediately north of the campus of Pasadena High School (PHS).

The intent of the land sale is that the parcel would be developed as a residential project containing 35 single-family residential units. Figure 1 shows the location of the project and Figure 2 shows the site plan of the proposed residential project.

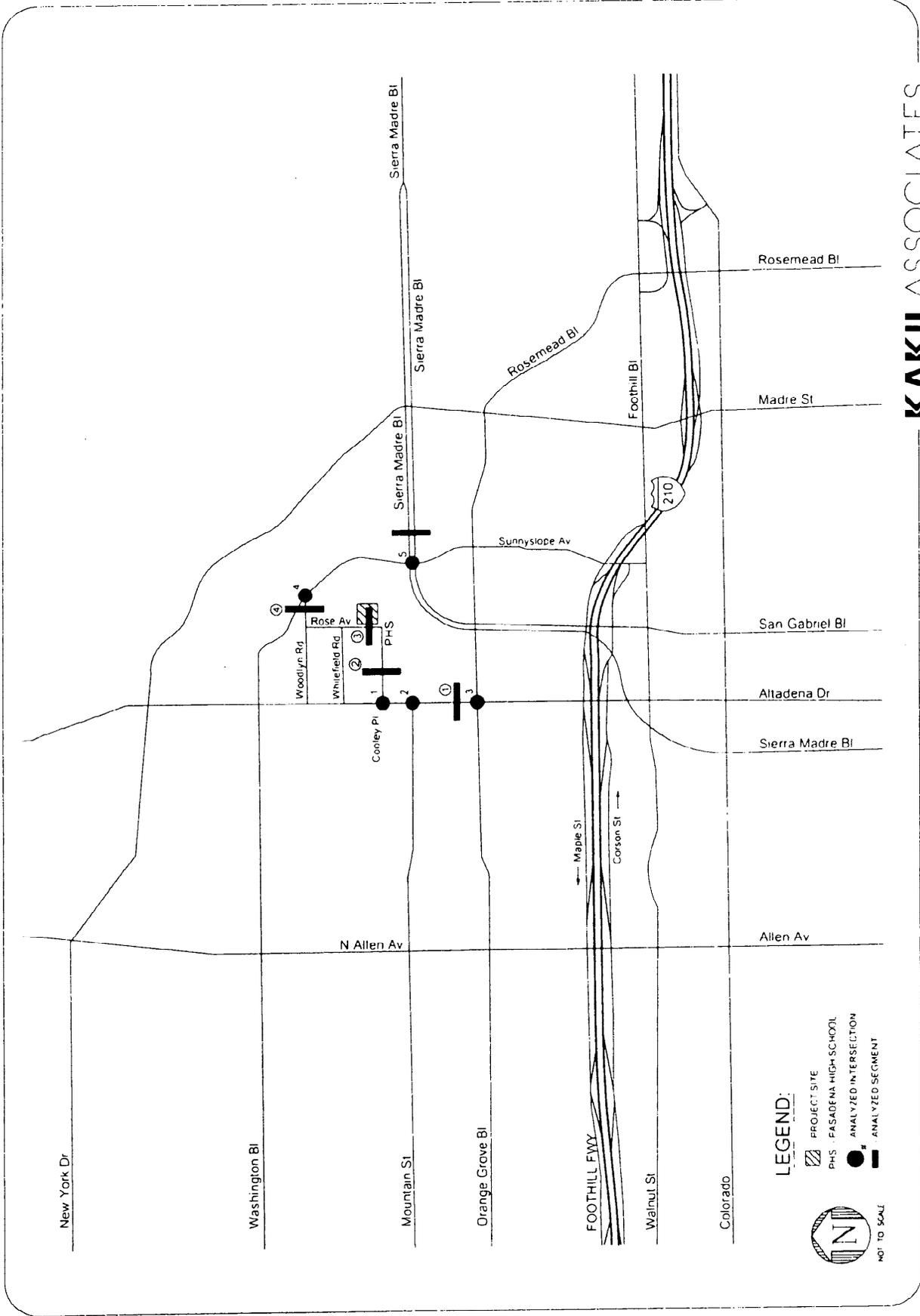
PREVIOUS STUDIES

In July 2005, Meyer, Mohaddes Associates (MMA) prepared a traffic impact report for the 1000 Rose Avenue residential project¹. That analysis showed that the project would not create any significant impacts on key intersections serving the site, but that it would result in two segment impacts that would be deemed significant according to the City's criteria.

For the past four years, Kaku Associates, Inc. has been working with the City of Pasadena, PUSD and the neighbors around PHS to develop traffic plans that would increase the safety of the morning and afternoon school pick-up and drop-off activities that take place all around the perimeter of the school. In addition to safety concerns, the neighbors expressed a desire to have the plans reduce the school's traffic impact on the adjacent neighborhoods.

