
CHAPTER 4: ALTERNATIVES

CHAPTER 4 - ALTERNATIVES

4-1 INTRODUCTION

Section 15126.6(a) of the *CEQA Guidelines* requires that an EIR “describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives.” The objectives of the proposed *Pasadena City College Master Plan 2010* are to:

1. Explore the dimensions of the potential capacity of the main campus in terms of the ultimate number of students that could be supported by a logical build-out of the campus. Identify the configuration of facilities needed to support the instruction of the ultimate number of students, including the following types of facilities and campus assets: academic buildings, support buildings, parking, outdoor physical education facilities, and campus open spaces.
2. Develop a concept plan for an Arts Building that would replace the existing inadequate facilities used by the Performing and Communication Arts Division and the Visual Arts and Media Studies Division.
3. Develop a concept plan for an Industrial Technology facility to update several programs within the Engineering and Technology Division, including those that would be displaced from the T Building by the construction of the Arts Building.
4. Improve campus accessibility for the typical student who arrives at the main campus by automobile. Specifically, explore alternatives to provide more parking on and/or in the vicinity of the main campus.
5. Develop a logical sequence of development for anticipated new projects that acknowledges the needs for funding, construction phasing, increased capacities for instructional delivery, and the impacts that those projects will have on existing facilities, as secondary effects of the main projects.

The word “feasible” is defined by the *State CEQA Guidelines* as “...capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors” (§ 15364).

This chapter discusses Master Plan alternatives that were previously developed during the Master Plan planning process as well as alternative development and enrollment growth scenarios that have been identified to reduce or avoid the significant environmental effects of the proposed Master Plan (see Section 5-2 of this EIR for a summary of significant effects). Also provided below is a discussion of the No Project Alternative as required by CEQA. Additionally, Section 4-6 discusses the “Environmentally Superior Alternative” as required by Section 1526.6(e)(2) of the *CEQA Guidelines*.

4-2 NO PROJECT ALTERNATIVE

According to the *CEQA Guidelines* (Section 15126.6(e)(3)(B)), the No Project Alternative is defined as the “circumstance under which the project does not proceed.” The impacts of the No Project Alternative shall be analyzed “by projecting what would reasonably be expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services.” The purpose of describing and analyzing the No Project Alternative is “to allow decision-makers to compare the impacts of approving the proposed Project with the impacts of not approving the proposed Project.”

Under the No Project Alternative, no comprehensive program of improvement projects would be implemented. The PCC campus would largely remain as is and would continue to operate and provide services in a manner similar to current conditions. New improvements and renovation work would be minimal, intermittent, and would consist primarily of projects that could be funded under annual budgets. As a result of the limited extent of improvements that might occur under the No Project Alternative, future enrollment growth could be constrained and would likely be less than the approximately 34,000 students projected in the year 2010 under the Master Plan. The current demands placed on aging facilities would continue, and could result in higher maintenance costs.

The No Project Alternative project would not result in some the significant or potentially significant impacts of *Master Plan 2010* as described in Chapter 3 of this EIR that would occur from construction activities: air quality, biological resources, cultural resources, geologic/seismic, hazards/hazardous materials, hydrology/water quality, and noise. Significant traffic impacts could occur since there would be no new parking structure to provide relief and the set of mitigation measures designed to reduce traffic congestion and improve traffic flow in the area would not occur.

The construction proposed under the Master Plan could result in emissions of nitrogen oxides that would exceed South Coast Air Quality Management District significance thresholds, an unavoidable significant adverse impact. That impact would not occur under the No Project Alternative.

Under the No Project Alternative, there would be no activities with the potential to disturb, destroy, or alter any unknown archaeological or paleontological resources that may be present on the campus.

Under the No Project Alternative, any seismically unsafe conditions that may exist in the buildings that are proposed for replacement would remain and could pose a significant hazard in the event of a major earthquake.

Renovation projects proposed under the Master Plan could result in exposure of asbestos-containing building materials and/or lead based paint contaminants, a potentially significant but mitigable impact. Since the amount of renovation work that might occur under the No Project Alternative would be minimal, this alternative is less likely to result in the exposure of hazardous building materials than the Master Plan. Conversely, it is more likely that these hazardous

materials would remain in campus buildings and would not be remediated under the No Project Alternative.

No significant impacts to land uses would occur under the No Project Alternative.

The potentially significant impacts of construction noise on nearby residential areas under the Master Plan would not occur under the No Project Alternative.

The No Project Alternative would not result in significant environmental impacts due to increases in population or housing demand.

No significant impacts to public services would occur under the No Project Alternative or the proposed Master Plan.

If enrollment reaches 34,000 by the year 2010, significant traffic impacts are forecasted to occur at five intersections near PCC. Under the No Project Alternative, there would be no requirement for PACCD to develop mitigation measures to address congestion and traffic flow.

The increases in utility consumption or generation under the Master Plan would be greater than would occur under the No Project Alternative. However, development of new buildings and renovation of existing buildings under the Master Plan is likely to result in greater energy savings than would occur under the No Project Alternative. This is because Master Plan projects would include energy-saving materials and equipment, along with the potential to develop co-generation features.

Although the No Project Alternative would not result in many of the impacts that could occur under the Master Plan, it would not fulfill the project objectives identified above. Under the No Project Alternative, improvements would be limited and consequently the needs of PCC facilities, academic programs and students.

4-3 ALTERNATIVES CONSIDERED DURING THE MASTER PLAN PLANNING PROCESS

During the four-year master planning process, a shared governance committee, composed of faculty, student, staff, and administration representatives, developed and analyzed numerous alternative development scenarios. The committee, often meeting twice per month, defined the program needs for each proposed facility and how facilities could be reused. In addition to the on-campus planning work, PACCD worked with community stakeholders to identify issues and investigate alternatives. The planning process also yielded information that was presented to the member cities of the community college district and the general public for the election that resulted in approval of Measure P bonds to fund the Master Plan. The public's support of the proposed improvements at PCC was indicated by a "yes" vote of almost 69 percent.

Two facilities arose as of most concern: the proposed parking structure and the proposed athletic field. For the parking structure, eight sites were considered. In evaluating sites on Holliston Street and Bonnie Street, a primary concern was safety, or perceived safety concerns, with the

Holliston Street location. A survey of students indicated that the Holliston location, although only one block off of the main campus, was considered to be less safe than the Bonnie location, which is within the main campus.

Early in the planning process, the athletic field was proposed to be located on the roof of the parking structure. Consultation among staff and community members raised concerns about noise and light impacts from an elevated field, leading to the decision to site the field at the southeast corner of the campus in an area now used for surface parking.

4-4 ALTERNATIVE SCHEDULING SCENARIOS

PCC staff developed a number of trial development schedules to develop a recommended timetable for construction. From an environmental perspective, the key differences among these schedules were the potential effects to air quality issues during the construction period. Depending on the sequence construction and renovation activities, the peak months of construction activity, and thus the peak periods for possible air quality impacts, would vary. Overall, the scheduling scenarios would have led to similar amounts of forecasted construction impacts and the same, or very similar, set of mitigation measures as is proposed. Potential impacts to other environmental areas would be identical, regardless of the sequence of construction.

4-5 ALTERNATIVE ENROLLMENT GROWTH SCENARIOS

Master Plan 2010 is based on accommodating a forecasted student population of about 34,000 by 2010. If enrollment were to remain stable at about 30,000, the various elements of Master Plan 2010 would still be needed in order to update classroom facilities, accommodate current technologies, address aging infrastructure, improve access to the campus, improve parking, and improve operational efficiencies of individual facilities. The environmental impacts of development of the same set of improvements, but with a lower enrollment, would be very similar to the impacts identified for the higher enrollment. Future traffic conditions (with a new parking structure) but serving a population of only 30,000 would likely result in slightly less traffic impacts. For the lower forecast, the transportation demand management mitigation measures identified for the higher forecast would likely still be needed. It is also likely that the intersection improvement mitigation measures identified for the higher forecast would be needed for the lower forecast, since the underlying conditions that drive the need for improvements exist at the present time.

4-6 REDUCED CONSTRUCTION ALTERNATIVE

Scenarios that would eliminate one or more of the proposed projects included in *Master Plan 2010* was developed and reviewed. The scenarios were developed based on isolating three sets of improvements envisioned in the Master Plan: replacement buildings, renovated buildings, and parking improvements.

