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The proposed project would help to facilitate the viable continued development of Art Center's existing South Campus. As such, the project is consistent with the City's General Plan policies of targeting development into specific plan areas; promoting schools; and providing for the expansion of existing institutions.

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

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

13. MINERAL RESOURCES. Would the project:

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

WHY? No active mining operations exist in the City of Pasadena. There are two areas in Pasadena that may contain mineral resources. These two areas are Eaton Wash, which, was formerly mined for sand and gravel, and Devils Gate Reservoir, which was formerly mined for cement concrete aggregate. The project is not near these areas.

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

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

14. NOISE. Will the project result in:

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

WHY? The project itself will not lead to a significant increase in ambient noise. The project does not involve installing a stationary noise source, and the only long-term noise generated by the project would be

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typical urban environment noise. Furthermore, in Pasadena many urban environment noises, such as leaf-blowing and amplified sounds, are subject to restrictions by Chapter 9.36 of the Pasadena Municipal Code.

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

The project would also not expose persons to excessive noise. The 2002 adopted Noise Element of the Comprehensive General Plan contains objectives and policies to help minimize the effects of noise from different sources. According to Figure 2 of the City's Noise Element (2002) the project site lies between the 60 and 65 dBA noise contours. Figure 1 of the City's Noise Element (2002) provides ranges for noise compatible land uses. Parking structures, such as the one proposed, are not included as an applicable land use category for which noise exposure levels are defined. The range of 60-65 dBA for the project site, however, is within the "Clearly Acceptable" range for the existing industrial uses adjacent to the proposed project, and within the "Normally Acceptable" range for multifamily and mixed commercial uses, such as the student housing project proposed for north of the project site. Therefore, the project would not expose future users of the proposed parking structure to noise levels in excess of standards.

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

WHY? The proposed building is approximately 45 feet from the Gold Line light rail tracks. This light rail system has been designed to limit excessive ground-borne vibration to surrounding land uses, and no significant vibration levels are experienced outside of the railway's right-of-way. Therefore, the proposed project will not be significantly impacted by ground-borne vibration or noise.

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

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

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

- 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? ()*

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

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

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

15. POPULATION AND HOUSING. Would the project:

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

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WHY? The proposed project involves construction of a 105,000sf parking structure for use by the Art Center College of Design, which is consistent with the General Plan land use designation for the site (See Section 12 of this document). Therefore, the proposed project is consistent with the growth anticipated and accommodated by the City's General Plan. Furthermore, the project is located in a developed urban area with an established roadway network and in-place infrastructure. Thus, development of the proposed project would not require extending or improving infrastructure in a manner that would facilitate off-site growth. Therefore, the proposed project would not induce substantial population growth, and would have no related significant impacts.

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

WHY? The project site does not contain any existing dwelling units. Therefore, the proposed project would not displace any residents or housing, and would have no related impacts.

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

WHY? No persons currently reside on the project site and the project site does not contain any existing dwelling units. Therefore, the proposed project would not displace any people, and would have no related impacts.

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

a. Fire Protection? ()

WHY? The proposed project will not result in the need for additional new or altered fire protection services and will not alter acceptable service ratios or response times. The proposed project consists of a 105,000sf parking structure on a site that is currently occupied by three fuel oil storage tanks. Because the proposed project will be replacing existing uninhabitable structures with a low fire risk, with a new uninhabitable structure with a comparably low fire risk, the demand on the Pasadena Fire Department would not increase. Therefore, the proposed project would not significantly impact fire protection services. See also Section 10.h) of this document for wildfire-related impacts.

Furthermore, the project will incorporate safety and security features, including fire sprinklers, alarm systems, and adequate access for emergency vehicles.

b. Libraries? ()

WHY? The project is located 0.19 miles from the nearest branch library. The City as a whole is well served by its Public Information (library) System. Also, the project would not add to the City's existing population. Therefore, the project would not significantly impact library services.

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c. Parks? ()

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WHY? The project is located within 0.25 miles of the nearest park, (name of park). According to the City's park impact fee nexus study prepared in 2004, for every 1000 residents the City as a whole has 2.17 acres of developed parkland and 1.49 acres of open space parkland, for a total of 3.66 acres of park and open space per 1000 residents.

The proposed project is a parking structure, which will not add to the City's existing population. Also, the parking structure is intended to serve existing developments whose impacts on the City's population were previously analyzed. Therefore, the proposed project would not have an adverse effect on the City's parks, and would have no associated impacts.

d. Police Protection? ()

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WHY? The proposed project will not result in the need for additional new or altered police protection services and will not alter acceptable service ratios or response times. The proposed project consists of a 105,000sf parking structure, which would not increase the demand on the Pasadena Police Department. Therefore, the proposed project would not significantly impact police protection services.

e. Schools? ()

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WHY? The proposed project consists of a parking structure. As such, no additional residents or employees with school-age children will be added as a result of the project. The City of Pasadena does, however, collect a Pasadena Unified School District (PUSD) Construction tax on all new construction, including non-residential development. Payment of this fee mitigates any impacts on schools.

f. Other public facilities? ()

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WHY? The project's development may result in additional maintenance of public facilities. However, with the projected revenue to the City in terms of impact fees, increased property taxes, and development fees this impact is not significant.

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17. RECREATION.

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

WHY? The proposed project is a parking structure intended to serve existing developments whose impacts on the City's population were previously analyzed. The project itself would not lead to substantial physical deterioration of any recreational facilities, and would have no related significant impacts.

b. *Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?* ()

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

18. TRANSPORTATION/TRAFFIC. Would the project:

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 along Glenarm Street and is supported by a roadway network consisting of the 110 Freeway, Arroyo Parkway, Raymond Avenue, and Fair Oaks Avenue. Both Glenarm Street and Raymond Avenue were identified in the 2004 adopted Mobility Element of the General Plan as Principal Mobility Corridors. However, as the proposed project consists of a stand-alone parking structure, it will not generate additional trips on either of these roadways.