Recently the neighbors, PHS, PUSD, and the City agreed to a comprehensive traffic improvement program that addressed safety and neighborhood protection issues. The City and PUSD agreed to a joint funding package for the improvement program and the first phase of the improvements are now in the planning stages.

¹ *Draft Report - 1000 Rose Avenue Residential Project Traffic Impact Study*, Meyer, Mohaddes Associates, July 21, 2005.

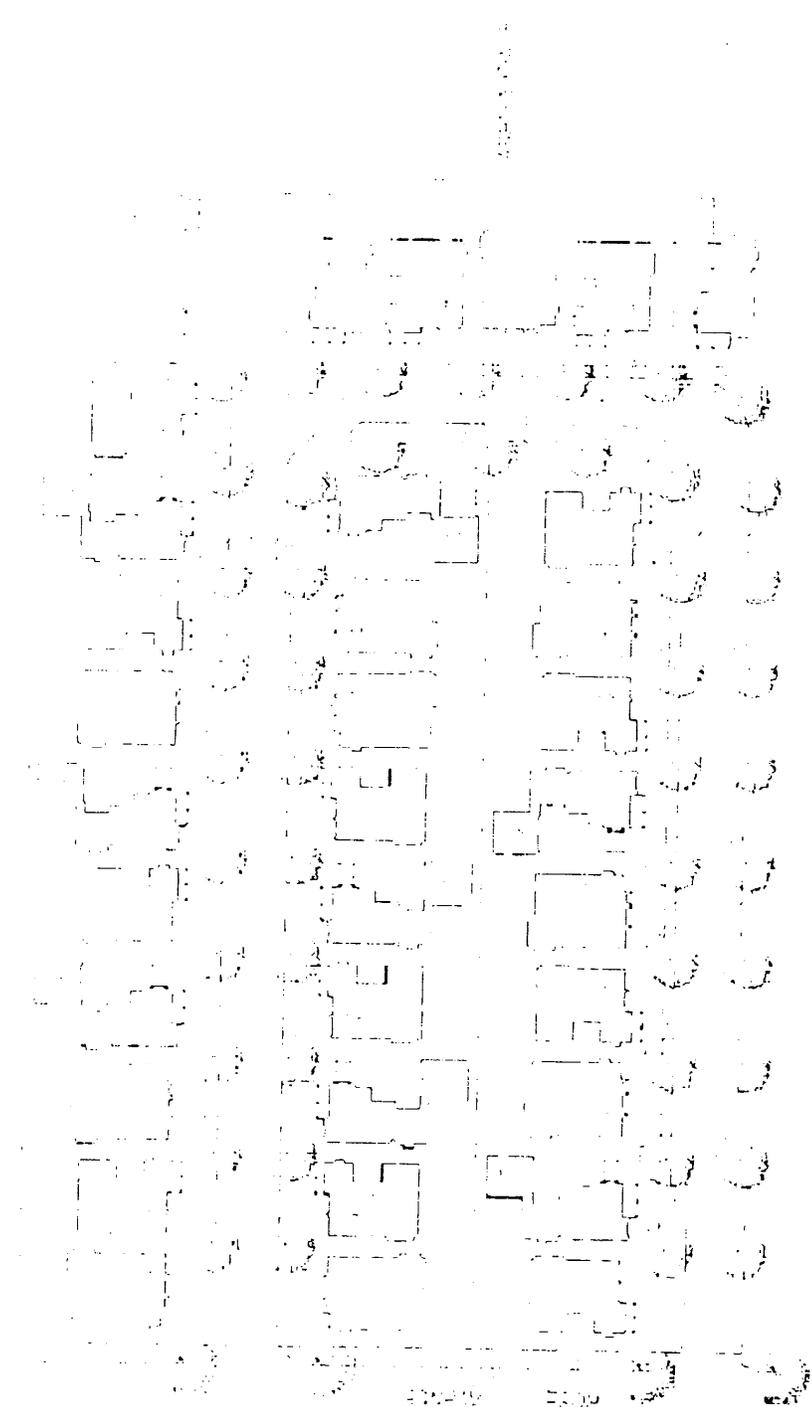


KAKU ASSOCIATES

FIGURE 1
PROJECT SITE AND ANALYZED LOCATIONS



NOT TO SCALE



SCOTT & BROWN ARCHITECTS, INC.

Source: Figure 2, *DraftReport 1000RoseAve.pdf*, Meyer Mohades, Inc

KAKU ASSOCIATES

**FIGURE 2
SITE PLAN**

CONSOLIDATED MITIGATION PROGRAMS

This report consolidates the findings of the 2005 MMA residential project report with the approved PHS improvement package and documents the MMA report findings that the PHS improvement program does indeed mitigate the segment impacts resulting from the construction of 35 single-family residential homes on the 1000 Rose Avenue site.

