

**WHY?** The proposed MDP does not emit hazardous emissions or handle hazardous or acutely hazardous materials, substance, or waste and is not within one-quarter mile of another existing or proposed school.

- d. *Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? ( )*

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**WHY?** The project site is not located on the State of California Hazardous Waste and Substances Sites List of sites published by California Environmental Protection Agency (CAL/EPA).

- 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 result in a safety hazard for people residing or working in the project area? ( )*

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**WHY?** The project site is not within any airport land use plan or within two miles of a public airport or public use airport.

- f. *For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? ( )*

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**WHY?** The project site is not within the vicinity of any private airstrip.

- g. *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? ( )*

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**WHY?** The project is located within an urban area and will not change the logistical nature of the area. To ensure compliance with zoning, building and fire codes, the applicant is required to submit appropriate plans for plan review prior to the issuance of a building permit. Adherence to these requirements ensures that the project will not have a significant impact on emergency response and evacuation plans.

The City of Pasadena maintains a citywide emergency response plan, which goes into effect at the onset of a major disaster (e.g., a major earthquake). The Fire Marshall maintains the disaster plan. In case of a disaster, the Fire Marshall is responsible for implementing the plan, and the Pasadena Police Department devises evacuation routes based on the specific circumstance of the emergency.

The City has pre-planned evacuation routes for dam inundation areas associated with Devil's Gate Dam, Eaton Wash, and the Jones Reservoir. According to the adopted 2002 Safety Element of the General Plan, the project site is not within, but is adjacent to the east of a portion of the Lower Arroyo Seco Flood Inundation Zone. If Devil's Gate Reservoir fails catastrophically, most of the water will be confined to the Arroyo Seco channel, and would impact the Rose Bowl and other developed areas both north and south of the 210 Freeway, not the project site.

There are no areas in the City designated as eligible for flood insurance by the Federal Emergency Management Administration (FEMA).

*h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? ( )*

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**WHY?** According to the 2002 adopted Safety Element as shown on Plate P-2, Summary of Hazards Map (II), the project site is in an area of moderate and very high fire hazard zone. The project site is bounded on the north, east and southwest by Single-Family Residential with Hillside Development Overlay District (RS4-HD). In order to minimize the exposure of people and structures to risk of wild land fires, the proposed landscape plan must conform to the required types of vegetation allowed by the Fire Department and the roofing materials must also be approved by this department.

**11. HYDROLOGY AND WATER QUALITY.** Would the project:

*a. Violate any water quality standards or waste discharge requirements? ( )*

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**WHY?** The project will not violate any water quality standards or waste discharge requirements. The project must comply with federal Water Pollution Control Act (Clean Water Act) National Pollution Disposal Elimination System (NPDES) permit requirements and the City's Storm Water and Urban Runoff Control Regulations.

There are no bodies of water near the project, whose surface waters would receive any discharge from the project. However, if there is water runoff from the site, this runoff may be discharged via Los Angeles County Flood Control Channels into the San Pedro Bay. The project is not located near any significant body of fresh or marine water.

Pasadena has adopted the Standard Urban Storm Water Mitigation Plan (SUSMP) to help implement the National Pollutant Discharge Elimination System (NPDES). Because of the project site's proximity to Hillside Development Overlay District, and the proposed new buildings in the campus will add new buildings ranging in size from 1,000 to 11,000 square feet of floor area, each of these new buildings will be required to submit a plan for implementing Best Management Practices prior to issuing a building permit.

*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)? ( )*

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**WHY?** The project will use the existing water supply system provided by the Pasadena Department of Water and Power and the existing sewer system provided by the Los Angeles County Sanitation District and the City's Department of Public Works. Therefore, there will be no direct additions or withdrawals from the ground waters. Moreover there is no known aquifer condition in the project site or in the surrounding area, which could be intercepted by excavation for the project.

Under normal operation with existing buildings in the school campus, water consumption is calculated to be approximately 8,262 gallons per day. With the net increase in building floor area of 28,943 square feet, the water consumption is projected to increase by approximately 2,894 gallons of water per day.

The source of some of the water from the Pasadena Water and Power Department is ground water, stored in the Raymond Basin. The proposed new buildings will result in a net increase in building floor area by 28,943 square feet, which will in turn result in a net increase in water consumption by 2,894 gallons per day. If the project will consume a net increase in use of water over the existing, the project may have an indirect impact on the supply of groundwater.

However, during drought conditions, the project must comply with the Water Shortage Procedures Ordinance (Chapter 13 of the Pasadena Municipal Code) the project shall only consume 90% of expected consumption. To ensure compliance with this ordinance, the applicant shall submit a water conservation plan limiting the project's water consumption to 90% of expected consumption. This plan shall be submitted to and approved by the City's Water and Power Department and the Building Division prior to the issuance of a building permit. The Water Division reviewed the proposed MDP during the Predevelopment Plan Review and indicated that water service can be provided to the project site without depleting current supply. The applicant's irrigation and plumbing plans shall comply with the approved water conservation plan. Based on the requirements to comply with this plan, there will be no impacts to groundwater supplies.

Further, as part of the Memorandum of Understanding (MOU) signed between the City of Pasadena and the State Water Conservation Coalition in 1991, the City through its Department of Water and Power has agreed to implement certain water conservation measures known as "Best Management Practices" (BMP). Among these is the draft "Landscape Water Management Ordinance" for new or new or rehabilitated landscaping areas greater than 2,500 square feet requiring a building permit.

In the 1994 adopted Land Use Element, Policy 9.5 **Stewardship of Natural Environment** requires water conservation through encouragement of native, water conserving and regionally appropriate landscaping.

- c. *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on-or off-site?* ( )

**WHY?** At Phase III after all new construction is completed, the project will cover approximately 31.8% of the site as compared to the present use, which occupies 37.5% of the site. Storm and other water runoff will therefore decrease. There would be reduced paving or building foot print that would increase water percolating into the soil to replenish the water table. There would be a slight reduction in storm and irrigation water flowing into storm drain facilities.

Nevertheless, 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. According to the City's Department of Public Works, the applicant is required to submit a grading and drainage plan and hydrology study for review and approval prior to issuance of a building permit. Moreover, the project is subject to the requirements of the City's Storm Water and Urban Runoff Control Regulation Ordinance that implements the requirements of the Regional Water Quality Control Board's Standard Urban Storm Water Mitigation Plan (SUSMP). The applicant shall submit a site drainage plan for review and approval by the Building Division and the Public Works Department prior to the issuance of any demolition, grading or construction permit. Due to the existing building regulations and the submission, approval and implementation of a drainage plan there will be no significant impact from surface runoff.