A traffic study was prepared by Kaku Associates, Inc. (now Fehr & Peers/Kaku Associates) in March 2005 for Art Center's previously proposed student housing project on the northeast corner of Raymond Avenue and Glenarm Street. That traffic study is available for review as part of the project file at the City of Pasadena, Hale Building, 175 North Garfield Avenue Pasadena, CA 91109-7215 on Monday through Thursday from 8:00 am to 5:00pm and Fridays from 8:00am to 12:00pm. As identified in the 2005 traffic study, the then proposed 334 bed student housing project would increase vehicular traffic and generate approximately 897 daily trips, including 65 morning peak hour trips and 83 evening peak hour trips. However, the Traffic study determined that the student housing project would not generate any significant intersection impacts.

Fehr & Peers/Kaku Associates drafted a Technical Addendum to the March 2005 *Final Traffic Study for the Art Center College of Design Student Housing Development on Raymond Avenue* on January 8, 2008. The Technical Addendum is attached to this Initial Study as Appendix A. The revised analysis was based on

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changed student housing project conditions based on a maximum of 233 beds rather than 334 beds. Therefore, the projected traffic to be generated by the student housing project would be reduced to 649 daily trips, including 46 morning peak hour trips and 60 evening peak hour trips. As a result, fewer project trips are assigned to the street system and, therefore, better intersection performance at all the analyzed intersections is anticipated versus that projected in the March 2005 traffic study. The proposed parking structure is intended to serve the student housing project, and will not in itself generate any additional traffic beyond that analyzed in the approved Traffic study and subsequent addendum. Therefore, impacts will be less than significant.

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

WHY? The Los Angeles County Metropolitan Transportation Authority (MTA) adopted their most recent Congestion Management Program (CMP) in 2004. This CMP identifies level of service (LOS) E or better as acceptable for the designated CMP highway and road system. The CMP further states, “a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity (V/C [volume to capacity ratio] = 0.02), causing LOS F (V/C > 1.00). If the facility is already at LOS F, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity (V/C = 0.02).”

In addition to CMP thresholds, the City’s “Transportation Impact Review Current Practice and Guidelines” August, 2005 states that the following changes in LOS due to a project are considered a significant traffic impact:

Intersection Capacity Analysis (ICU)	
Current ICU	Change due to project
A	0.060
B	0.050
C	0.040
D	0.030
E	0.020
F	0.010

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intersections is anticipated versus that projected in the March 2005 traffic study. The proposed parking structure is intended to serve the student housing project, and will not in itself generate any additional traffic beyond that analyzed in the approved Traffic study and subsequent addendum. Therefore, there will be no new cumulative impacts as a result of the proposed parking structure and impacts will be less than significant.

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? See responses 18 a above. Further, the project site is not within an airport land use plan or within two miles of a public airport or public use airport. Consequently, the proposed project would not affect any airport facilities and would not cause a change in the directional patterns of aircraft. Therefore, the proposed project would have no impact to air traffic patterns or an increase in traffic levels that would result in a substantial safety risk.

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 Addendum prepared by Fehr & Peers/Kaku Associates, finds that traffic may shift due to the change in location of the parking structure (in the previous Traffic Study the parking structure was located on the student housing site). Therefore, given the project site's close proximity to the Gold Line tracks (approximately 150 feet) the Addendum recommends reconfiguration of the east leg of the Raymond Avenue and Glenarm Street intersection to reduce the chance of westbound traffic backing up across the light rail transit tracks. Therefore, the following mitigation measure is required:

Mitigation Measure TRAFFIC-1: The east leg of the Raymond Avenue and Glenarm Street intersection shall be reconfigured to reduce the chance of westbound through traffic backing up across the tracks. The intersection shall be reconfigured to include (from southbound Raymond to westbound Glenarm) one left- turn lane, one through lane and one right-turn lane. This will improve safety at this intersection and will require all necessary approvals from the Department of Transportation.

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

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

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

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

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WHY? The proposed project is a parking structure that will supply needed parking capacity for Art Center's existing South Campus building at 950 S. Raymond Avenue as well as a proposed student housing development across Glenarm Street from the site of the proposed project. Therefore, the project itself will neither increase nor decrease demand for parking and there will be no impacts to parking capacity.

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

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

19. UTILITIES AND SERVICE SYSTEMS. Would the project:

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

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WHY? The proposed project would not generate any wastewater. Therefore, the project would not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board, and would have no associated impacts.

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

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WHY? The proposed project consists of a 105,000sf parking structure and would not increase the demand for water and wastewater service. Therefore, the proposed project would not require or result in the construction or expansion of new water or wastewater treatment facilities, and the project would have no associated impacts.

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?* ()

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WHY? The project will not require the construction of new storm water drainage facilities or the expansion of existing facilities. The project is located in a developed urban area where storm drainage is provided by existing streets, storm drains, flood control channels, and catch basins. As discussed in Section 11, the

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project would involve only minor changes in the site's drainage patterns and does not involve altering any drainage courses or flood control channels.

Further, the project applicant must submit and implement an on-site drainage plan that meets the approval of the Building Official and the Public Works Department; and the City's SUSMP ordinance requires post-development peak storm water runoff rates to not exceed pre-development peak storm water runoff rates. Therefore, the proposed project would not require or result in any stormwater drainage improvements and the project would have no related significant impacts.

Although the project would change the site's drainage, the project would not require any improvements to the off-site drainage system. As discussed in Section 11 of this Initial Study, the proposed on-site drainage system is adequately designed to handle the proposed changes to the drainage system. Therefore, the proposed project would not require the construction of new storm water drainage facilities nor expansion of existing facilities, and would have no associated significant impacts.

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

The project does meet a standard for review of drainage plans for compliance with the Standard Urban Storm Water Mitigation Plan (SUSMP) Ordinance. If the project meets a standard for review, drainage plans will be reviewed by the Building Division and the Public Works Department.