After the implementation of the PHS improvement package, the traffic increases on the two segments that resulted in the residential project's significant impacts are reduced to a level that no longer causes a significant impact.

I. 1000 ROSE AVENUE RESIDENTIAL PROJECT

In July 2005, Meyer, Mohaddes Associates (MMA) prepared a traffic impact report² for the proposed residential development at 1000 Rose Avenue in the City of Pasadena. In concert with the City of Pasadena Department of Transportation, MMA prepared a scope of work that included the detailed analysis of five key study intersections and five street segments.

The detailed traffic study is included as an appendix to his report for ease of reference. The key findings of the 2005 study are summarized below.

PROJECT TRIP GENERATION

The 35 proposed single-family dwelling units were projected to generate 335 vehicular trips over the course of a 24-hour day. Of this total, 26 trips would occur in the morning peak hour and 35 trips would occur during the afternoon peak hour.

PROJECT TRIP DISTRIBUTION

The directional distribution of project traffic is shown in Figure 6 of the MMA report (Appendix A of this report). It was anticipated that the majority (approximately 70%) of the project traffic would head to/from the south on Altadena Drive toward Orange Grove Boulevard and Interstate 210. The remaining traffic was split approximately evenly between the southeast (Sierra Madre Boulevard/Washington Boulevard) and the northwest (Altadena Drive/Washington Boulevard).

² Ibid.

II. PROJECT TRAFFIC IMPACT

The project traffic was assigned to the street system according to the directional distribution described above in order to measure the incremental impacts of the new project traffic on the street system.

INTERSECTION IMPACTS

Table 1 is excerpted from the 2005 MMA report. It shows that the project traffic would not have any significant impacts on any of the five key study intersections. The analysis showed that the incremental increase due to project traffic was not even close to causing a significant traffic impact at any of the study intersections. In fact, the project traffic generation would have to increase by over 500% to add enough traffic to any of the study intersections to result in a significant impact according to City criteria.

SEGMENT IMPACTS

Table 2, also excerpted from the 2005 MMA report, shows that the project did have a significant impact on two of the five segments selected for study:

Cooley Place east of Altadena Drive

Rose Avenue between Cooley Place and Whitefield Road.

The incremental impact of the new project traffic caused the averaged daily traffic levels to increase by more than 5%, which, according to the City's criteria, requires project mitigation.

TABLE 1
1000 ROSE AVENUE RESIDENTIAL PROJECT
FUTURE LEVEL OF SERVICE SUMMARY

Intersection	AM Peak Hour				PM Peak Hour					
	Current (Future w/o Project)		Current + Project		Current (Future w/o Project)		Current + Project			
	V/C or delay	LOS	V/C or delay	LOS	V/C or delay	LOS	V/C or delay	LOS		
1 Altadena Dr and Cooley Pl	0.534	A	0.542	A	0.416	A	0.427	A	0.011	No
2 Altadena Dr and Mountain St (a)	50.0	E	51.0	F	41.2	E	42.6	E	-	N/A
Altadena Dr and Mountain St (b)	0.618	B	0.622	B	0.480	A	0.486	A	0.006	No
3 Altadena Dr and Orange Grove Blvd	0.750	C	0.754	C	0.730	C	0.733	C	0.003	No
4 Washington Blvd and Woodlyn Rd (a)	15.6	C	15.7	C	11.3	B	11.3	B	-	N/A
Washington Blvd and Woodlyn Rd (b)	0.325	A	0.327	A	0.368	A	0.371	A	0.003	No
5 Washington Blvd and Sierra Madre Blvd	0.643	B	0.645	B	0.632	B	0.634	B	0.002	No

Notes:

(a) Intersection is controlled by stop sign(s). Value represents average delay per vehicle for most constrained movement

(b) Intersection analyzed as if signalized to determine significant impact

Source: Draft Report - 1000 Rose Avenue Residential Project Traffic Impact Study (Meyer, Mohaddes Associates, July 21, 2005)

**TABLE 2
1000 ROSE AVENUE RESIDENTIAL PROJECT
STREET SEGMENT ANALYSIS**

Street Segment	A	B	C	D	E
	Daily Volumes (Two-Way)				% Growth Due to Project
	Existing	Future w/o Project	Project Only	Future Project	
1 Altadena Dr n/o Orange Grove Blvd	21,804	22,240	217	22,457	1.0%
2 Cooley Pl e/o Altadena Dr	2,156	2,199	232	2,431	10.5% [a]
3 Woodlyn Rd w/o Washington Blvd	1,310	1,336	58	1,394	4.3%
4 Sierra Madre Blvd e/o Washington Blvd	18,387	18,775	34	18,789	0.2%
5 Rose Av between Cooley Pl and Whitefield Rd	916	934	232	1,166	24.8% [a]

Note:

[a] The projected growth along this segment would require mitigation under the City's thresholds.