Figure 4.5-1, Major Hydrologic Features, from the FEIR for the 1994 adopted Land Use and Mobility Elements shows reservoirs, debris basins, Flood Control Channels and County Storm Drain Facilities. The project site is located within 1000 feet of the Arroyo Seco Flood Control Channel. Figure 4.5-3, County Storm Drains Facilities, shows drainage boundaries, Flood Control Channels and the County Storm Drain network within the City. The project site is also served by existing County Storm Drain facility that connects to the Arroyo Seco Flood Control Channel.

According to the 2002 adopted Safety Element of the City of Pasadena Comprehensive General Plan, most properties in the City are not normally subject to flooding. The project site is just outside the Lower Arroyo Seco Flood Inundation Zone; however, even if the Devils Gate Reservoir fails catastrophically, most of the water will be confined to the Arroyo Seco channel, and would impact the Rose Bowl and other developed areas on the north and south of the 210 Freeway, and not the project site.

- d. *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site? ( )*

                        
 
                         
 
                         

**WHY?** The City of Pasadena contains two streams: the Arroyo Seco and Eaton Creek. The project site is located just east of the Lower Arroyo Seco stream, across Arroyo Boulevard. However, none of the proposed new construction, renovation and reconfiguration of the traffic flow within the campus will affect or substantially alter the course of this stream. There are no ravines or gullies on the site.

- e. *Create or contribute runoff water, which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? ( )*

                        
 
                         
 
                         

**WHY?** The project site is adequately served by existing storm water drainage systems. According to the City's Department of Public Works, the project is subject to the requirements of the City's Storm Water and Urban Runoff Control Regulation Ordinance that implements the requirements of the Regional Water Quality Control Board's Standard Urban Storm Water Mitigation Plan (SUSMP). The applicant shall submit a site drainage plan for review and approval by the Building Division and the Public Works Department prior to the issuance of any demolition, grading or construction permit. Due to the existing building regulations and the submission, approval and implementation of a drainage plan there will be no significant impact from surface runoff.

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

                        
 
                         
 
                         

**WHY?** The project will not substantially degrade water quality during construction or operation. Runoff will be controlled during construction using required Best Management Practices, and the City's requirement that the project comply with the requirements of the City's Storm Water and Urban Runoff Control Regulation Ordinance that 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. There are no known hazardous materials that would be disturbed during construction. The project will be connected to the existing water, sewer and storm drain systems so there will be no direct impact on groundwater quality.

<b>Potentially Significant Impact</b>	<b>Significant Unless Mitigation is Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or dam inundation area as shown in the City of Pasadena adopted Safety Element of the General Plan or other flood or inundation delineation map? ( )

                                                                

**WHY?** The proposed MDP does not include housing. In any case, according to the Summary of Hazards Map (II), Plate P-2 of the adopted 2002 Safety Element of the City's adopted General Plan, the project is not located within a dam inundation area, but is located just outside the Lower Arroyo Seco Flood Inundation Zone. However, the 2002 Adopted Safety Element indicates that even if the Devils Gate Reservoir fails catastrophically, most of the water will be confined to the Arroyo Seco channel, and would impact the Rose Bowl and other developed areas on the north and south of the 210 Freeway, and not the project site.

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

                                                                

**WHY?** The entire City of Pasadena is in Zone D on the Federal Emergency Management Agency (FEMA) map Community Number 065050. In Zone D the City is not required to implement any flood plain management regulations. According to the Summary of Hazards Map (II), Plate P-2 of the adopted 2002 Safety Element of the City's adopted General Plan, the project is not located within a dam inundation area, but is located just outside the Lower Arroyo Seco Flood Inundation Zone. However, the 2002 Adopted Safety Element indicates that even if the Devils Gate Reservoir fails catastrophically, most of the water will be confined to the Arroyo Seco channel, and would impact the Rose Bowl and other developed areas on the north and south of the 210 Freeway, and not the project site.

See responses to 9 Geology and Soils a. iii and iv regarding seismic hazards such as liquefaction and landslides and b soil erosion and the response to 11i below.

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? ( )

                                                                

**WHY?** See response to 10h.

There are no significant bodies of water either in or near the City of Pasadena, which could subject the City to tidal waves. An on-site drainage system will convey storm water runoff to designated flood control facilities.

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

                                                                

**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? ( )

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

**WHY?** One of the components of the proposed MDP includes the incorporation of an adjacent residential property (465 Orange Grove Circle) to the school campus. This is accompanied by a request for a zone change of the subject residential parcel from Single-Family Residential with Hillside District Overlay (RS4-HD) to Public, Semi-Public (PS), and a General Plan Land Use Diagram Amendment to designate the residential parcel from Low Density Residential to Institutional. These proposed amendments to the zoning map and General Plan Land Use Diagram will not physically divide the existing residential community because the residential parcel is located adjacent to the school campus.

The introduction of a drop-off and pick-up area in the Bellefontaine frontage of the campus is projected to minimize this activity on the streets surrounding the school. The MDP will be conditioned to implement a traffic, parking and drop-off/pick-up plan, which will address among other concerns, traffic route and safety, parking rules for students and staff, and event parking. Student and staff parking can be reasonably accommodated within the campus as there will be total of 127 parking spaces on-site. This exceeds the minimum 100 spaces required by code for the 330-student enrollment level.

There are no proposed changes to the immediate area surrounding the campus and there are no elements that will physically divide the community. Therefore, impacts will be less than significant.

- 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? (      )*

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**WHY?** The proposed MDP includes incorporating an adjacent residential parcel (465 Orange Grove Circle) to the school campus. The subject parcel is currently within the zoning district designated as Single-Family Residential/Hillside Development Overlay District (RS4-HD), and is designated as Low Density Residential in the General Plan Land Use Diagram. In order to incorporate the parcel into the MDP boundaries, a Zone Change and a General Plan Amendment are required. The proposed MDP includes a request to change the zoning designation of the subject parcel from RS-4-HD (Single-family Residential, 4 units per acre with Hillside Overlay District) to PS (Public, Semi-Public), and to amend the General Plan Land Use Diagram from Low Density Residential to Institutional, to establish consistency for the proposed use of the parcel from residential to a school-related use. The PS zoning district is intended to provide a specific base zoning district for large public or semi-public land uses that may not be appropriate in other base zoning districts. The Master Plan provision of the Zoning Code provides the process through which a public, semi-public land use may be allowed to operate in a particular site, with the capability to tailor development standards and operational conditions so that the land use remains compatible with the surrounding land uses. The Master Development Plan will include conditions of approval that will address the unique and particular needs of the institutional land use while ensuring compatibility with the adjacent or surrounding land uses.