The City of Pasadena through Ordinance 6837 adopted the Standard Urban Storm Water Mitigation Plan recommended by the California Regional Water Quality Control Board, Los Angeles Region. This ordinance enables the City to be part of the municipal storm sewer permit issued by the Los Angeles Region to the County of Los Angeles. The City Council is committed to adopting any changes made to the Standard Urban Storm Water Mitigation by the California regional Water Quality Control Board, Los Angeles Region.

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

WHY? 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. As discussed in section 8.b., there would be no net change in the amount of water consumed onsite. Further, during periods of drought, this project will be required to comply with the City's Water Shortage Procedures Ordinance, which reduces monthly water consumption to 90 percent of the expected consumption for this type of land use. According to the Water Division of the Pasadena Water and Power Department, there are sufficient water supplies available to serve the project from existing entitlements and resources. Therefore, the proposed project would have no impact under this topic.

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?* ()

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WHY? The proposed project consists of a 105,000sf parking structure, and could minimally increase the demand for wastewater service. Therefore, the project would not result in insufficient wastewater service, and impacts would be less than significant.

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 project is a parking structure and will generate minimal amounts of solid waste. The City of Pasadena is served primarily by Scholl Canyon landfill, which is permitted through 2025, and secondarily by Puente Hills, which was re-permitted in 2003 for 10 years.

The project is located in a developed urban area and within the City's refuse collection area. The project will not result in the need for a new or in substantial alteration to the existing system of solid waste collection and disposal. Therefore, the project would cause less than impacts under this topic

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

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

Furthermore, as a new structure of 1,000 or more gross square feet, the applicant must submit a Construction Waste Management Plan prior to construction, in accordance with the Construction and Demolition Ordinance (Chapter 8.62 of the Pasadena Municipal Code).

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20. EARLIER ANALYSIS.

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

a) Earlier Analysis Used:

The following documents can be used for analysis of the project's environmental effects:

- *Initial Environmental Study: 1000 South Raymond Avenue, October 20, 2005 including the Traffic Study prepared by Kaku and Associates dated March 2005.*
- *Soil Assessment Activities Summary: Glenarm Steam Plant Property, Pacific Environmental Group, Inc on behalf of City of Pasadena Water and Power Department, July 28, 1999*

These documents are available for review at the Permit Center, 175 North Garfield Avenue between the hours of 8:00 a.m. and 5:00 p.m. on Monday through Thursday and from 8:00-12:00 p.m. every Friday and the City Clerk's Office Monday through Thursday from 8:00 a.m. to 5:00 p.m. and Friday from 8:00 a.m. to 12:00 p.m.

b) Impacts Adequately Addressed. (Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.)

c) Mitigation Measures. For effects that are "less than Significant with Mitigation Measures Incorporated," describe the mitigation measures, which were incorporated or refined from the earlier documents and the extent to which address site-specific conditions for the project.

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? As discussed in Sections 3 (Air Quality), 6 (Biological Resources) and 11 (Hydrology and Water Quality) of this document, the proposed project would not have substantial impacts to Aesthetics or the special status of species, stream habitat, or wildlife dispersal and migration. Furthermore, the proposed project would not affect the local, regional, or national populations or ranges of any plant or animal species and would not threaten any plant communities. Similarly, as discussed in Section 7 (Cultural Resources) of this document, the proposed project would not have substantial impacts to historical, archaeological, or paleontological resources, and thus, would not eliminate any important examples of California history or prehistory. As discussed in Sections 11, 13 and 14 of this document, the proposed project would not have substantial impacts to Water Quality, Mineral Resources or Noise.

As discussed in Section 5 there would be a construction-related impact on ROG emissions, which results in a significant impact on Air Quality during the construction phase of the project. This impact can be
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mitigated, however, in order to ensure that ROG emissions remain below the SCAQMDs daily emission thresholds through implementation of Mitigation Measure AQ-1. With the incorporation of this mitigation measure, the proposed project would not generate any pollutants in excess of the SCAQMDs thresholds of significance and the project would not cause any significant air quality impacts.

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

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

WHY?

The proposed project is the construction of a parking structure to serve the Art Center South Campus, including the approved Student Housing.

The project has the potential to contribute to cumulative air quality impact due to the fact that it, and all of Pasadena, is located within the South Coast Air Basin (SCAB), which is a non-attainment basin. As discussed in Section 5.c., of this document, however, the project’s contribution to the cumulative air quality scenario is less than significant with the incorporation of mitigation measures to reduce the impact of ROG emissions during construction.

As discussed in Section 11 of this document, in December of 2007, the City of Pasadena adopted a finding that a projected water shortage existed within the City, and adopted Water Shortage Plan I pursuant to Pasadena Municipal Code 13.10.040. Unless the finding and Plan are withdrawn prior to construction, the project must comply with the Water Shortage Procedures Ordinance (Chapter 13 of the Pasadena Municipal Code). To ensure compliance, the applicant shall submit a water conservation plan limiting the project’s water consumption to 90% of its originally anticipated consumption. This plan shall be submitted to and approved by the City’s Water and Power Department and the Building Division prior to the issuance of a building permit. The applicant’s irrigation and plumbing plans shall comply with the approved water conservation plan. Through this reduction of its water supply needs, the project’s incremental effect to a cumulative water supply impact is reduced to less than cumulatively considerable.

As discussed in Section 18 of this document a traffic study was prepared by Kaku Associates, Inc. (now Fehr & Peers/Kaku Associates) in March 2005 for Art Center’s previously proposed student housing project on the northeast corner of Raymond Avenue and Glenarm Street. As identified in the 2005 traffic study, the then proposed 334 bed student housing project would increase vehicular traffic and generate approximately 897 daily trips, including 65 morning peak hour trips and 83 evening peak hour trips. However, the Traffic study determined that the student housing project would not generate any significant intersection impacts.