Scenario 1: No Replacement/New Buildings

Under this scenario, the proposed Arts, Industrial Technology and new Campus Center would not be built. The renovations of Buildings E, FB, R, V, W and Z, and construction of the new parking structure, gateways and athletic field would occur. The general effect of this scenario is that educational programs meant to occupy the new Arts and Industrial Technology Buildings would continue to operate in their current locations. As noted in Chapter 2, the Performing and Communication Arts Division program suffers from overcrowded, inadequate, and, in some cases, unsafe facilities. Safety hazards include inherent overcrowded conditions that compound the risks of operating equipment such as potters' wheels, power tools, or welding torches, or inadequate ventilation in film processing, printmaking, or air-brush laboratories where hazardous chemicals, solvents, and aerosols are routinely used. Performing and Communication Arts Division program, it has outgrown the capacity of the existing music building and its constituent laboratory and classroom spaces to properly serve the instructional needs demanded of it. Further, many of the spaces are currently, and others are projected to be, inadequate, given changes in curriculum that require instruction to be delivered on both a collective and individual student basis.

Under Scenario 1, the Industrial Technology program would continue to provide 14 separate programs located in buildings that are inadequate in both space and configuration. Furthermore, several of the existing spaces have potentially significant safety deficiencies that can only be remedied through the construction of a new facility.

Under Scenario 1, the existing Campus Center (CC Building), Bookstore, and Bank (J & JJ Buildings) would retain configurations are inadequate to serve the current needs of the student body. The present configurations also perpetuate various service and access inefficiencies and present a visually unattractive view of the campus and from the community. In particular, additional space needed for student food service, recreation and student government, Campus Police, expanded retail sales opportunities in a student store, and an improved banking facility would not occur.

The environmental impacts under Scenario 1 would be similar to those of the Master Plan 2010 full build alternative, as follows:

Air quality impacts would still occur as a result of other construction activities. The mitigation measures as defined for the Master Plan full-build alternative would still apply.

There would still be potentially significant biological impacts (possible disturbance of nesting birds) as a result of other construction activities. The mitigation measures as defined for the Master Plan full-build alternative would still apply.

Potentially significant impacts to cultural resources (unanticipated archeological and paleontological finds) could still occur as a result of other construction activities. The mitigation measures as defined for the Master Plan full-build alternative would still apply.

Potentially significant geologic/seismic impacts (e.g., unstable temporary slopes) could still occur as a result of other construction activities. The mitigation measures as defined for the Master Plan full-build alternative would still apply.

The potentially significant impacts from removing, handling, transport or disposal of hazardous materials would still occur as a result of other construction activities. The mitigation measures as defined for the Master Plan full-build alternative would still apply.

Potentially significant impacts to water quality during construction would still occur as a result of other construction activities. The mitigation measures as defined for the Master Plan full-build alternative would still apply.

The potentially significant impacts from construction noise and the significant noise impact associated with the proposed athletic field would still occur. The mitigation measures as defined for the Master Plan full-build alternative would still apply.

The potentially significant impacts to traffic during the construction period would still occur as a result of other construction activities. The mitigation measures as defined for the Master Plan full-build alternative would still apply.

The significant impacts to impacts intersections and traffic flow would still occur since the forecasted student population and associated traffic would not be reduced, and the proposed parking structure would still be built along Bonnie Avenue. The mitigation measures as defined for the Master Plan full-build alternative would still apply. This scenario would not address the goals and objectives established by PACCD for *Master Plan 2010*.

Scenario 2: No Renovated Buildings

Under this scenario, the proposed renovations of Buildings E, FB, R, V, W and Z would not be undertaken, but the new Arts, Industrial Technology and new Campus Center would be built, along with the proposed parking structure, gateways and athletic field. For the E Building, without the proposed renovations, the Photography Department would continue to function in very substandard condition. The opportunity for space to be reconfigured into five classrooms and offices would not occur. For the FB Building, the opportunity for a new 99-seat Theatre Arts with related scene shop, dressing rooms, green room, lobby, and foyer would be lost. Without the remodeling of the R Building, the opportunity for 13 new classrooms and offices would not occur. The opportunity to accommodate general classrooms and the Architecture Program would be lost if the V Building is not remodeled. Without a remodeling of the W Building, the opportunity for 11 new classrooms, 790 square feet of offices, 300 square feet of storage, and 8,575 square feet in the Fitness Center would not occur. For the Z Building, the opportunity to reconfigure into three classrooms and offices would be lost.

The environmental impacts of this scenario would be nearly identical to those identified under Scenario 1 since there would still be a substantial amount of construction affecting other parts of the campus. The same mitigation measures identified for Master Plan 2010 full build-out would still apply. This scenario would not address the goals and objectives established by PACCD for *Master Plan 2010*.

Scenario 3: No Parking Structure, Gateways or Athletic Field

Under this scenario the proposed parking structure and its two associated projects, the East Gateway and the athletic practice field, would not be built. In addition, the West Gateway would not be built. The three new proposed buildings and six renovated buildings identified in Master

Plan 2010 would be constructed. The primary effects under this scenario would be the loss of adequate parking supply to relief current and future demands, loss of the opportunity to create the athletic practice field, and opportunities to enhance key entry points to the campus.

From an environmental perspective, impacts under this scenario would be nearly identical to those under Scenarios 1 and 2 since there would still be substantial construction activities on campus, except with regard to noise impacts. Under Scenario 3, there would probably be no construction-period noise impacts along Bonnie Avenue because construction activities would then be sufficiently removed from these residences that noise levels from construction could likely be below the impact threshold (i.e., ambient + 5 decibels). Also under this scenario, the significant noise impacts associated with activity on the practice athletic field (i.e., band practice) would be eliminated. Except for the noise mitigation measures identified for noise control at the athletic field (measures NC-1 through NC-3), the same mitigation measures identified for Master Plan 2010 full build-out would still apply. This scenario would not address the goals and objectives established by PACCD for *Master Plan 2010*.

4-7 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

The environmentally superior alternative would be the No Project Alternative because of the absence of environmental impacts. However, as discussed above, the No Project Alternative would not fulfill the project objectives. Under the No Project Alternative, improvements would be limited to those funded through the annual operating budget, rather than Measure P General Obligation bonds. Without a source of major capital funds, facilities would not be provided that meet current needs of the academic and technical programs presented at PCC, which also support anticipated future enrollment levels. Landscaping and other improvements including new structures that would enhance the appearance PCC would be limited or would not be provided. Under the No Project Alternative, the PCC's ability to create and develop new and emerging educational programs would be constrained.

According to the *CEQA Guidelines*, if the environmentally superior alternative is the No Project Alternative, the EIR shall identify an environmentally superior alternative among the other alternatives. The *Master Plan 2010* full-build out alternative would be the environmentally superior alternative among the other build alternatives because addresses and mitigates the major traffic problems associated with the busy PCC campus. Most of the environmental issues associated with *Master Plan 2010* would be rendered less than significant by compliance with permit conditions of regulatory agencies or by proposed mitigation measures. The proposed mitigation measures are typical for construction projects and do not include any particularly difficult or costly requirements. After mitigation, there could be residual air quality impacts (an exceedance of the NOX criteria) during the construction phase and would thus be temporary in nature. After proposed mitigation, there would be residual noise impacts associated with the operation of the proposed athletic field. The impact would arise from the band practicing on the field in proximity to residential properties during the Fall months. The noise impact is thus seasonal.

Alternatives that would eliminate the athletic field, and this eliminate the noise impact, would not meet the project objectives set by the PACCD Board of Trustees.

CHAPTER 5: OTHER IMPACT CONSIDERATIONS

CHAPTER 5 - IMPACT OVERVIEW

5-1 INTRODUCTION

This chapter provides an overview of the proposed project's environmental impacts including unavoidable significant impacts, impacts considered to be less than significant, cumulative impacts, and growth-inducing impacts. Cross-references are made throughout this chapter to other sections in this Environmental Impact Report (EIR) where more detailed discussions of the proposed project's impacts can be found.