The proposed MDP is consistent with the objectives and policies of the General Plan Land Use Element in the following manner:

Objective 5 – Character and Scale of Pasadena: Preservation of Pasadena’s character and scale, including its traditional urban design form and historic character, shall be given highest priority in the consideration of future development.

The proposed MDP furthers the intent of Objective 5 by directing new construction within the campus and away from view of the surrounding residential neighborhoods. Building heights are proposed to be in scale with the overall neighborhood character. The proposed new Educational Center building at the southeast of the campus is envisioned to complement the Strub Hall.

The traffic study examined the current drop-off/pick-up operation given the existing driveway configuration, and projected the traffic movement on Bellefontaine with the proposed re-organized vehicular circulation on campus with a drop-off/pick-up zone at the southern segment of the driveway. The twice-daily arrival and departure of vehicles on Bellefontaine Street will last approximately less than one hour each day under normal conditions, depending on the speed that vehicles are able to leave the campus. The proposed circulation pattern is designed to provide the space needed for the vehicles on-site to minimize spill-over into the surrounding streets. Therefore, the potential impact on the neighborhood character due to the change in traffic pattern is less than significant.

**Policy 6.3 – Adaptive Reuse:** Encourage and promote the adaptive reuse of Pasadena’s historic resources.

The proposed MDP is consistent with Policy 6.3 of the General Plan Land Use Element by undertaking an interior renovation of the Strub Hall (Eagle Mansion) to convert certain areas of the building, which were used as convent living quarters into classroom and office spaces. The Design and Historic Preservation staff is recommending that the proposed renovation to this building be accomplished according to the Secretary of Interior’s Standards for Rehabilitation.

**Objective 7 – Residential Neighborhoods:** Preserve the character and scale of Pasadena’s established residential neighborhoods.

The proposed MDP furthers to some extent the intent of Objective 7, because all the proposed new buildings are single-story and two stories in height, which are the prevailing building height of the residences in the surrounding residential neighborhood. The residential parcel that would be incorporated to the school campus (465 Orange Grove Circle) is located in the south east corner of the campus, which will be developed with a new two-story Educational Center, and will be consistent with the mass and height of adjacent condominium buildings in the adjacent parcels. Therefore, the proposed incorporation of this property to the school campus, accompanied by a zone change and General Plan Land Use Diagram amendment, will not have a significant impact on the preservation of the character and scale of the surrounding residential neighborhood.

**Objective 13 – Adequate Services:** Provide adequate support for businesses and institutions that serve the needs of Pasadena’s residents and families. **Policy 13.4 – Education:** Promote public and private schools, support quality education for all students.

The proposed MDP is consistent with Policy 13.4 in that the school proposes to improve the existing facilities within the campus to bring them up to the standards of excellence. The various components of the MDP are proposed to meet the needs of students and school staff, and the needs of Pasadena’s residents and families, in promoting quality education for all students.

**Objective 23 – Existing Institutions:** Provide long-term opportunities for growth of existing cultural, scientific, corporate, entertainment and educational institutions in balance with their surroundings. **Policy 23.1 – Expansion:** Recognize and support the expansion opportunities of existing regionally significant cultural, scientific, corporate, entertainment and educational institutions.

The Mayfield Senior School has been located at this site since the Eagle Mansion was donated to the school in 1950, and since then has been providing educational opportunities to families in Pasadena and surrounding cities. The proposed expansion of the campus is intended to provide additional space needed to improve internal circulation efficiency and to enhance traffic safety, within and outside the campus.

**Policy 23.4 states:** “Support Planning: Support Specific Plans, Master Plans, and other planning activities initiated by cultural, scientific, corporate, entertainment and educational institutions.”

The proposed MDP will establish the school’s development framework over a ten-year period. The proposed MDP is consistent with this policy because it will be reviewed in its entirety, ensuring that the

various components meet the needs of the school's students and staff, while promoting compatibility with the surrounding community.

The proposed Master Plan can be approved if findings for its approval can be made, including its consistency with the General Plan Land Use Element's goals, objectives and policies as identified above. Therefore, the proposed MDP will have a less than significant impact on the City's land use policies and regulations, as contained in the General Plan Land Use Element, and applicable sections of the Zoning Code.

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**WHY?** There are no Habitat Conservation or Natural Community Conservation Plans in Pasadena.

**13. MINERAL RESOURCES.** Would the project:

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**WHY?** The Final Environmental Impact Report for the adopted 1994 Land Use and Mobility Elements of the City's General Plan states that there are two areas in Pasadena, which may contain mineral resources of sand, gravel and stone: Eaton Wash and Devils Gate Reservoir. The project is not near any of 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? ( )

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**WHY?** There are no locally important mineral-resource recovery sites delineated by the City of Pasadena Land Use Element of the Comprehensive General Plan. The 1994 certified final EIR for this element states that there are two areas within Pasadena which contain aggregate for making Portland cement, one in the Arroyo Seco, the other in Eaton Canyon. These areas are zoned for Open Space uses and are not currently being mined. There are no mineral-resource recovery sites shown in the Hahamongna Watershed Park Master Plan. The 1999 "Aggregate Resources in the Los Angeles Metropolitan Area" map published by the California Department of Conservation, Division of Mines and Geology shows no aggregate resources within the City of Pasadena.

**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? ( )

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**WHY?** The project will not lead to a significant increase in ambient noise. Noise generated by construction activities may have a short-term impact and noise from air conditioning and heating systems may increase



the existing level of ambient noise after construction. Significant long-term impacts are not anticipated. The proposed MDP would increase student enrollment by 10% (30 students) over the life of the MDP. A revised traffic impact study (September 2006) indicates that a 10% increase in enrollment will result in two street segment impacts. The City of Pasadena Department of Transportation will require certain measures to mitigate the identified traffic-related impacts, that also generate traffic-related noise.

Redistribution of the existing school traffic pattern is expected because of the proposed reconfiguration of school access driveways. One potential source of increase in ambient noise in the northeast portion of the school campus would be the vehicles that will use the new gate at the Bellefontaine frontage to exit from the new circular driveway after dropping-off or picking up students in the morning and in the afternoon. Establishing a new exit gate for vehicles to exit to Bellefontaine Street, it is anticipated that the number of vehicles exiting at the Bellefontaine gate would increase, during the morning drop-off and afternoon pick-up period on school days. The Traffic Study states that future trip assignment based on the proposed reconfiguration of the site ingress and egress would improve traffic flow along Bellefontaine Street. However, it is unlikely that the level of noise will increase significantly. The edge of the driveway closest to the adjacent residence (at 484 Bellefontaine Street) is approximately 15 feet from the property line abutting a residential parcel, and approximately 112 feet from the residence. There is currently mature landscaping and a concrete wall along this common property line that will attenuate any noise coming from the driveway. With the proposed new circular driveway providing a longer queuing space for vehicles and improved traffic flow, the anticipated twice-daily increase in drop-off/pick-up traffic will occur for a shorter period of time each time.