Fehr & Peers/Kaku Associates drafted a Technical Addendum to the March 2005 *Final Traffic Study for the Art Center College of Design Student Housing Development on Raymond Avenue* on January 8, 2008. The Technical Addendum is attached to this Initial Study as Appendix A. The revised analysis was based on changed student housing project conditions based on a maximum of 233 beds rather than 334 beds. Therefore, the projected traffic to be generated by the student housing project would be reduced to 649 daily trips, including 46 morning peak hour trips and 60 evening peak hour trips. As a result, fewer project trips are assigned to the street system and, therefore, better intersection performance at all the analyzed intersections is anticipated versus that projected in the March 2005 traffic study. The proposed parking structure is intended to serve the student housing project, and will not in itself generate any additional traffic

Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact
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beyond that analyzed in the approved Traffic study and subsequent addendum. . Therefore, there will be no new cumulative impacts as a result of the proposed parking structure and impacts will be less than significant.

Therefore, the proposed project does not have a Mandatory Finding of Significance due to cumulative impacts.

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

WHY? As discussed in Sections 11 (Hydrology and Water Quality) and 18 (Transportation/Traffic) of this document, the proposed project would not expose persons to flooding or transportation hazards. In addition, as discussed in Sections 3 (Aesthetics), 12 (Land Use and Planning), 14 (Noise), 15 (Population and Housing), 16 (Public Services), 17 (Recreation), 18 (Transportation/Traffic), and 19 (Utilities and Service Systems) the project would not indirectly cause substantial adverse effects on humans.

Per Section 5 (Air Quality) of this document, hazards of toxic air emissions will be less than significant with the required implementation of Mitigation Measure AQ-1 to reduce ROG emissions during construction.

Per Section 9 (Geology and Soils) of this document, the proposed project is located within the potential rupture zone of the Eagle Rock Fault Hazard Management Zone. Required incorporation of Mitigation Measure GEO-1 and modern engineering practices would ensure that geologic and seismic conditions would not directly cause substantial adverse effects on humans.

Per Section 10 (Hazards and Hazardous Materials) of this document, the proposed project would not expose persons to chemical or explosive material. Furthermore, with the required incorporation of Mitigation Measures HM-1 and HM-2, the proposed project would create less than significant hazards to the public or the environment during the demolition and removal of the fuel oil storage tanks that exist on the site.

Per Section 18 (Traffic and Transportation) in order to reduce back up of Traffic onto the Gold Line tracks, a Mitigation Measure TRAFFIC-1, has been included. This Mitigation Measure will require reconfiguration of the east leg of southbound Raymond to westbound Glenarm and will reduce the risk of safety hazards at the intersection.

Consequently, the proposed project would not have a Mandatory Finding of Significance due to environmental effects that could cause substantial adverse effects on humans.

INITIAL STUDY REFERENCE DOCUMENTS

- | # | <u>Document</u> |
|----------|--|
| 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 |

APPENDIX A

Traffic Impact Study Addendum

January 8, 2008

Prepared by Fehr & Peers/Kaku Associates

FINAL

MEMORANDUM

TO: Conrad L. Viana, City of Pasadena
CC: Erin Clark, City of Pasadena
FROM: Patrick Gibson and Anjum Bawa
DATE: January 8, 2008
SUBJECT: Art Center South Campus Traffic Impact Study Addendum **Ref:** LA07-2227

Fehr & Peers/Kaku Associates conducted a technical analysis as an addendum to *Final Traffic Study for the Art Center College of Design Student Housing Development on Raymond Avenue, Pasadena, California* (Kaku Associates, Inc., March 2005) to analyze the impact on traffic circulation and parking as a result of proposed changes to the original project and to ensure that the conclusions of the traffic study still hold true.

ORIGINAL PROJECT

The original project as proposed in March 2005 included the construction of 124 dormitory units containing 334 beds. Ten of the 124 units would be studio units, 66 would be two-bed units and the remaining 48 would be four-bed units. The original project proposed 2,000 square feet (sf) of retail space on the ground floor of the housing units. The subterranean parking garage beneath the proposed development was to include a supply of 453 spaces, with access provided off the Raymond Avenue driveway. The parking supply was intended to provide parking for the residents and to consolidate other Art Center parking scattered throughout the Raymond Avenue corridor.

PROPOSED CHANGES TO ORIGINAL PROJECT

The new proposal includes a five-story parking structure on Parcel B, located on the south side of Glenarm Street at the southern terminus of South Raymond Avenue, instead of the previously-proposed subterranean parking garage. The new parking structure is proposed to include a total of approximately 285 parking spaces and would provide parking for the existing South Campus facilities and for students who reside in the newly constructed housing directly across Glenarm Street from the site. Vehicular access to the structure is proposed to be

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provided from the south leg of the intersection of Glenarm Street & Raymond Avenue. Figure 1 illustrates the location of the proposed new parking structure in relation to the project site.

The project has also been reduced to 233 dormitory beds from the previously-proposed 334 dormitory beds. As a result of the reduction in the number of on-site beds included in the project, the project would generate a net reduction in trips when compared to the estimates in the March 2005 traffic study. The proposed project would generate an estimated total of 649 daily trips, including 46 trips in the morning peak hour and 60 trips in the evening peak hour, as compared to 897 daily trips, including 65 morning and 83 afternoon peak hour trips, in the previous version of the project. Table 1 presents the revised trip generation estimates.