5-2 UNAVOIDABLE SIGNIFICANT ADVERSE IMPACTS

Section 15126(b) of the *CEQA Guidelines* requires a description of any significant effects that cannot be avoided if the project is implemented. According to the environmental impacts analysis presented in Chapter 3 of this Draft EIR, the unavoidable significant adverse impacts that would occur due to implementation of the proposed project include:

Air quality impacts during construction. Because the exact number of days of construction cannot be forecasted, there is the potential that the regional impact threshold for NOX could be exceeded.

Noise impacts during operation of the athletic field. Forecasts indicate the activities of bands on the athletic field would result in noise impacts to nearby residences. It should be noted that these impacts would occur only during the months when bands use the field.

5-3 IMPACTS FOUND NOT TO BE SIGNIFICANT

This Draft EIR found a number of potentially adverse impacts not to be significant, either prior to or after mitigation. These are discussed in Chapter 3 in each of the following categories: biological resources, cultural (archeological, historic and paleontological) resources, geology/soils/seismic, hazards/hazardous materials, hydrology/water quality, land use/planning, noise during construction, population/ housing, public services, public utilities, traffic/parking, and visual.

5-4 CUMULATIVE IMPACTS

According to Section 15355 of the *CEQA Guidelines*, cumulative impacts refer to:

Two or more individual effects which, when considered together are considerable or which compound or increase other environmental effects. The individual effects may be changes resulting from a single project or a number of separate projects. The cumulative impact from several projects is the change in the environment that results from the incremental impact of the project when added to other closely related past,

present, and reasonably foreseeable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

Section 15130(a) of the *CEQA Guidelines* states that:

An EIR shall discuss cumulative impacts of a project when the project's incremental effect is cumulatively considerable....When the combined cumulative impact associated with the project's incremental effect and the effects of other projects is not significant, the EIR shall briefly indicate why the cumulative impact is not significant and is not discussed in further detail in the EIR....An EIR may determine that a project's contribution to a significant cumulative impact will be rendered less than cumulatively considerable and thus is not significant. A project's contribution is less than cumulatively considerable if the project is required to implement or fund its fair share of a mitigation measure or measures designed to alleviate the cumulative impact....

The provisions of the *CEQA Guidelines*, Section 15130(b), subdivisions (b)(1) through (b)(3) list the "necessary elements" that define "an adequate discussion of significant cumulative impacts."

According to Section 15130 (b)(1)(A) of the *CEQA Guidelines*, a list of past, present, and probable future projects producing related or cumulative impacts may be used as the basis of the cumulative impacts analysis.

In addition, an adequate discussion of significant cumulative impacts includes a summary of the expected environmental effects to be produced by those projects with specific reference to additional information stating where that information is available, and a reasonable analysis of the cumulative impacts of the relevant projects. Lastly, an EIR shall examine reasonable, feasible options for mitigating or avoiding the project's contribution to any significant cumulative effects.

Table 2-8 in Chapter 2 provides a list of related projects that was compiled in accordance with Section 15130 of the *CEQA Guidelines*. Figure 2-9 shows the locations of these projects with respect to the proposed project site. This list of related projects in conjunction with existing environmental conditions due to past or recently completed projects formed the basis for the cumulative impacts discussion that follows. Where appropriate, growth projections in adopted local and regional land use plans were also used as the basis for the cumulative impacts discussion.

The following sections describe in detail the cumulative impacts of the proposed *Master Plan 2010* and other related projects and development. In summary, the proposed Master Plan could contribute to significant cumulative impacts in the following areas: air quality, noise, and public utilities. *Master Plan 2010* is not expected to contribute to significant cumulative impacts in the areas of: biology, cultural resources, geology/soils/seismic, hazards/hazardous materials, hydrology/water quality, land use/planning, population/housing, public services, traffic, or visual impacts.

5-4.1 Air Quality

Potential cumulative air quality impacts could occur if the construction of other projects in the area and construction of proposed Master Plan 2010 facilities occur during the same time frames. Air pollutants generated by construction activities may be transported many miles and contribute to exceedances of state or national standards at monitoring locations in the air basin encompassing the project site. Consequently, the geographic scope of the area affected by potential cumulative air quality impacts would include the immediate project area and the much larger South Coast Air Basin (Basin). The Basin is designated a non-attainment area for carbon monoxide, PM₁₀ (particulate matter less than 10 microns in diameter), and ozone. The Basin is the nation's only "extreme" ozone non-attainment area.

As indicated in Section 3-2, construction of projects proposed under the Master Plan would result in emissions of carbon monoxide, reactive organic compounds, nitrogen oxide, sulfur oxide, and PM₁₀. After implementation of proposed mitigation measures, emissions of nitrogen oxides, during project construction (peak day and peak quarter) could exceed South Coast Air Quality Management District significance thresholds. If the proposed project is constructed simultaneously with other related projects, substantial amounts of pollutant emissions could be generated. These emissions could cumulatively affect sensitive receptors in the immediate project vicinity and also contribute to the Basin's poor air quality, a potentially significant impact. Related projects in the immediate vicinity of the campus are listed in Table 2-8/

Nearby related projects (from Table 2-8) that could cumulatively contribute to localized construction air quality impacts include construction of Playhouse District Streetscapes, Crown City Center Office Development at 203 N. Lake Avenue, Archstone Pasadena at 720 E. Colorado Boulevard, The Fountains at Pasadena at 775 E. Union Street, Play House Apartments at 621 E. Colorado Boulevard, Pasadena Collection at 175 S. Lake Avenue, Oak Knoll Condominiums at 128 N. Oak Knoll Avenue, Lofts at Lake Avenue at 85 S. Lake Avenue, Huntington Library Projects at 1151 Oxford Road, and the proposed Rose City High School at 325 Oak Knoll Avenue. Whether or not an impact would occur would depend on a number of variables, including the type of construction activities, the duration of particular construction activities, and daily meteorological conditions. Although implementation of the mitigation measures identified in Section 3-4 of this EIR would reduce the project's contribution to cumulative air quality impacts, the impact after mitigation may still be cumulatively considerable and significant for several criteria pollutants.

Operation of the proposed project would not result in significant emissions of any of the five criteria pollutants. Nonetheless, because of the Basin's poor air quality, pollutants generated by the proposed project and cumulative development in the San Gabriel Valley and elsewhere in the Basin could have a potentially significant cumulative adverse impact on Basin air quality. Measures such as promoting carpooling and use of transit to reduce automobile vehicle miles traveled would reduce operational emissions from mobile sources due to cumulative development. Additionally, the 1999 Air Quality Management Plan identifies strategies and specific measures to improve air quality in the Basin. The increase in emissions that arises from population growth and the services this added population requires are accounted for in the Air Quality Management Plan. Measures and programs are contained in the Management Plan to offset the adverse effects on air quality resulting from this growth.

5-4.2 Biological Resources

The study area for cumulative biological impacts would depend upon the range and habitat of the species that might be adversely affected. The only potential biological impact identified for *Master Plan 2010* would be possible impacts to nesting birds during construction, which would be a violation of the Migratory Bird Treaty Act and therefore a significant impact. However, mitigation measures have been identified to mitigate this potential impact, by requiring preconstruction surveys and either relocation of nests or delay of construction until nests are empty. Thus, after implementation of these mitigation measures, the proposed Master Plan would not contribute to a significant cumulative impact on this sensitive species. It is not expected that Master Plan development would adversely affect other species or habitat that could result in significant cumulative biological impacts.

5-4.3 Historical Resources

The study area for the historical resources cumulative impacts analysis includes the PPC campus and a 1-mile radius around the campus. PPC includes three buildings that appear eligible for listing on the National Register of Historic Places- Buildings C, D, and E- and three that are eligible to be city landmarks- Buildings FB, HH/L and O. The proposed *Master Plan 2010* does not include any elements that would have an adverse effect on the historic buildings on the PCC campus. There are three city landmarks adjoining the PCC campus: Calvary Baptist Church, St, Philips the Apostle Catholic Church and the Hill Avenue Branch Library. Table 3-11 lists nine other known historic resources in the immediate area. The proposed *Master Plan 2010* does not include any elements that would have an adverse effect on the historic buildings that adjoin PCC. Table 2-8 of this Draft EIR includes a list of 24 related projects in the area. None of these related projects appears to pose an adverse effect to an architectural/historic resource. Since there are no elements of the proposed Master Plan and no known elements of related projects that would have adverse effects to historic properties, there is no evidence of cumulative impacts to historical resources.