Although the Noise Restrictions Ordinance does not regulate traffic noise, the adopted Noise Element has established acceptable noise levels within residential districts and schools. Figure 1 – Guidelines for Noise Compatible Land Use (page 6 of the Noise Element Objectives, Policies and Implementation) shows that acceptable noise levels in low-density residential areas should not exceed 60 dBA where buildings are of normal conventional construction without any special noise insulation requirements.

The impact from construction noise will be short-term and limited to normal working hours (7 a.m. to 7 p.m. Monday through Friday, 8:00 a.m. to 5:00 p.m. Saturdays and not permitted on Sundays and holidays) in or within 500 feet of a residential area) in accordance with City regulations. Prior to issuance of any permits, the applicant shall submit a Construction Staging and Traffic Management Plan to the Department of Public Works and the Department of Transportation for review and approval prior to the issuance of any construction permits. This plan shall show the impact of the various construction stages on the public right-of-way including street occupations, closures, detours, staging areas, and routes of construction vehicles entering and exiting the construction site. The plan shall ensure that truck routes for transportation of materials and equipment are established with consideration for sensitive uses in the neighborhood.

The project must comply with the City's Noise Restrictions Ordinance (Chapter 9.36 of the Pasadena Municipal Code) and the California Sound Transmission Control Standards (CAC, Title 24, building Standards, Chapter 12 Appendix Section 1208A). According to the Noise Restrictions Ordinance the allowed ambient noise level is 50 dBA during the day (6a.m.-11 p.m.) and 40 dBA at night (11 p.m. to 6 a.m.) in Noise District I where the project site is located.

Section 9.36.050 B of the Noise Ordinance provides that: "It is unlawful to operate any radio receiving set, musical instrument, phonograph, television or other machine or device for the reproducing of sound (between the hours of 10 p.m. of one day and 7 a.m. of the following day) in such a manner as to disturb the peace, quiet and comfort of neighboring residents or any reasonable person of normal sensitiveness residing in the area."

Section 9.36.050 B provides that: "Any noise level exceeding the ambient base level at the property line of any property (or, if a condominium or apartment house, within any adjoining apartment) by more than 5 decibels is deemed to be prima facie evidence of a violation of the provisions of this ordinance.

The same ordinance also provides that: "No person shall operate any pile driver, power shovel, pneumatic hammer, derrick power hoist, forklift, cement mixer or any other similar construction equipment within a residential district or within a radius of 500 feet there from between the hours of 9:00 p.m. of one day and 7:00 a.m. of the next day or between the hours of 9:00 p.m. of Saturday and 7:00 a.m. of Monday (9.36.110 A.); The operation of sound amplifying equipment shall only occur between the hours of 8 a.m. and 10 p.m. each day except on Sundays and Legal holidays. No operation of sound amplifying equipment for commercial purposes shall be permitted on Sundays or legal holidays\*. The operation of sound amplifying equipment, for noncommercial purposes on Sundays and legal holidays shall only occur between the hours of 10 a.m. and 10 p.m., except New Years Day. (9.36.220 B.); Sound level emanating from sound amplifying equipment shall not exceed 15 decibels above the ambient noise level. (9.36.220 C.); and Sound amplifying equipment shall not be operated within 200 feet of churches, schools, hospitals or city or county buildings, unless written consent thereto has been given by such church, school, hospital, city or county (9.36.220 D.)"

The 2002 adopted Noise Element of the Comprehensive General Plan contains objectives and policies to help minimize the effects of noise from different sources. According to Figure 1, Guidelines for Noise Compatible Land Use of this element, the proposed school MDP project should be located in an area with a clearly to normally acceptable ambient noise range of 50-70 dBA. Land uses that are considered to be noise sensitive include but are not limited to: residences, hotels, single room occupancy buildings, group care and convalescent homes, schools, churches, libraries, performance halls, parks and hospitals. The school is one of several land uses that is noise sensitive, and is surrounded by residences, which is also noise sensitive. In this regard, the proposed MDP is compatible with the surrounding land uses in that both the project's land use and those in the adjacent areas are within the same range of acceptable noise levels.

Figure 2, Existing Noise Contours (2001) under the Noise Element's Policies shows that the project site is located outside of the 60 dBA Noise Contour zone that follows the freeways, major streets and the Gold Line alignment. Likewise, in Figure 3, Future Noise Contours, while the contour zones are projected to increase in land area coverage, the project site is anticipated to remain outside the 60 dBA contour zone.

- b. *Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?* ( )
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**WHY?** The project is not located close enough to any light rail tracks or freeways to receive any impacts or effects from such uses.

- c. *A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?* ( )
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**WHY?** See response to 14.a. The Noise Restrictions Ordinance (Pasadena Municipal Code Chapter 9.36) sets the allowed ambient noise level. The project will not increase ambient noise levels

- d. *A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?* ( )
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**WHY?** The project may cause a periodic increase in ambient noise levels during the morning drop-off (7:15 to 8:15 a.m.) and afternoon pick-up periods (2:45 to 3:45 p.m.) during school days in the northeast portion of the campus, affecting an adjacent residence. However, these periods last at most one hour each, Monday through Friday, and are not anticipated to cause any significant impact on the overall ambient noise levels of the surrounding area.

e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? ( )

                        
 
                         
 
                         

**WHY?** There are no airports or airport land use plans within the City of Pasadena. Pasadena is part of the Burbank, Glendale Pasadena Airport Authority, but the airport is in the City of Burbank.

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

                        
 
                         
 
                         

**WHY?** The project site is not within the vicinity of the Police Heliport or the Fire Camp in the Arroyo Seco.

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

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

                        
 
                         
 
                         

**WHY?** The project is in a developed area where all major infrastructure is in place. The project will result in a net increase of 28,743 square feet for a new Educational Center, a new Maintenance building and two new guard shelters. The proposed new buildings are intended to upgrade or replace existing facilities that need updating. The proposed MDP includes an increase in enrollment by 10% (30 students) over the ten-year period that the MDP is in effect. This increase is not anticipated to induce substantial growth in new homes or businesses in the area. Improvements needed to connect this project to the existing infrastructure will be the responsibility of the applicant. Since the project is generally in conformance with the existing General Plan and zoning land-use designations this increase in building floor area will not be significant. There are no new roads or major infrastructure that is required for the project, therefore, there will be no impacts.