RESULT OF PROPOSED CHANGES

The proposed changes to the original project described above are expected to result in:

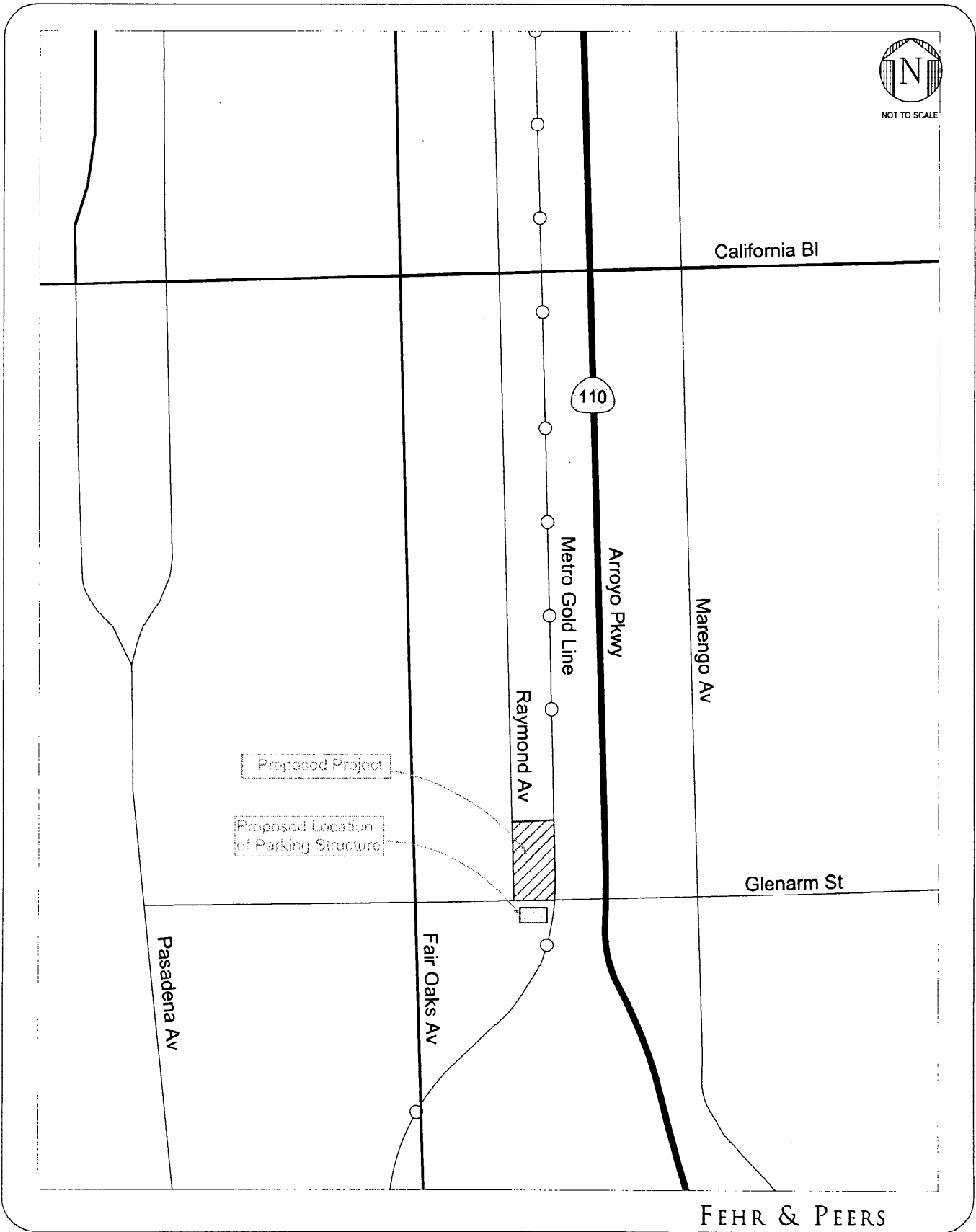
1. Project traffic shifts due to the change in the location of the parking structure and its vehicular access, and
2. Fewer project trips assigned to the street system and therefore better intersection performance at all the analyzed intersections than projected in the March 2005 traffic study.

Although 11 intersections were analyzed in the March 2005 traffic study, these traffic shifts are only expected to affect the intersection of Raymond Avenue & Glenarm Street, and therefore it was the only intersection analyzed for this technical addendum. Figure 2 presents the following data for the intersection of Raymond Avenue & Glenarm Street:

- Project only morning and evening peak hour traffic from the March 2005 traffic study
- Revised project only morning and evening peak hour traffic
- Net effect of traffic shifts and reduction in project traffic as described in proposed changes

The net effect of traffic shifts and reduction in project traffic was added to the original cumulative plus project morning and evening peak hour traffic volumes to calculate the revised cumulative plus project morning and evening peak hour traffic volumes.

Figure 3 presents the cumulative base without project traffic volumes from the March 2005 traffic study and the revised cumulative plus project peak hour traffic volumes.



FEHR & PEERS
 KAKU ASSOCIATES

FIGURE 1
PROPOSED LOCATION OF THE PARKING STRUCTURE

**TABLE 1
REVISED TRIP GENERATION ESTIMATES
THE ART CENTER STUDENT HOUSING DEVELOPMENT ON RAYMOND AVENUE**

Land Use	Size	Trip Generation Rates [a]				Estimated Trip Generation													
		Daily Rate	ITE Code	AM Peak Hour		PM Peak Hour		AM Peak Hour Trips		PM Peak Hour Trips		Daily Trips							
				Rate	% In	% Out	Rate	% In	% Out	In	Out		In	Out					
Proposed Project																			
Residential Dormitory	87 du 233 beds	6.72	220	0.51	20%	80%	0.62	65%	35%	9	35	44	35	19	54				
Retail Shopping Center	2 ksf	42.94	820	1.03	61%	39%	3.75	48%	52%	2	1	3	4	4	8				
									Total	11	36	47	39	23	62				
Internal Capture																			
Retail	25% [c]	(22)		(1)	0	(1)	(1)	(1)	(2)	(1)	0	(1)	(1)	(1)	(2)				
		(22)		(1)	0	(1)	(1)	(1)	(2)	(1)	0	(1)	(1)	(1)	(2)				
Net External Trips		649		10	36	46	38	22	60										

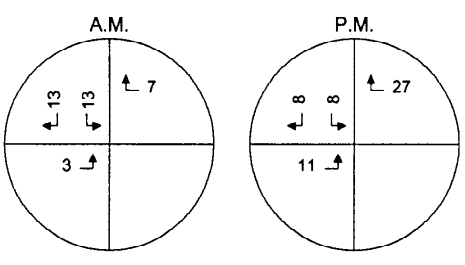
Notes:

[a] Source: *Trip Generation, Seventh Edition*, Institute of Transportation Engineers (ITE), 2003.