5-4.4 Archaeological Resources

The geographic scope of the area affected by potential cumulative archaeological impacts is defined by the cultural setting and ethnographic territory of the prehistoric and historic peoples that have occupied this area of southern California. As discussed in Section 3-4 of this EIR, there are no known archaeological resources on the PCC campus. To address the potential impact that could occur in the event of an unanticipated discovery during construction, mitigation measures that would reduce potential impacts a less than significant level have been established (see Section 3-4.3). Related projects that are likely to affect archaeological resources may also implement similar mitigation in addition to data recovery excavations, monitoring, soils testing, photography, mapping, or drawing to adequately recover the scientifically consequential information from and about archaeological resources. Consequently, after mitigation, the proposed project would not contribute to a significant cumulative impact to archaeological resources.

5-4.5 Paleontological Resources

A record search did not indicate the presence of any known paleontological resources on the PCC campus. However, construction of proposed project elements could disturb or destroy unanticipated paleontological resources that may exist on the site, a potentially significant impact. Although many of the related projects and cumulative development would be located in areas that have been previously disturbed due to past development, construction activities associated with some related projects could, nonetheless, contribute to the progressive loss of paleontological resources. Thus, the combined effects of the proposed and related projects could result in potentially significant cumulative impacts to paleontological resources. For *Master Plan 2010*, mitigation measures have been identified (see Section 3-4.3) that would reduce potential project-related impacts to below a level of significance. These measures include monitoring, recovery, treatment, and deposit of fossil remains in a recognized repository. Similar measures may also be implemented for other related projects that have the potential to affect paleontological resources. Consequently, the incremental effects of the proposed project would not contribute to a significant cumulative impact to paleontological resources. Significant cumulative impacts are not anticipated with implementation of the proposed project.

5-4.6 Geology/Soils/Seismicity

The proposed project site is located in the San Gabriel Valley, an east-west structural trough within the Transverse Ranges geologic province of southern California. Therefore the appropriate study area for potential cumulative geologic impacts would be the San Gabriel Valley.

Potential cumulative geologic impacts are limited to disturbance of unique geological features, loss of known mineral/energy resources, and exposure of people or persons to seismic hazards. There are no unique geological features or important mineral/energy resources that would be affected by the proposed project. Consequently, the proposed project would not contribute to significant cumulative impacts on these resources.

With regard to seismic hazards, the proposed Master Plan would provide new and renovated facilities that when occupied could expose students and employees to hazards from strong ground shaking triggered by seismic activity on any of the significant active faults in the region. However, the new facilities would be designed and constructed in compliance with all applicable building and seismic codes, which would reduce potential seismic hazards to building occupants to an acceptable level of risk. Specific mitigation measures have been developed for *Master Plan 2010* projects to address the potential impacts during construction relative to unstable soils. Mitigation measures for geologic and soils issues are shown in section 3-5.3 of this Draft EIR. Other development in the project area and the San Gabriel Valley would increase the area's population, thereby exposing more persons to seismic hazards. However, these related projects would also be required to comply with applicable building codes and seismic design criteria to minimize potential seismic hazards. Therefore, the proposed project and related development would not result in significant cumulative impacts.

5-4.7 Hazardous Materials

Cumulative hazardous materials impacts would occur when a population or resource is exposed to the cumulative adverse effects of hazardous materials released by the proposed project and one or more related projects. The geographic scope of the area affected by potential cumulative hazardous materials impacts would depend on the migration characteristics of the hazardous materials as they are released into the soil, air, or groundwater. Based on the characteristics of the proposed project and the types and quantities of hazardous materials that would be used on the campus, the study area for cumulative hazardous materials analysis would consist of the immediate project area.

It is unlikely that the proposed *Master Plan 2010* would result in the disturbance or release of significant quantities of hazardous materials during construction that could contribute to adverse cumulative impacts. Mitigation measures have been developed to require that the proper identification, handling, use, transportation, and disposition of hazardous materials occur during the construction process (see section 3-6.3). Operation of the proposed facilities would involve routine maintenance and other activities, which would require storage and use of hazardous materials such as fuels, solvents, paints, and cleaners. All hazardous materials would be properly stored, handled, and disposed of in accordance with applicable regulations, laws, and permit requirements, and in accordance the procedures set out in PACCD's Emergency Business Plan. It should also be noted that the majority of the related projects in the area are office and residential development projects, which are unlikely to generate, individually or cumulatively, significant amounts of hazardous materials. The potential for significant cumulative impacts is further reduced if the related projects are constructed and operated in accordance with applicable hazardous materials laws, statutes, and regulations. Consequently, it is unlikely that the incremental effects of the proposed project would contribute to a significant cumulative hazardous materials impact. Significant cumulative hazardous materials impacts with implementation of the proposed project are not anticipated.

5-4.8 Hydrology and Water Quality

The geographic scope of the cumulative hydrology and water quality impacts analysis would consist of the watershed (surface waters) and groundwater basin within which the project is located. The proposed project lies within the Los Angeles-San Gabriel Hydrologic Unit, in the Los Angeles Watershed.

Surface Water Resources

The San Gabriel Valley is heavily urbanized, which leads to large amounts of polluted runoff that impairs the local surface waters to which the runoff drains. Water quality in the San Gabriel is of continuing concern and further urbanization of remaining open spaces exacerbates these issues. According to the Los Angeles River Watershed Management Area Summary (December 2001), the water resources within the project area are identified as impaired due to point and non-point sources. Dry season flows (i.e., turf irrigation) and wet season flows that contribute polluted runoff from street surfaces are all non-point sources. Cumulatively, all related projects create an impact on surface water resources, and hence, contribute to the impairment of the water

quality of these resources. However, the proposed project would be developed in compliance with regional permit requirements ((including a National Pollutant Discharge Elimination System (NPDES) permit from the Los Angeles Regional Water Quality Control Board (RWQCB), the use of Best Management Practices (BMPS), and under the provision of a Storm Water Pollution Prevention Plan (SWPPP). These provisions would eliminate or reduce polluted runoff contributions to local water resources. Thus, the proposed project would result in an incremental and insignificant contribution to cumulative impacts to surface water resources.

Groundwater

PCC has implemented numerous water-saving efforts and these would continue for *Master Plan 2010* elements. Nevertheless, the potential increases in water consumption arising from additional enrollment at PCC and new facilities could contribute to a cumulative adverse impact on local groundwater resources. PCC receives its water from the Pasadena Department of Water and Power, which in turn receives 54 percent of its water from the Metropolitan Water District of Southern California (MWD). Until recently, water resources delivered to the Los Angeles area by the Los Angeles Aqueducts and the MWD equaled 87 percent of all domestic water use. Shortfall from water deliveries by way of the Los Angeles Aqueducts and other sources has begun to occur. To offset this water loss and provide new allocations for the proposed project and cumulative development in the LA metropolitan area could require more reliance on groundwater resources. Increased extraction of groundwater to accommodate cumulative development could result in a significant lowering of groundwater levels, a potentially significant impact. To reduce or minimize the PCC's contribution to this cumulative impact to groundwater resources, water-saving measures will continue to be implemented. On-going implementation of these practices would mitigate the proposed Master Plan's cumulative impact on groundwater resources.

Floodplains and Drainage

With channelization of the Los Angeles River, the cumulative effects of flooding in the Los Angeles Basin have been drastically reduced. Subsequent channelization of tributaries that drain into the Los Angeles River has further reduced the risk and damages of flooding that had occurred up to 1938. However, continuing urbanization of the Los Angeles region and resulting increases in impervious surfaces have increased the amount of stormwater runoff flowing into these drainage channels. As a consequence, there is an increased risk that the capacity of the system could be exceeded in a major storm event, a potentially significant cumulative impact. The proposed projects in Master Plan 2010 would be built within the existing campus and are not expected to result in any substantial increases in impervious surface that would contribute to either local or regional flooding. Thus, the proposed project would result in an incremental and insignificant contribution to cumulative impacts to floodplains and drainage. A cursory review of other proposed development projects in the area indicates most involve the redevelopment of existing developed sites and that increases in impervious surface area would be minimal.