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

                        
 
                         
 
                         

**WHY?** The project involves the removal of an existing single-family residence in order to supplement the land area needed to construct a new Educational Center, resulting in a net loss of one housing unit. Recent residential development city-wide has produced more housing units than the number being lost due to demolition. Therefore, the loss of one housing unit is within the housing forecast and is consistent with the City's 2000-2005 Housing Element of the General Plan, adopted in 2002. It is also within the range of

housing forecast for Pasadena contained in the Southern California 2020 - a preliminary Growth Forecast: Regional Overview prepared by the Southern California Association of Governments.

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**WHY?** The proposed project would not displace substantial numbers of people. The loss of one single-family residence is not considered a substantial impact to the housing stock.

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? ( )

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**WHY?** The project site is located in a moderate wildfire hazard area according to the Summary of Hazards Map (II) Plate P-2 of the adopted 2002 Safety Element of the City's General Plan. The project is located approximately half a mile from either Fire Station #31 (135 South Fair Oaks Avenue) or Fire Station #39 (50 Avenue 64), and the Fire Department will continue to serve the project site.

The fire stations can serve the school without the need for additional or expanded personnel. Therefore, there will be no impacts to fire protection service.

b. Libraries? ( )

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**WHY?** The project site is located less than one mile from the nearest branch library, San Rafael branch library at 1240 Nithsdale Road, and also less than one mile away from the Allendale branch library located at 1130 South Marengo Avenue. The City as a whole is well served by its Public Information (library) System. Moreover, the project (being a senior high school) has its own library facility in the campus and will not demand additional library resources.

c. Parks? ( )

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**WHY?** The project site is located just outside the eastern edge of the Lower Arroyo Seco Park (across from Arroyo Boulevard), and less than one mile from the Allendale Park located at 1130 South Marengo Avenue. According to Parks and Natural Resources staff the City as a whole had 1.6 acres of parkland per 1000 residents in May 2002. The state standard in the Quimby Act is 3.0 acres per 1,000 residents.

The project will not result in any substantial increase in the residential population or households. Thus, the project will not have a negative impact on parks.

Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact
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d. Police Protection? ( )

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**WHY?** The project site is in an area which has reported low crime rates according to Police Department statistics. Although the proposed MDP will increase student enrollment by 10% (30 students) over the ten-year period of the MDP, this increased school population is not a significant increase that would need increased police protection. The proposed changes are within the Police Department's scope of responsibility.

e. Schools? ( )

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**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.

The project will not generate any additional employees and will not generate any additional new households with school age children. Therefore, there will be no impact to schools.

f. Other public facilities? ( )

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

**17. RECREATION.**

a. *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?* ( )

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**WHY?** The project is located adjacent to the Lower Arroyo Seco Park, and less than one mile from the Allendale Park at 1130 South Marengo Avenue. As a school, the project site provides a campus that meets the students' and employees' needs for open space, parks and recreational facilities (e.g., tennis courts). The proposed MDP proposes an increase in student enrollment by 10% (30 students) over the ten-year period that the MDP is in effect. This increase in student population is not anticipated to result in any increase in the use of the existing neighborhood and regional parks or other recreational facilities in the city.

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?* ( )

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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WHY? The project contains two tennis courts that will remain in the campus. Mayfield Senior School allows access and use of these tennis courts to residents of the surrounding neighborhood. The project does not require construction or expansion of recreational facilities, which might have an impact on the environment.

18. TRANSPORTATION/TRAFFIC. Would the project:

- a. Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)? ( )

WHY? The project is located on a street that is not identified as a Principal Mobility Corridor, a Multimodal Corridor, or a de-emphasized street per the 2004 Adopted Mobility Element of the General Plan. All segments of Bellefontaine Street (from Arroyo Boulevard to Fair Oaks Avenue) are classified as 'collector' according to the Federal Highway Administration (FHWA) Functional Classification System (City of Pasadena General Plan, Mobility Element, Appendix A, page 2).

The traffic study prepared for the project indicates that a 10% increase (30 students) in the current enrollment (300 students) will alter existing traffic patterns and result in two street segment impacts: a four percent (4%) increase of trips on California Boulevard between Grand Avenue and Orange Grove Boulevard and 3.5 percent traffic increase on Grand Avenue between Bellefontaine Street and California Boulevard. The increase in school traffic on these two segments are due to the combined effects of increased student enrollment, the shifted drop-off traffic exiting from the new driveway at Bellefontaine Street, and the detoured inbound or outbound traffic resulting from the limited right turn in and right turn out access at the Bellefontaine driveways.

**Mitigation Measures**

To alleviate increased traffic volumes on two of the seven street segments cited above, the proposed MDP shall implement the following soft mitigation measures:

- TT1. The applicant shall fund the retrofit of speed humps on Grand Avenue south of California Boulevard in the amount of \$15,000. The retrofit will minimize the project's traffic impacts by reducing travel speeds on Grand Avenue. Funding must be received prior to the issuance of a Certificate of Appropriateness for the new Bellefontaine gate.
- TT2. The project shall participate in the Citywide Transportation Performance Monitoring Network project (CIP #75602). This project is included in the City's Capital Improvement Program and is intended to address the community's particular concerns on traffic attributed by new developments in the amount of \$10,000. Funding must be received prior to the issuance of a Certificate of Appropriateness for the new Bellefontaine gate.
- TT3. The Bellefontaine Street driveways shall be limited to right-turn only ingress and egress during school drop-off and pick-up periods.
- TT4. A "no-left turn" sign shall be installed at the Bellefontaine Street driveway exit which restricts left turns during drop-off and pick-up periods.
- TT5. A letter shall be sent to all parents advising them of the Bellefontaine Street driveway restrictions, providing them with the preferred traffic pattern for student loading, and informing them that the speed limit on Bellefontaine Street and Grand Avenue is 25 MPH.

- TT6. The school shall fund installation of signage prohibiting parking on school days between 2:30 and 3:30 p.m. on the south side of Bellefontaine Street west of the entrance driveway.
- TT7. The school shall provide one or more traffic monitors to facilitate student loading and minimize queuing on Bellefontaine Street during the morning drop-off period and the afternoon pick-up period.
- TT8. The school shall continue to encourage carpooling of siblings and among all students. For many years, the school has implemented a carpool program that among other things includes matching addresses among all students at the start and throughout the school year.