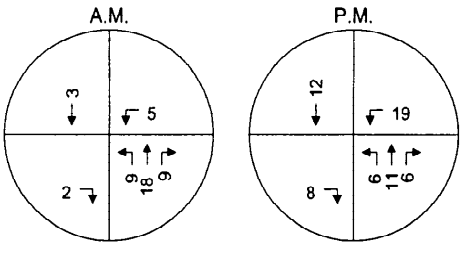
[b] Internal capture of the proposed project considers the interaction between the dormitory and the retail.



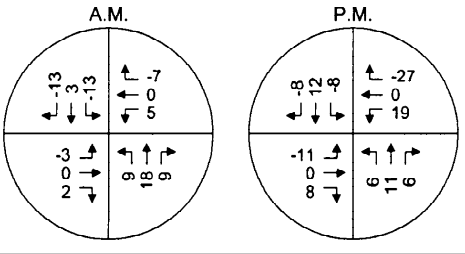
Original Project Only Peak Hour Traffic
From March 2005 Traffic Study *



Revised Project Only Peak Hour Traffic Volume

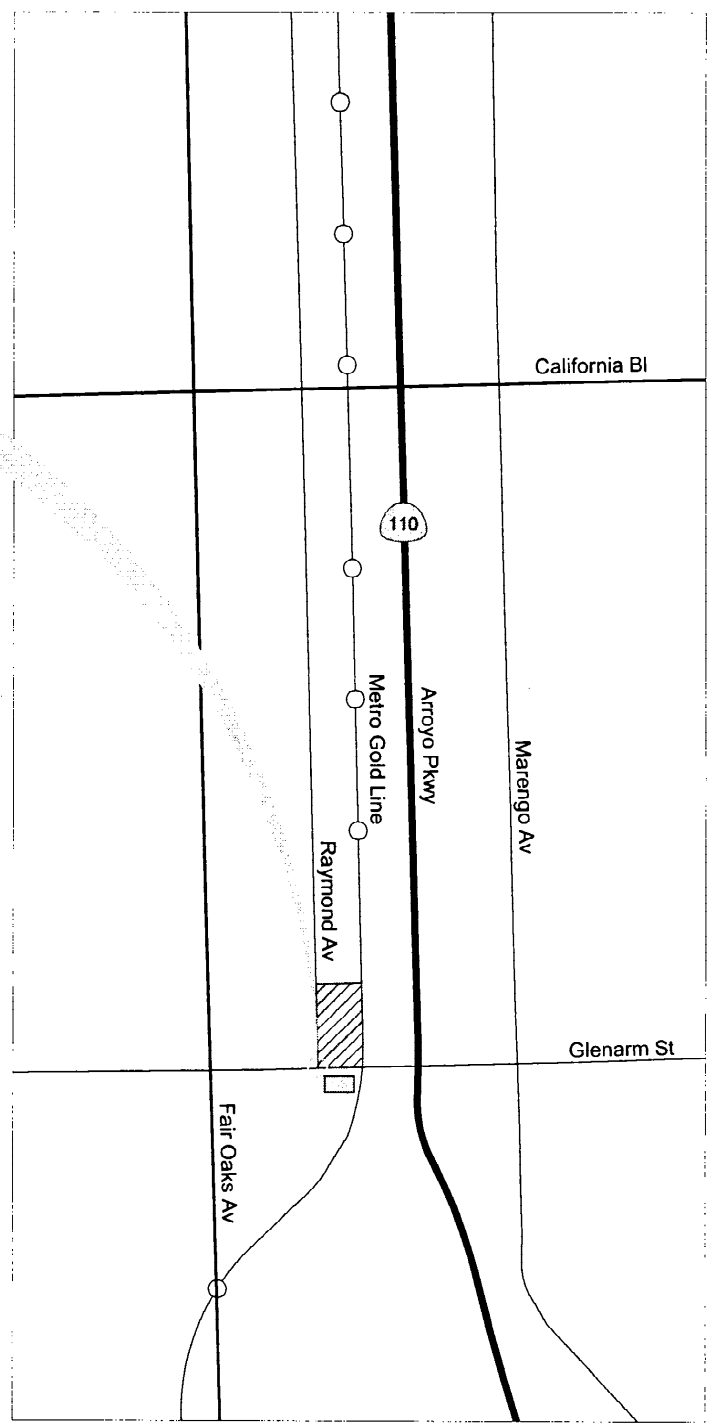


Net Effect of Proposed Project Changes on
Original Cumulative Plus Project Peak Hour
Traffic Volumes



LEGEND

- Project Site
- ##** - Peak Hour Traffic Volumes

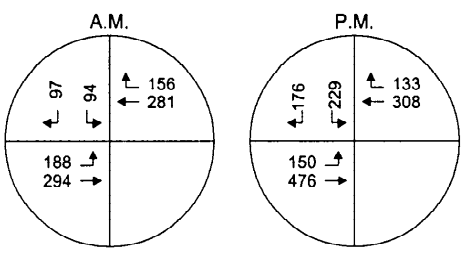


* Source: Traffic Study for the Art Center College of Design, Student Housing Development and Replacement Parking Project on Raymond Avenue, Kaku Associates, Inc. March 2005.