5-4.9 Land Use and Planning

The study area for the land use cumulative impacts analysis consists of the land use planning areas in which the proposed project is located. The City of Pasadena includes PCC in the

College District, a sub-area within the East Colorado Boulevard Specific Plan area. Cumulative land use impacts from *Master Plan 2010* and related development in the area could occur if substantial short-term incompatibility between new development projects and existing sensitive land uses were to occur; if substantial unplanned changes in the long-term pattern of land use occur, or if substantial unplanned changes in the rate or amount of development occur.

The first type of cumulative land use impact would potentially arise if construction activities associated with the proposed project and other related projects were to create temporary nuisance-like indirect effects such as noise, vibration, air pollutant emissions, traffic congestion, and access disruptions in close proximity to each other. While these types of effects are generally not considered to be significantly adverse when they are limited in scope and duration, the additive disruption to sensitive land uses could be considered cumulatively considerable if multiple construction activities coincide within similar geographic areas and/or periods of time. The proposed *Master Plan 2010* could possibly contribute to such a scenario because it would be constructed in an urban area where a fairly robust level of development is occurring and is planned to continue over time. See table 2-8 for a listing of current and planned projects in the vicinity of PCC. Each of the developments in the area carries with them some amount of temporary annoyance. Nonetheless, certain other factors would largely offset the short-term inconvenience of constructing the proposed project and other related projects. Mitigation measures have been developed by PACCD to minimize or eliminate construction-related effects, such as measures to reduce noise during construction (see section 3-9.3) and development of traffic management plans (see section 3-12.3). Also, development of the Master Plan projects would occur within PCC's boundaries. Existing buildings and the distance separating the core campus, where most new construction would occur, from nearby residential neighborhoods would help buffer or reduce nuisance impacts on these sensitive uses.

Almost all related projects in the area (see Table 2-8) would be required to comply with City of Pasadena adopted land use plans and zoning requirements. It is also anticipated that the related projects would generally be consistent with the overall land use policies and goals of the Pasadena General Plan, and, for those within the boundary of the East Colorado Boulevard Specific Plan, with the land use policies and goals therein. Although not subject to the requirements of the city's general plan or specific plan, the proposed *Master Plan 2010* is consistent with the goals, policies, and objectives of those plans. Consequently, the proposed PACCD project and related projects are not expected to result in substantial unplanned changes in the long-term pattern of land use, or substantial unplanned changes in the rate or amount of development. No significant cumulative land use impacts are anticipated with implementation of the Master Plan.

5-4.10 Noise

Construction

In general, demolition and construction activities associated with Master Plan 210 would result in increases in ambient noise levels in the vicinity of the construction sites. Construction of the proposed parking structure, East Gateway and athletic field along Bonnie Avenue would be the projects that would be closest to noise-sensitive receptors. Noise from construction activities could adversely affect noise-sensitive receptors in the area. Mitigation measures to reduce noise during construction have been developed (see Section 3-9.3). In addition, since construction

noise would be temporary, intermittent, and generally limited to daytime hours, and most construction on the campus would occur in the campus core at some distance from off-campus noise-sensitive land uses, significant cumulative construction noise impacts are not anticipated. The list of related projects in Table 2-8 and shown on Figure 2-9 does not indicate other projects in the immediate area that could cumulatively increase community noise levels.

Operation

Implementation of *Master Plan 2010* would result in increased traffic on local streets and changes in traffic flow, which is likely to increase ambient noise levels at some locations near PCC. In addition, the noise impact analysis reported in Section 3-9 of this EIR identified that a significant noise impact would occur when bands are playing on the proposed athletic field. Related projects in the area could also increase ambient noise levels, arising from increases in traffic and activity levels at each project site.

The PCC main campus is located in an urban area with relatively high volumes of vehicles travelling along major arterials, and existing noise levels are high. (For instance, the CNEL at the residence at 1652 E. Del Mar Boulevard was established at 70 dBA. This CNEL level is typical of a commercial area (see Table 3-17), rather than a residential area and reflects the high volume of traffic on Del Mar Boulevard. The CNEL at the residence at 818 Bonnie Avenue, a street with less traffic than Del Mar, was 62 dBA, which is 12 decibels above the level expected in a quiet urban area in the daytime (see Table 3-17). Given the high ambient noise levels associated with high volumes of traffic on the streets surrounding PCC, the proposed project's contribution to future noise level increases due to project-generated traffic are likely to be minimal. The traffic analysis (Table 7 in Appendix C) indicates that much of the traffic growth in the area would occur from the ongoing trend for more trips (often referred to as natural growth in traffic) plus traffic increases arising from related projects. Accordingly, the majority of increase in ambient noise levels on most streets would be from traffic not generated by the proposed Master Plan projects. Significant cumulative noise impacts with implementation of the proposed project are not anticipated.

5-4.11 Population and Housing

The proposed *Master Plan 2010* project and cumulative development within nearby areas could increase the population, number of employees, and the demand for housing. Assuming that PCC staffing levels in 2010 were to remain consistent with the current per-student ratio, about 200 jobs would be added at PCC. This increase would not be substantial in comparison to the employment base of Pasadena, other cities that comprise the community college district, or the greater Los Angeles area. Similarly, the addition of 5,000 students that could occur by 2010 would not result in significant impacts, or significant cumulative impacts to housing in the area or district. Those students would be housed among any number of locations in the 10 cities that comprise PACCD.

According to the *CEQA Guidelines* (Section 15130[d]), previously certified EIRs for approved land use plans may be incorporated by reference. Additionally, no further cumulative impact analysis is required if the project is consistent with those land use plans and cumulative effects have been adequately addressed in the previous EIRs. As previously stated, the proposed Master Plan is consistent with local and regional land use plans.

5-4.12 Public Services

The study area for the public services cumulative impacts analysis consists of the service areas for the police and fire stations that serve PCC. The study area of cumulative impacts analysis also includes those schools that serve the communities in the vicinity of PCC that could experience increases in population due to implementation of the Master Plan and cumulative development (please see Section 3-11 of this Draft EIR for a description of the public facilities that serve the project area).

Police Protection

PCC operates its own 24-hour security service. The Pasadena Police Department provides services when needed and requested by PCC. PCC's security services would continue to provide the campus' primary police protection under *Master Plan 2010* and no demand other than the back-up currently provided by the Pasadena Police Department is expected. The related projects in the area (Table 2-8) would place additional demand on Pasadena police stations. Implementation of *Master Plan 2010* projects is not expected to have a significant cumulative impact on police protection services.

Fire Protection

Potential cumulative impacts to fire protection services could include the need for additional officers and new facilities in order to maintain acceptable response times. Fire protection services for PCC and surrounding areas are provided by the Pasadena Fire Department. The continuing development in the area, as reflected by projects in Table 2-8, could significantly increase the demand for fire protection services. The potential increase in demand for services may require additional personnel, equipment, and/or new fire stations to maintain existing levels of service and response times. If new facilities are required, the construction of these facilities could result in adverse impacts on the environment. The significance of potential impacts would depend upon the facilities' physical and operational characteristics and the sensitivity of the environment in the vicinity of these facilities. Although such information is currently not known and is somewhat speculative, fire protection services cumulative impacts are nonetheless considered to be potentially significant. The potential contribution to future demand associated with *Master plan 2010* is not expected to be significant, since the construction program essentially replaces three existing buildings and remodels six others, which would not substantially increase the demand for fire services. The major elements of new construction are a parking structure and an athletic field, which are should not generate substantially demands for fire protection service. The potentially significant cumulative impacts for fire service protection are thus driven primarily by related projects.

Schools

As stated above, assuming that PCC staffing levels in 2010 were to remain consistent with the current per-student ratio, about 200 jobs would be added at PCC. These employees could reside in and use the schools among any number of locations in the 10 cities that comprise PACCD, or at any location in the greater LA area. Similarly, the addition of 5,000 students that could occur by 2010 would not result in significant impacts, or significant cumulative impacts to schools in

the area or district. Those students could come from schools among any number of locations in the 10 cities that comprise PACCD, or other locations outside of PACCD. The related projects list for the area (Table 2-8) includes several residential developments, which could be a direct source of demand for additional schools, and commercial development, which would be an indirect source of demand. Proportionately, related projects would have a greater effect on any demand for new schools.

If increased demand requires altering or building new schools, adverse effects on the environment could occur. The impacts could be significant depending on size and location of proposed school facilities and the sensitivity of the environment in the vicinity of these facilities. Although such information is currently not known and is somewhat speculative, cumulative impacts on schools are nonetheless considered to be potentially significant.