The traffic study finds that the change in driveway operations would reduce traffic on three of the remaining five study segments by moving the pick-up and drop-off traffic currently exiting the school on Grand Avenue. The daily traffic decrease on Orange Grove Circle west of Orange Grove Boulevard is due to the removal of one single family residence.

The existing peak hour intersection Level of Service in all five intersections currently operates at acceptable levels of service (LOS D or better) during all peak periods. Application of the City of Pasadena significance criteria concludes that the proposed MDP would not have a significant impact at any of the five analyzed intersections during the morning, midday and afternoon peak hours. Therefore, no intersection mitigation measures are required for the proposed project.

The MDP proposes to increase student enrollment by 10% (30 students), from the current 300 students to 310 students by year 2008 and to 330 students with the completion of the MDP by year 2013. An existing single-family residence located at 465 Orange Grove Circle will be eliminated. The net increase in trips resulting from these changes are: a daily trip net increase by 124 trips consisting of 36 new trips in the morning peak hour, 23 new trips at midday peak hour and 5 new trips in the afternoon peak hour, and 60 trips outside of peak hours. Using the City of Pasadena's significance criteria results in a conclusion that the proposed MDP would not result in a significant impact at any of the five analyzed intersections, as they would continue to operate at LOS D or better during all morning, midday and afternoon peak periods.

The proposed reconfiguration of access to the campus, designed to move traffic along the street as well as within the circular driveway is projected to result in three improvements along Bellefontaine Street:

1. Reduce the activity on Bellefontaine Street by shifting 38% of school inbound trips (approximately 90 faculty and student vehicles) to the Grand Avenue driveway during the morning drop-off and mid-day pick-up peak hours.
2. Eliminate the crossing of inbound and outbound traffic (i.e., conflict between the westbound left-turn into the Bellefontaine entrance gate and the eastbound through traffic many of which had exited from Grand Avenue after a drop-off).
3. Reduce traffic cutting through the neighborhood.

Accordingly, the proposed MDP would improve traffic conditions on both Bellefontaine Street and Grand Avenue by segregating the drop-off/pick-up activities from the students/staff who intend to park at any of the on-campus parking lots. Removing vehicular traffic from the center of the campus enhances safety for students and staff.

Analysis of the speed surveys on Bellefontaine Street and Grand Avenue within the study area showed an average speed close to the posted speed limits (25 mph). The 85<sup>th</sup> percentile speed was approximately 5 mph above the posted speed limit. To address the vehicular speed concerns of the neighbors, the traffic study suggested certain measures that are now part of the mitigation measures listed above.

Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact
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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 traffic study for this project indicates that in accordance with CMP Transportation Impact Analysis (TIA) requirements, it is necessary to conduct a regional analysis to quantify potential impacts of the proposed project on the CMP freeway monitoring locations and CMP arterial intersection monitoring stations.

The CMP freeway monitoring stations closest to the project site are located on the I-210 Freeway at Rosemead Boulevard and west of SR-134, and on the SR-110 Pasadena Freeway at Pasadena Avenue. The closest CMP arterial monitoring intersection is located at Arroyo Parkway/Saint John Avenue and California Boulevard, and at Arroyo Parkway and California Boulevard.

The study finds that even with the proposed 10% increase (30 students) in student enrollment and traffic shifts in the proposed MDP would not result in any significant impacts on the regional transportation (CMP) system, and no further traffic analysis is required.

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

                        
 
                         
 
                         

**WHY?** The project site is not within an airport land use plan or within two miles of a public airport or public use airport.

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

                        
 
                         
 
                         

**WHY?** The project has been evaluated by the Department of Transportation and the proposed use has been found not to be hazardous to traffic circulation either within the project or in the vicinity of the project. The project proposes to improve circulation and safety for the site and surrounding neighborhood.

e. Result in inadequate emergency access? ( )

                        
 
                         
 
                         

**WHY?** The ingress and egress for the site have been evaluated by the Department of Transportation and found to be adequate for emergency access or access to nearby uses. The project must comply with all Building, Fire and Safety Codes and plans are subject to review and approval by the Public Works and the Transportation Departments, the Building Division and the Fire Department.

f. Result in inadequate parking capacity? ( )

                        
 
                         
 
                         

**WHY?** The proposed MDP includes the renovation of existing buildings, the construction of new school facilities, and the reconfiguration of existing driveways and parking lots. The MDP proposes to increase current enrollment (300 students) by 10% (30 students) and maintain current staffing (68 employees). With



the increased student population, the zoning code will require a total of 100 parking spaces. The school currently provides a total of 141 parking spaces. The proposed MDP will provide a total of 127 parking spaces, which while reduced, continues to exceed the Code's minimum parking requirements. There will be no parking impacts.

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

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**WHY?** The project is not near a principal mobility corridor nor any de-emphasized street according to the 2002 adopted Mobility Element of the General Plan.

The project is located near the following bus route: MTA Line 256, a local north-south line that travels from Commerce to Altadena. This line provides service to the Del Mar and Allen Avenue Metro Gold Line stations. This line travels along Orange Grove Boulevard and California Boulevard.

The project will be conditioned to provide a minimum of 10% of the required vehicle parking (100 car spaces) as bicycle parking in the campus' parking lots, equivalent to 10 bike spaces.

Moreover, the project will further certain policies of the General Plan Mobility Element, such as:

Policy 19.2 – Traffic Congestion: Reduce traffic congestion and protect residential neighborhoods from traffic impacts.

Among the components of the project are: creating a drop-off/pick-up zone along a new circular driveway on the Bellefontaine frontage in order to reduce the traffic backlog on Bellefontaine Street (especially in the midday pick-up peak hour), and using the gate on Grand Avenue for ingress and egress (serving an expanded parking lot on the southwest part of the campus). The proposed re-alignment of driveways on both the Bellefontaine and Grand Avenue frontages is intended to improve internal circulation, improve traffic flow on Bellefontaine Street, and enhance traffic safety in and outside the campus. While there is a modest projected net increase in traffic volume, the longer circular driveway will accommodate more vehicles queuing within the campus, rather than overflowing to Bellefontaine Street, while waiting for their turn to either discharge or pick up students. This design will minimize traffic back-up on the westbound traffic on Bellefontaine Street.

The project does not conflict with adopted plans or policies supporting alternative transportation. Impacts will be less than significant.

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

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**WHY?** The project will not exceed wastewater treatment requirements of the California Regional Water Quality Control Board, Los Angeles Region. Los Angeles County treats the City's wastewater and individual projects are subject to a Los Angeles County Sanitation District 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 the L.A. County Sanitation District.