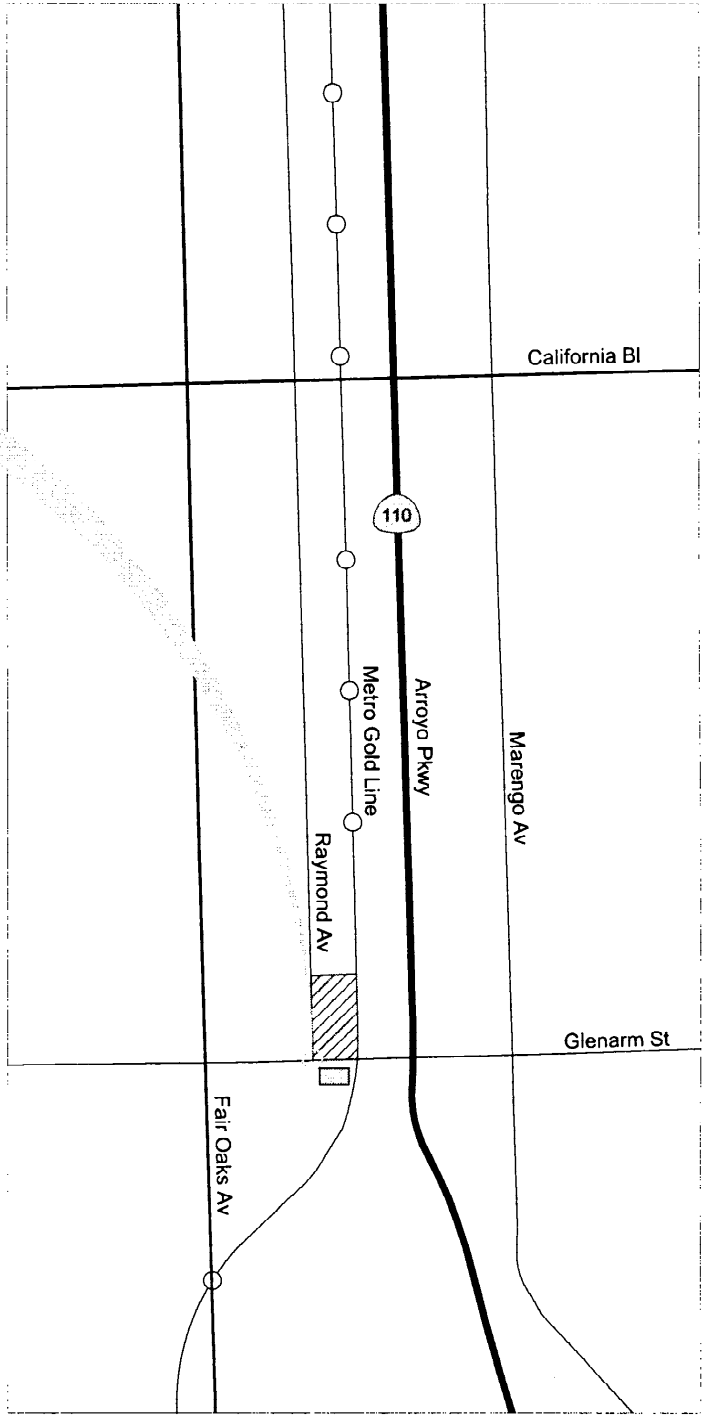
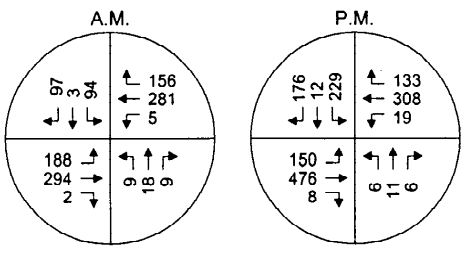
FIGURE 2
NET EFFECT OF PROPOSED CHANGES ON PEAK HOUR TRAFFIC



**Cumbase Peak Hour Traffic Volumes
From March 2005 Traffic Study ***



**Revised Cumulative Plus Project
Peak Hour Traffic Volume**



LEGEND

- Project Site
- ##** - Peak Hour Traffic Volumes

* Source: Traffic Study for the Art Center College of Design, Student Housing Development and Replacement Parking Project on Raymond Avenue, Kaku Associates, Inc. March 2005.

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**FIGURE 3
REVISED CUMULATIVE PLUS PROJECT PEAK HOUR TRAFFIC VOLUME**

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LANE CONFIGURATIONS

Future Base Conditions

The intersection of Raymond Avenue & Glenarm Street was recently reconfigured to add an additional southbound left-turn lane and an additional eastbound through lane. The March 2005 traffic study does not account for this improvement in its future conditions. Following is the existing lane configuration for the "T-Intersection:"

- Southbound: two left-turn lanes and one right-turn lane
- Westbound: one through and one right-turn lane
- Eastbound: one left-turn and two through lanes

This lane configuration information has been used for the analysis of cumulative base conditions without project traffic.

Future plus Project Conditions

The following assumptions were made regarding the lane configuration of the intersection of Raymond Avenue & Glenarm Street to accommodate the proposed parking structure's vehicular access from the south leg of the intersection:

- Southbound: two left-turn lanes and a shared through/right-turn lane
- Westbound: one shared through/left-turn and one right-turn lane
- Northbound: one left-turn and one shared through/right-turn lane
- Eastbound: one left-turn, one through and one shared through/right-turn lane

LEVEL OF SERVICE ANALYSIS

A level of service (LOS) analysis was conducted for the intersection of Raymond Avenue & Glenarm Street for the cumulative base and revised cumulative plus project scenarios. The analysis was conducted using methodology and assumptions similar to the ones used in the March 2005 traffic study. Table 2 presents the results of the analysis, indicating that the intersection would operate at LOS A under both the analyzed scenarios. The LOS worksheets are attached to this memorandum.