Recreation Facilities and Parks

Increases in residential and employee populations due to Master Plan 2010 and related projects in the area could place additional demands on park services in the area. The only city park near PCC is Grady Park, which is less than 1-acre in size and does not provide any facilities that are not available on the PCC campus. This park would be the closest for several of the proposed residential projects listed in Table 2-8. If additional park facilities were required to maintain existing service levels, significant cumulative impacts could occur. *Master Plan 2010* includes a new athletic field, and replacement tennis courts that could be used by area residents. Although meant to be used primarily for PCC functions, these facilities may help alleviate some of the additional demand that may be placed on existing parks due to cumulative development in the area. Given this fact and because the increased demand for local park and recreational facilities due to the Master Plan would be minimal, the Master Plan would not result in or substantially contribute to a significant cumulative impact on recreational facilities and parks.

5-4.13 Public Utilities

The study area for the public utilities cumulative impacts analysis consists of the area served by regional utility facilities and providers and the immediate project area, which would include local water, sewer, gas, and power conveyance and distribution lines that serve the project site.

Water Supply

Given the amount of proposed development in the surrounding area, significant cumulative impacts could occur. Implementation of the Master Plan is not expected to require expanded water service connections from the local water lines, although replacement or upgraded connections may be needed. The majority of Master Plan project replaces existing facilities, so the overall demand for additional water should not be substantial. Pasadena Water and Power (PWP) has indicated that there is adequate capacity to serve the proposed *Master Plan 2010*. Related project developments are reviewed by PWP and accounted for in their long range planning.

Cumulative development could consume water in quantities that exceed the capacity of the local conveyance and distribution system. Should that occur, construction of new water lines could be required, which could have adverse impacts on the environment depending on the location and extent of construction. Since PWP has stated that it has adequate supplies and capacity to meet

the demand generated by planned growth within their service areas, and for Master Plan 2010, significant regional cumulative impacts are not anticipated.

Wastewater

Wastewater flows from the campus are connected to lines in Colorado Boulevard and Hill Avenue. The City of Pasadena's East Colorado Boulevard Specific Area Plan, issued for review in the Fall 2002, includes the utility network into which PCC facilities discharge, and states that recommended development for the area would allow 750 dwelling units and 650,000 square feet of non-residential development and that "recommendations of the Specific Plan will not require significant service upgrades for any utility or service." Since the proposed new developments included within PCC's Master Plan would be less than 1 percent of the 650,000 square feet cited in the city's specific plan, for which the city has stated that no significant service upgrades are needed, PACCD concludes that implementation of *Master Plan 2010* would not have a significant impact on wastewater facilities. The language of the specific area plan also indicates that since capacity is adequate to serve wastewater flows generated by planned growth, no significant regional cumulative impacts would occur.

Solid Waste

Cumulative impacts to local landfills could occur from implementation of the Master Plan and from increased residential and employee populations as a result of the related projects and regional growth. The higher student enrollment associated with *Master Plan 2010* is estimated to generate an additional 10 tons of waste per month. On a cumulative basis, given the diminishing landfill capacity in the region, the combination of Master Plan 2010 project and other cumulative development in the region could have a potentially significant cumulative impact on solid waste facilities.

Energy

Cumulative impacts to energy sources such as electricity and natural gas could occur from implementation of the Master Plan, development of the related projects, and cumulative development that could occur in the region served by the energy providers. The majority of power for projects included in *Master Plan 2010* could be provided by PWP, which has indicated its ability to meet the demand associated with *Master Plan 2010*. In addition to the power that PCC now produces through cogeneration, PCC has the option to develop other power resources on campus as it implements individual projects in *Master Plan 2010*. Implementation of the Master Plan is expected to continue to incorporate energy saving measures throughout the proposed development. Energy suppliers to the campus have and are expected to have adequate supplies to meet demand in the near future. Additionally, installation of microturbines and solar photovoltaic cells on the campus would reduce the demand for energy from offsite service providers. Cumulative development in the area may require some local site-specific line improvements. PCC's energy saving measures would help to make the campus partially self sufficient through renewable energy resources. Implementation of the Master Plan is not expected to contribute to a significant local or regional cumulative energy impact.

Storm Drains

Please see the discussion under Floodplains and Drainage in section 5-4.8.

5-4.14 Transportation/Traffic and Parking

The geographic scope of the cumulative traffic impact analysis generally consists of the major streets and highways in the vicinity of the project site. The traffic study for this EIR evaluated impacts at 20 study intersections as well as considering traffic volumes passing through area thoroughfares.

The traffic impact analysis in Section 3-13 addresses the effects of the project-related traffic when added to future year 2010 base traffic volumes at the 20 study intersections. To account for background growth, a growth rate was applied to existing traffic volumes. Traffic expected to be generated by specific development projects within, or with the potential to affect, the study area was also considered. Consequently, the traffic analysis in Section 3-13 represents a cumulative impacts analysis since it takes into account the combined effect of traffic generated by the proposed project and cumulative development and growth. As shown in Section 3-13, 7 of the 30 study intersections currently operate at Level of Service (LOS) E or F in the AM or PM peak hours. In the year 2010, cumulative development without the proposed Master Plan would result in 12 of the 20 intersections operating at LOS E or F in the AM or PM peak hours. Cumulative development plus the proposed Master Plan would result in five additional intersections operating at LOS E or F in the year 2010. With implementation of proposed mitigation measures, 12 of the 20 study intersections would operate at LOS E or F. The impacts at 4 of the 5 intersections affected by the Mater Plan would be mitigated to less than significant levels. At the fifth, the impacts of the proposed project would remain significant after mitigation based on the increase in V/C ratio, but the intersection would still function at LOS A and LOS in the AM and PM peak periods, respectively. The proposed mitigation measures would also mitigate the Master Plan's contribution to significant cumulative impacts

5-4.15 Visual

Potential cumulative visual impacts could occur if other projects in combination with the proposed Master Plan development cumulatively contribute to the degradation or deterioration of the visual setting or damage to scenic views or vistas. Thus, the study area for the cumulative visual impact analysis would consist of the general area in the immediate vicinity of the campus including those areas that can be viewed from or have views of the campus. The visual impact assessment in Section 3-14 concluded that Master Plan 2010 would not produce significant impacts to the visual environment. PACCD has undertaken extensive planning efforts to avoid and reduce potential visual impacts and incorporated features into the design development process to protect and improve the visual environment. Among these are conceptual landscape designs for masking the proposed parking structure, commitments to limiting the height of light poles on the parking structure and at the athletic field, parking structure design concepts to mask internal lights from outside views, and commitments to replace trees that must be removed at a 2 to 1 ratio. There are no related projects listed on Table 2-8 that would be located in close proximity to PCC, so there is no potential to create cumulative visual impacts in the immediate area. The visual appearance of related projects in other areas would be governed by design requirements of the Pasadena General Plan elements and/or specific area plans.

5-5 IRREVERSIBLE ENVIRONMENTAL CHANGES

Development of under the Master Plan could require the demolition of the three existing buildings (Buildings T, K and CC), demolition of existing parking areas and tennis courts, construction of three replacement facilities (Arts, Campus Center and Industrial Technology), renovation of six buildings (Buildings E, FB, R, V, W and Z), construction of two new facilities (parking structure and athletic field), and construction or upgrades of campus infrastructure. The demolition, construction, renovation, and operation of individual buildings and facilities proposed under the Master Plan would result in an irreversible commitment of nonrenewable resources, including fossil fuels, water, natural gas, and building materials such as lumber, concrete, and steel. Use of these resources, however, would not substantially deplete existing supplies. Additionally, such consumption is justified given the anticipated educational, social, and aesthetic benefits of the proposed Master Plan projects. It should also be recognized that the use of any site on the campus would not be irreversible. Buildings and other improvements constructed on the campus could at some time in the future be demolished, altered, or converted to make way for other uses as future generations see fit.

5-6 GROWTH-INDUCING IMPACTS

According to Section 2100(b) 5 of CEQA, “the growth-inducing impact of the proposed project” shall be discussed in the EIR. The *State CEQA Guidelines* (§15126) further state that the EIR shall “discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment.”