- 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?* ( )

**WHY?** The project will not result in the construction of new water or wastewater treatment facilities or expansion of existing facilities.

The City's Water and Power Department is responsible for water and water treatment facilities. The Water Division indicated in the Predevelopment Plan Review for the project that water service is available at the project site, and Pasadena Water and Power will review existing water services and any additional services requested for the proposed new buildings when final plans are submitted for building permits. Any new service will be installed at the Pasadena Water Rate Ordinance in effect at the time of application and installation.

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 additional 28,943 square feet of net new building floor area of school-related buildings is projected to generate an additional 2171 gallons per day of wastewater. At the same time, the proposed new buildings are required to be connected to the public sewer by a method specified by the Department of Public Works.

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

**WHY?** The project will not require the construction of new stormwater drainage facilities or the expansion of existing facilities. The project is located in a developed urban area where storm drainage is provided by existing streets, storm drains, flood control channels, and catch basins. The project development will not result in the need for a new or substantial alteration to the existing drainage system.

Further, the project must have an on-site drainage plan approved by the Building Official and the Public Works Department prior to the issuance of any building permits. Any on-site improvements needed to provide drainage or to connect the project with the existing City drainage system are the responsibility of the applicant.

The project is subject to the requirements of the City's Storm Water and Urban Runoff Regulation Ordinance (Ordinance 6837) that implements the requirements of the Regional Water Quality Control Board's Standard Urban Storm Water Mitigation Plan (SUSMP), Los Angeles Region. This ordinance enables the City to be part of the municipal storm sewer permit issued by the Los Angeles Region to the County of Los Angeles. The applicant is required to submit to the Department of Public Works a detailed plan indicating the method of SUSMP compliance prior to the issuance of any demolition, grading or construction permits. Therefore, impacts will be less than significant.

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

Potentially Significant Impact

Significant Unless Mitigation is Incorporated

Less Than Significant Impact

No Impact

WHY? According to the Water Division of the Pasadena Water and Power Department, there is a sufficient water supply available to serve the project from existing entitlements and resources. The adequacy of water supply is a potential problem for all new development since the Southern California region has been known to experience periods of drought and needs a long-term reliable water supply. This project will result in an increase of approximately 2,894 gallons per day in water consumption. The current use consumes approximately 8,262 gallons of water per day. However, this project will be required to comply with the City's Water Shortage Procedures Ordinance during periods of drought, thereby reducing monthly water consumption to 90 percent of the expected consumption for this type of land use. The impact will be reduced to a level that is not significant. Further, the Water Division of the Pasadena Water and Power Department has reviewed this project and determined that the City can serve it.

The project does not affect any of the local groundwater recharge spreading grounds.

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

WHY? See responses to 19 a. and b.

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

WHY? The project can be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs. The City of Pasadena is served primarily by Scholl Canyon landfill, which as of July 2003 had a 22-year capacity, and secondarily by Puente Hills, which was re-permitted in 2003 for 10 years.

The project is located in a developed urban area and is within the City's refuse collection area. The project will not result in the need for a new or substantial alteration to the existing system of solid waste collection and disposal. The net increase in the school's total building floor area is projected to generate an additional 116 pounds per day of solid waste.

The City Council approves non-exclusive franchises to specific solid waste collection firms or haulers to collect waste from non-residential developments, residential estates (20,000 square feet or more) and residential properties of five or more units. These firms are to keep records showing that the firms are reducing the amount of solid waste taken to land fills. These private haulers, as well as the City of Pasadena's Integrated Waste Management utilize the Scholl Canyon Landfill, located in the City of Glendale, north of the 134 Freeway.

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

WHY? The project will comply with applicable statutes and regulations related to solid waste. In accordance with the Construction and Demolition Ordinance (Chapter 8.62 of the Pasadena Municipal

Code, the applicant must submit a Construction Waste Management Plan, the project meets the following thresholds:

- 1. New structures of 1,000 or more gross square feet;
- 2. Demolition 1,000 or more gross square feet.

The applicant is required to submit a Construction and Demolition Recycling and Waste Assessment Plan prior to issuance of a grading permit. Monthly reports must be submitted throughout the duration of the project, and a Summary Report with documentation must be submitted prior to final inspection by the Department of Public Works.

20. EARLIER ANALYSIS.

Earlier analysis may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. See CEQA Guidelines Section 15063(c)(3)(D). Earlier analyses are discussed in Section 18 at the end of the checklist.

- a) Earlier Analysis Used. Identify and state where they are available for review: None.
- b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis: None.
- c) Mitigation Measures. For effects that are "less than Significant with Mitigation Measures Incorporated," describe the mitigation measures, which were incorporated or refined from the earlier documents and the extent to which address site-specific conditions for the project: None.

21. MANDATORY FINDINGS OF SIGNIFICANCE.

- a. *Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? ( )*

WHY?

**Biological Resources:** The project will not have any significant impact on Biological Resources because the project is in a developed urban area, and is outside any natural habitat area in the City of Pasadena. There are no known unique, rare or endangered plant or animal species or habitats on or near the site. While the project site abuts a Hillside Development Overlay Zoning District (partially to the north, east and southeast, RS4-HD), the development projects within the scope of the proposed Master Development Plan will not remove or disturb any significant vegetation on the site as to impact any habitat that may exist in the surrounding Hillside Development Overlay District. There are no designated natural communities on or near the project site. While the project site's western boundary is about a hundred feet from the eastern edge of the Lower Arroyo Seco area, it is located in a developed urban area, and there are no known existing

riparian habitat or other sensitive natural plant communities, nor known naturally occurring wetland habitat within or near the project site, nor does it involve the dispersal of wildlife nor will it result in a barrier to migration or movement.

The project involves removal of one public (street) tree (7-inch Camphor). The school will be required to obtain approval from the Urban Forestry Commission prior to removing this tree. A Protected Specimen tree (15-foot tall Senegal Date Palm) is also proposed to be removed. This tree is located in the 465 Orange Grove Circle property where part of the proposed new Educational Center will be constructed. However, the Tree Protection Ordinance allows for the potential removal of a protected tree if the proposed project includes a landscape design that will result in a tree canopy coverage of greater significance than the tree canopy coverage being removed within a reasonable time after completion of the project. The application includes the proposed removal of 29 other trees located in various parts of the campus, which are not protected by the Tree Ordinance, but nonetheless, will be replaced by far more new trees and landscaping that will exceed the tree canopy that will be removed.