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TABLE 2

Intersection		Future Base		Future plus Project		Incremental Increase	Significant Impact (Yes/No)
		ICU	LOS	ICU	LOS		
Raymond Avenue & Glenarm Street	AM	0.431	A	0.477	A	0.046	No
	PM	0.476	A	0.527	A	0.051	No

CRITERIA FOR DETERMINATION OF SIGNIFICANT TRAFFIC IMPACT

The City of Pasadena Department of Transportation has established threshold criteria that determine if a project has a significant traffic impact at a specific intersection. According to the criteria provided by the City of Pasadena, a project impact would be considered significant if the following conditions are met:

Intersection Level of Service under Current Conditions	Project-related increase in V/C
A	0.06
B	0.05
C	0.04
D	0.03
E	0.02
F	0.01

IMPACT ANALYSIS

Table 2 also presents the results of the significant traffic impact analysis. As indicated in the table, the proposed project would result in an incremental impact of 0.043 during the morning and 0.051 during the evening peak hour at the analyzed intersection of Raymond Avenue & Glenarm Street. According to the City's significant traffic impact criteria, the proposed project would not result in an increase large enough to result in a significant traffic impact at the analyzed intersection.

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The project would not create a significant impact at any of the study intersections, and therefore it would be not required to provide any traffic mitigation. Given the location of the Gold Line light rail tracks approximately 150 feet east of the Raymond Avenue & Glenarm Street intersection, however, we advise reconfiguration of the east leg of the intersection to provide the following cross-section:

- Westbound: one left-turn lane, one through lane, and one right-turn lane

The provision of this westbound lane configuration would require the revision of the existing raised median in the center of Glenarm Street, but the revised cross-section could be provided within the existing curb-to-curb street width. The provision of the recommended cross-section would reduce the chance of westbound through traffic backing up across the light rail transit tracks, and it would improve the safety of the street section.

PARKING ANALYSIS

The proposed project would provide a total of 285 parking spaces (57 spaces per level) in a parking structure on Parcel B directly across Glenarm Street from the newly constructed housing. Table 3 presents a revised summary of project's proposed parking supply in relation to the City's Code requirements:

TABLE 3

Proposed Project Land Use	Size of Unit	City Code Parking Ratio	Spaces Required [b]
Dormitory	2,000 sf	4 spaces per 1000 sf [a]	8
Retail	233 Beds	0.5 spaces per bed	117
Subtotal			125
Existing Parking to be Relocated			145
Total Parking Spaces Required			270
Proposed Project Parking Supply			285
Surplus			15

[a] Source: City of Pasadena Zoning Code (17.68.030)

[b] Required parking spaces are rounded

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As shown in the table, the proposed project would provide enough parking to meet the City's parking code requirements and would be able to replace the existing on-site parking (145 parking spaces) in the proposed 285-space parking structure.

No significant parking impacts would result from the revised project.

ATTACHMENT

LOS WORKSHEETS

Project Title: ART CENTER SOUTH CAMPUS - TRAFFIC STUDY ADDENDUM
Intersection: 6. RAYMOND AVENUE & GLENARM STREET
Description: CUMBASE

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	97	1,600	0.000	N-S(1): 0.037 * N-S(2): 0.000 E-W(1): 0.092 E-W(2): 0.294 *
	TH	0.00	0	0	0.000	
	LT	2.00	94	2,560	0.037 *	
Westbound	RT	1.00	156	1,600	0.068	V/C: 0.331 Lost Time: 0.100
	TH	1.00	281	1,600	0.176 *	
	LT	0.00	0	0	0.000	
Northbound	RT	0.00	0	0	0.000	ICU: 0.431 LOS: A
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	
	TH	2.00	294	3,200	0.092	
	LT	1.00	188	1,600	0.118 *	

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	176	1,600	0.016	N-S(1): 0.089 * N-S(2): 0.016 E-W(1): 0.149 E-W(2): 0.287 *
	TH	0.00	0	0	0.000	
	LT	2.00	229	2,560	0.089 *	
Westbound	RT	1.00	133	1,600	0.012	V/C: 0.376 Lost Time: 0.100
	TH	1.00	308	1,600	0.193 *	
	LT	0.00	0	0	0.000	
Northbound	RT	0.00	0	0	0.000	ICU: 0.476 LOS: A
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	
	TH	2.00	476	3,200	0.149	
	LT	1.00	150	1,600	0.094 *	

* - Denotes critical movement

Project Title: ART CENTER SOUTH CAMPUS - ADDENDUM TO TRAFFIC STUDY
Intersection: 6. RAYMOND AVENUE & GLENARM STREET
Description: REVISED CUMULATIVE PLUS PROJECT (2007) CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	97	0	0.000	N-S(1): 0.080 * N-S(2): 0.000 E-W(1): 0.096 E-W(2): 0.297 *
	TH	1.00	3	1,600	0.063 *	
	LT	2.00	94	2,560	0.037	
Westbound	RT	1.00	156	1,600	0.068	V/C: 0.377 Lost Time: 0.100
	TH	1.00	281	1,600	0.179 *	
	LT	0.00	5	1,600	0.003	
Northbound	RT	0.00	9	0	0.000	ICU: 0.477
	TH	1.00	18	1,600	0.017 *	
	LT	1.00	9	1,600	0.006	
Eastbound	RT	0.00	2	0	0.000	LOS: A
	TH	2.00	294	3,200	0.093	
	LT	1.00	188	1,600	0.118 *	

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	176	0	0.000	N-S(1): 0.129 * N-S(2): 0.000 E-W(1): 0.163 E-W(2): 0.298 *
	TH	1.00	12	1,600	0.118 *	
	LT	2.00	229	2,560	0.089	
Westbound	RT	1.00	133	1,600	0.012	V/C: 0.427 Lost Time: 0.100
	TH	1.00	308	1,600	0.204 *	
	LT	0.00	19	1,600	0.012	
Northbound	RT	0.00	6	0	0.000	ICU: 0.527
	TH	1.00	11	1,600	0.011 *	
	LT	1.00	6	1,600	0.004	
Eastbound	RT	0.00	8	0	0.000	LOS: A
	TH	2.00	476	3,200	0.151	
	LT	1.00	150	1,600	0.094 *	

* - Denotes critical movement