It is anticipated that the proposed *Master Plan 2010* would not induce growth in the project area. The Master Plan does not include any housing units. PCC is located in a fully developed urban area of Pasadena, where growth in residential units occurs largely as a result of redeveloping lower density properties. The commercial development that has occurred in the area in recent years appears to have been in response to the overall economic health of Pasadena, with no particular relationship to PCC. There is the potential for redevelopment of the commercial properties along Colorado Boulevard near PCC. Such redevelopment would probably be at similar densities as currently exists, and it is not expected that significant environmental impacts would result from redevelopment.

The anticipated additional students that are forecasted to attend PCC could come from any of the cities that comprise PACCD. In reality, it is the need of district residents for college-level educational opportunities that would generate the forecasted increase in enrollment, and the need for new or renovated facilities to meet current and emerging requirements for teaching environments.

The proposed project does not include substantial increases in infrastructure capacity (e.g., new roadways, pipelines, etc.) that could accommodate or induce additional development. Potential development in the vicinity of PCC is under the authority of the city of Pasadena. *Master Plan 2010* is consistent and in conformance with the growth-related policies, goals, or objectives of local and regional plans.

**CHAPTER 6: REVISIONS, CLARIFICATIONS
AND RESPONSES TO COMMENTS**

CHAPTER 6 - REVISIONS AND CLARIFICATIONS AND COMMENTS/RESPONSES TO COMMENTS

6-1 INTRODUCTION

The purposes of this chapter are twofold:

- (1) to enumerate revisions and clarifications to the DEIR that was issued on February 11, 2003 and
- (2) to report the comments received on the DEIR and provide responses to those comments.

The revisions and clarifications are intended to correct factual errors (such as a misstated date) or to make discussions presented in the DEIR more clear. The changes listed in Section 6-2 below include revisions and clarifications noted by the Lead Agency and revisions and clarifications that result from the Comments and Responses to Comments process shown in Section 6-3. Typographical or grammatical matters that do not change the meaning of discussions or conclusions reported in the DEIR are not listed.

6-2 REVISIONS AND CLARIFICATIONS

6-2.1 Changes to the Summary Chapter

Page S-1. The following sentence was added:

“Strikeouts and underlines indicate changes made from the DEIR.”

Page S-4. The term “Educational Master Plan” has been edited to read “Institutional Master Plan.”

Table S-2 has been revised to include the following revisions:

Mitigation Measure AQ-11 has been edited to read:

“To the extent feasible, minimize truck idling on site and locate staging areas away from locations where students are congregated and away from residential areas. This Measure is to be implemented in coordination with Traffic-1, which requires the development of a traffic management program during construction activities and approval of that plan by the City of Pasadena.”

Mitigation Measure AR-4 has been added:

“PACCD shall retain an on-call qualified archeologist to assist PACCD in implementing the above measures.”

Mitigation Measure PR-1 has been edited to read:

“PACCD will monitor all subsurface excavations. If paleontological materials are encountered, PACCD shall cause a qualified paleontologist to monitor all remaining

excavation work that would extend 10 feet in depth, or more into the ground. The monitor shall be empowered to temporarily halt or divert excavation equipment to allow removal of abundant or large specimens. Monitoring may be reduced if the potentially fossiliferous units, previously described, are not found to be present or, if present, are determined by qualified paleontologic personnel to have a low potential to contain fossil resources”

Mitigation Measure PR-5 has been added:

“PACCD shall retain an on-call qualified paleontologist to assist PACCD in implementing the above measures.”

Mitigation Measure NC-1 has been edited to read:

“The volume of PCC amplification equipment to be used on the field will be set to allow a maximum amplification increase of 20 decibels.”

Mitigation Measure CN-6 has been edited to read:

“Limit the need for equipment to back up by planning on-site truck routes and loading points.”

Mitigation Measure TCR-1 has been edited to read:

“During the construction period, PACCD will periodically develop and implement traffic management plans. The plans will address the length and timing of any street or driveway closures, detours, changes in access to campus facilities, and any necessary coordination with police and fire departments. The plans will address construction staging and access, both on the PCC campus and in areas adjoining the campus. The plans will also include means for notifying the public about the plan, which may include newspaper notices, signs, mailings, and/or postings on the websites of PCC and other organizations. The plans will include identification of a contact person and means for contacting that person at PCC. The traffic management plans will be submitted to the City of Pasadena (Transportation and Public Works Departments) for approval or concurrence on those elements of the plan which affect City streets or activities outside of the PCC boundary.”

Mitigation Measures IIM-3 has been revised to read:

“Restripe westbound approach lane on Del Mar Boulevard to provide a right-turn lane and change the existing right-through lane to through-only at the westbound approach. This requires curb parking prohibition along the north side of Del Mar Boulevard.

Add a left turn arrow to control the eastbound the northbound left turn movement. Work with the City to monitor the need to lengthen the eastbound to northbound left turn lane. The lane can be lengthened from its existing 60-foot length to 140 feet by eliminating two on-street parking spaces along the south curb. The elimination of the remaining on-street space on the south curb would allow Del Mar to be striped with a two-way-left-turn lane between Bonnie and Sierra Bonita Avenue. The need for the left turn lane extension would be monitored by the City after the opening of the Bonnie parking structure. If

required by the City, PCC would restripe the street to provide the longer left turn lane or the continuous two-way-left-turn lane.”

Mitigation Measure IIM-6 has been added:

“Hill Avenue & Colorado Boulevard – Although not specifically impacted by the new traffic added by the Master Plan implementation, the traffic signal at this intersection should be modified to add left turn arrows on all four approaches. Protective/permissive left turn phases would improve the overall operation and safety of the intersection.

6-2.2 Revisions and Changes to Chapter 1

Page 1-1. The following sentence was added:

“Strikeouts and underlines indicate changes made from the DEIR.”

Section 1-3 has been revised as follows:

Pages 1-9, *et. seq.*, have been revised to reflect changes in conditions from the DEIR to the FEIR. These changes are primarily verb tenses in various sentences. The end of the comment period was noted as changing from March 28 to March 31, 2003.

Page 1-10. The following information has been added:

A notation indicating that comments and responses to comments are shown in Chapter 6 has been added.

Page 1-10. The following paragraphs have been added:

“Copies of the Final EIR, which includes comments and responses to comments, as well as amendments to mitigation measures reported in the DEIR, were distributed on March 25, 2003 to the two agencies who submitted comments. This distribution meets the requirements of Section 21092.5 of CEQA.

In addition, copies of the Final EIR were distributed to the individuals who submitted comments. Copies of the FEIR were placed in the main libraries of six of the cities that comprise the PACCD (Arcadia, El Monte, La Cañada Flintridge, San Marino, South Pasadena, and Temple City), at the Hill Avenue Library in Pasadena, and at the PCC library. Copies of the Final EIR were also posted on the PCC website. Notices of Availability of the FIER were mailed to all properties within 500 feet of the PCC campus. Newspaper ads regarding the availability of the FEIR were published in the *Pasadena Star News*, the *San Gabriel Valley Tribune*, *La Opinion* and *Chinese Free Daily News*.”

Page 1-11. The following has been added:

“The PACCD Board of Trustees is scheduled to consider certification of this EIR and approval of the proposed project on May 7, 2003 at 7:00 PM. Their meeting will be held at the Circadian, on the PCC campus at 1570 E. Colorado Boulevard in Pasadena. Public comments will be heard before the Board takes action. Notices of Availability of the FEIR and the Board of Trustees meeting are scheduled for publication in the *Pasadena*

Star News, the San Gabriel Valley Tribune, La Opinion, and Chinese Free Daily News during the week preceding the Board meeting. Notices of Availability of the FEIR and the Board of Trustees meeting are scheduled to be mailed to all addresses within 500 feet of the PCC campus during the week preceding the Board meeting.”

Page 1-13. Chapters 6, *et. seq.*, have been renumbered and the follow notations made: “Chapter 6 of this FEIR describes the revisions and clarifications made to the DEIR, includes copies of the comments received on the DEIR, and responses to those comments.

Chapter ~~6~~⁷ provides a bibliography of reference materials used in the preparation of this EIR. (This chapter was renumbered from the DEIR)

Chapter ~~7~~⁸ includes a list of persons and organizations consulted during preparation of this EIR. (This chapter was renumbered from the DEIR)

Chapter ~~8~~⁹ identifies the preparers of this EIR. (This chapter was renumbered from the DEIR)

Appendices follow Chapter ~~8~~⁹”

6-2.3 Revisions and Clarifications to Chapter 2

None

6-2.4 Revisions and Clarifications to Chapter 3

Page 3-1

“Strikeouts and underlines indicate changes made from the DEIR.”