**Cultural Resources:** The 1986 Master Development Plan identified the following as "historic structures": Strub Hall (known as Eagle Mansion); the pergola to the east of Strub Hall; the Carriage House; and gateways. These buildings and structures have been reviewed by Design and Historic Preservation staff at the Predevelopment Plan Review and it was determined that:

The Eagle mansion is an excellent example of Italian Renaissance design and appears to be eligible as a local landmark. It is currently used for classrooms and is proposed for extensive interior renovation. Any exterior rehabilitation work on this building will be required to comply with Secretary of Interior's Standards and Guidelines for Rehabilitation of Historic Structures.

The project also proposes to demolish a garage, a guard shack and the Carriage House. The garage and guard shack have no significance. The Carriage House, built probably prior to 1900, does not meet the criteria for local landmark designation or listing in the National Register, thus, its demolition could be approved, subject to review prior to issuance of a building permit by the Design and Historic Preservation staff.

The historic gates on Bellefontaine Street (north frontage of school campus) and on Grand Avenue (south frontage) appear to have historic value. The project intends to preserve these gates, as they contribute to the character of the neighborhood.

The pergola is proposed to be relocated from the east side of the campus to the south side. In its October 9, 2006 advisory review of the proposed MDP, the Design Commission forwarded to the Planning Commission and to the City Council its recommended conditions of approval, including one that states: A restoration architect shall participate in all aspects of the relocation of the existing pergola from the east side of the campus to the south side.

**Hydrology and Water Quality:** The proposed buildings will result in a net decrease in site coverage from 37.5% to approximately 31.8%. Reduced paving or building foot print will increase water percolating into the soil to replenish the water table and will decrease storm and irrigation water flowing into storm drain facilities. The project is subject to the requirements of the City's Storm Water and Urban Runoff Control Regulation Ordinance that implements the requirements of the Regional Water Quality Control Board's Standard Urban Storm Water Mitigation Plan (SUSMP). The applicant shall submit a site drainage plan for review and approval by the Building Division and the Department of Public Works prior to the issuance of any demolition, grading or construction permit. Due to existing building regulations and the submission, approval and implementation of a drainage plan there will be no significant impact from surface runoff.

According to the 2002 adopted Safety Element of the City of Pasadena Comprehensive General Plan, most properties in the City are not normally subject to flooding. The project site is just outside the Lower Arroyo



The street segment analysis compares the projected average daily traffic (ADT) volumes at each study street segment to determine the incremental effects of the traffic shifts due to the proposed project. The proposed reconfiguration would result in an increase in trips that exceed the threshold criteria in daily traffic on two of the six street segments. This is due to the shifted drop-off/pick-up pattern. However, the change in driveway operations will reduce traffic on three other study segments by moving the drop-off/pick-up traffic currently exiting the Grand Avenue driveway. The proposed shift in traffic pattern within the campus will occur during the morning peak and midday peak hours on school days only, and are projected to last for less than one hour each, and will not constitute a significant impact on traffic and transportation.

Accordingly, the proposed MDP would improve traffic conditions on both Bellefontaine Street and Grand Avenue by segregating the drop-off/pick-up activities. Removing the vehicular traffic from the center of the campus enhances safety for students and staff. With the reduction of traffic activities on surrounding street segments and with the mitigation measures to reduce the impact on two street segments, the daily traffic impact on the neighborhood street system will be reduced to a level that is not significant.

## INITIAL STUDY REFERENCE DOCUMENTS

- | #  | Document   |
|----|--|
| 1  | Alquist-Priolo Earthquake Fault Zoning Act, California Public Resources Code, revised January 1, 1994 official Mt. Wilson, Los Angeles and Pasadena quadrant maps were released March 25, 1999.  |
| 2  | Alquist-Priolo Earthquake Fault Maps- the official Los Angeles and Mt. Wilson, quadrant maps were released in 1977.  |
| 3  | CEQA Air Quality Handbook, South Coast Air Quality Management District, revised 1993   |
| 4  | East Pasadena Specific Plan Overlay District, City of Pasadena Planning and Development Department, codified 2001  |
| 5  | Energy Element of the General Plan, City of Pasadena, adopted 1983   |
| 6  | Fair Oaks/Orange Grove Specific Plan Overlay District, City of Pasadena Planning and Development Department codified 2002  |
| 7  | Final Environmental Impact Report (FEIR) Land Use and Mobility Elements of the General Plan, City of Pasadena, certified 1994  |
| 8  | 2000-2005 Housing Element of the General Plan, City of Pasadena, adopted 2002.   |
| 9  | Inclusionary Housing Ordinance Pasadena Municipal Code Chapter 17.71 Ordinance #6868   |
| 10 | Land Use Element of the General Plan, City of Pasadena, adopted 1994   |
| 11 | Mobility Element of the General Plan, City of Pasadena, adopted 1994   |
| 12 | Noise Element of the General Plan, City of Pasadena, adopted 2002  |
| 13 | Noise Protection Ordinance Pasadena Municipal Code Chapter 9.36 Ordinances # 5118, 6132, 6227, 6594 and 6854   |
| 14 | North Lake Specific Plan Overlay District, City of Pasadena Planning and Development Department, Codified 1997   |
| 15 | Regional Comprehensive Plan and Guide, "Growth Management Chapter," Southern California Association of Governments, June 1994  |
| 16 | Safety Element of the General Plan, City of Pasadena, adopted 2002   |
| 17 | Scenic Highways Element of the General Plan, City of Pasadena, adopted 1975  |
| 18 | Seismic Hazard Maps, California Department of Conservation, official Mt. Wilson, Los Angeles and Pasadena quadrant maps were released March 25, 1999. The preliminary map for Condor Peak was released in 2002.  |
| 19 | South Fair Oaks Specific Plan Overlay District Planning and Development, codified 1998   |
| 20 | State of California "Aggregate Resource in the Los Angeles Metropolitan Area" by David J. Beeby, Russell V. Miller, Robert L. Hill, and Robert E. Grunwald, Miscellaneous map no. .010, copyright 1999, California Department of Conservation, Division of Mines and Geology |
| 21 | Storm Water and Urban Runoff Control Regulations n Pasadena Municipal Code Chapter 8.70 Ordinance #6837  |
| 22 | Transportation, Housing, and Child Care Survey: A Report Describing the Results and Findings of a Survey of Employees in the City of Pasadena, Child Care Planning Associates for the City of Pasadena, April 11, 1990   |
| 23 | Tree Protection Ordinance Pasadena Municipal Code Chapter 8.52 Ordinance # 6896  |
| 24 | West Gateway Specific Plan Overlay District, City of Pasadena Planning and Development Department codified 2001  |
| 25 | Zoning Code, Chapter 17 of the Pasadena Municipal Code   |