Air Quality, Section 3-2.3:

Mitigation Measure AQ-11 has been edited to read:

“To the extent feasible, minimize truck idling on site and locate staging areas away from locations where students are congregated and away from residential areas. This Measure is to be implemented in coordination with Traffic-1, which requires the development of a traffic management program during construction activities and approval of that plan by the City of Pasadena.”

Cultural Resources, Section 3-4.3:

Mitigation Measure AR-4 has been added:

“PACCD shall retain an on-call qualified archeologist to assist PACCD in implementing the above measures.”

Mitigation Measure PR-1 has been edited to read:

“PACCD will monitor all subsurface excavations. If paleontological materials are encountered, PACCD shall cause a qualified paleontologist to monitor all remaining excavation work that would extend 10 feet in depth, or more into the ground. The

monitor shall be empowered to temporarily halt or divert excavation equipment to allow removal of abundant or large specimens. Monitoring may be reduced if the potentially fossiliferous units, previously described, are not found to be present or, if present, are determined by qualified paleontologic personnel to have a low potential to contain fossil resources”

Mitigation Measure PR-5 has been added:

“PACCD shall retain an on-call qualified paleontologist to assist PACCD in implementing the above measures.”

Noise, Section 3-9.1.b (Existing Conditions):

The correct address for the noise measurement is 188 Bonnie Avenue.

Figure 3-11: This figure has been amended to show the correct address for the noise measurement as 188 Bonnie Avenue.

Mitigation Measure NC-1 has been edited to read:

“The volume of PCC amplification equipment to be used on the field will be set to allow a maximum amplification increase of 20 decibels.”

Mitigation Measure CN-6 has been edited to read:

“Limit the need for equipment to back up by planning on-site truck routes and loading points.”

Public Services, Section 3-11.1 (Schools), pages 3-94 and 3-95:

The use of “PACCD” within the discussions of schools was a typographical error. PACCD has been changed to “the District” to correctly identify individual school district’s resources.

Wastewater Impacts, Section 3-12.2 b. The following paragraph has been added:

“The East Colorado Boulevard Specific Plan also states that large developments are required to submit monitored flow measurements to provide information to determine and project future flow requirements. The City of Pasadena uses this data to determine if the costs of improving the link between the development site and the trunk line would be borne by the City or the developer. Implementation of Master Plan 2010 involves removal of the current Buildings CC, J, T and K and their replacement with a new Campus Center (at the site of building CC and J), and a new Arts Building (and the site of Buildings T and K). The Master Plan also includes construction of a new Industrial Technology Building, a multi-level parking structure, and remodeling of several existing buildings (E, FB, R, V, W and Z). Detailed plans for these individual projects have not yet been developed, so PACCD cannot at this time provide data on any net increases in wastewater flow from current conditions to future conditions. As designs are developed, PACCD will provide the City of Pasadena with estimates of the wastewater flows that will be generated by the proposed improvements, and will consult with the City regarding the need for and potential cost of links between PCC facilities and the city’s trunk lines.”

Traffic and Parking, Section 3-13.3

Mitigation Measures IIM-3 has been revised to read:

“Restripe westbound approach lane on Del Mar Boulevard to provide a right-turn lane and change the existing right-through lane to through-only at the westbound approach. This requires curb parking prohibition along the north side of Del Mar Boulevard.

Add a left turn arrow to control the eastbound the northbound left turn movement. Work with the City to monitor the need to lengthen the eastbound to northbound left turn lane. The lane can be lengthened from its existing 60-foot length to 140 feet by eliminating two on-street parking spaces along the south curb. The elimination of the remaining on-street space on the south curb would allow Del Mar to be striped with a two-way-left-turn lane between Bonnie and Sierra Bonita Avenue. The need for the left turn lane extension would be monitored by the City after the opening of the Bonnie parking structure. If required by the City, PCC would restripe the street to provide the longer left turn lane or the continuous two-way-left-turn lane.”

Mitigation Measure IIM-6 has been added:

“Hill Avenue & Colorado Boulevard – Although not specifically impacted by the new traffic added by the Master Plan implementation, the traffic signal at this intersection should be modified to add left turn arrows on all four approaches. Protective/permissive left turn phases would improve the overall operation and safety of the intersection.

6-2.5 Revisions and Clarifications for Chapter 4

None.

6-2.6 Revisions and Clarifications for Chapter 5

None.

6-2.7 Revisions and Clarifications for Chapter 7

Renumber from DEIR Chapter 6 to FEIR Chapter 7.

6-2.8 Revisions and Clarifications for Chapter 8

Renumber from DEIR Chapter 7 to FEIR Chapter 8.

6-2.9 Revisions and Clarifications for Chapter 9

Renumber from DEIR Chapter 7 to FEIR Chapter 8.

6-2.10 Revisions and Clarifications To Appendix A

None.

6-2.11 Revisions and Clarifications To Appendix B

None.

6-2.12 Revisions and Clarifications To Appendix C

The cover date has been changed to reflect April 2003 revisions.

Figure 1A has been added to show striping on Bonnie Street.

Figure 8 has been replaced.

Page 32. The location of staff shuttle parking is defined as the southwest corner of Kinneloa and Colorado.

Page 33. The Parking Access Management discussion has been stricken and replaced with the following:

“Parking Management – Carpools are given preferred parking locations free permits for on campus parking. Carpools also get non-cash benefits including free oil changes at the on-campus auto shop.”

The following paragraph has been added:

“Parking Disincentives – PCC has the highest parking fees for non-carpools of any community college in the state.”

Under Intersection Improvements, the discussion for Bonnie Street and Del Mar Boulevard, has been edited as follows:

“Restripe westbound approach lane on Del Mar Boulevard to provide a right-turn lane and change the existing right-through lane to through-only at the westbound approach. This requires curb parking prohibition along the north side of Del Mar Boulevard.

Add a left turn arrow to control the eastbound the northbound left turn movement. Work with the City to monitor the need to lengthen the eastbound to northbound left turn lane. The lane can be lengthened from its existing 60-foot length to 140 feet by eliminating two on-street parking spaces along the south curb. The elimination of the remaining on-street space on the south curb would allow Del Mar to be striped with a two-way-left-turn lane between Bonnie and Sierra Bonita Avenue. The need for the left turn lane extension would be monitored by the City after the opening of the Bonnie parking structure. If required by the City, PCC would restripe the street to provide the longer left turn lane or the continuous two-way-left-turn lane.”

Page 34, Also under Intersection Improvements, a new item has been added, as follows:

“Hill Avenue & Colorado Boulevard – Although not specifically impacted by the new traffic added by the Master Plan implementation, the traffic signal at this intersection should be modified to add left turn arrows on all four approaches. Protective/permissive left turn phases would improve the overall operation and safety of the intersection.”

6-3 COMMENTS AND RESPONSES TO COMMENTS

This Section contains copies of the comments received on the Draft Environmental Impact Report during the comment review period (February 13 to March 31, 2003). Each comment letter or comment form that was received was scanned for reproduction and is included in Section 6-3.1. Comment letters and forms were reviewed to identify individual issues. Tracking numbers were assigned to the individual issues. A list of the commentators and their assigned tracking number is shown in the following table. Those tracking numbers are shown in the margin of the scanned copy in Section 6-3.1. Responses for each of the numbered comments is shown on pages following each letter.

Category	Number	Comments Received From	Letter Number in Section 6-3.1
Agencies			
Federal	0		
State	1	California Department of Transportation District 7	4
County	0		
Businesses	0		
Cities	1	City of Pasadena	3
Individuals	2	Michael T and Kristin H. Quinn	1
	2	Daniel and Shirley Kealey	2
Organizations	0		

6-3.1 Comment Letters and Responses



MICHAEL T. & KRISTIN H. QUINN
384 S. Bonnie Ave.
Pasadena, CA 91106
Phone (626) 405-0291
mtq@aol.com

February 21, 2003

Dr. Richard Van Pelt, Director
Facilities Services
Pasadena Area Community College District
1570 E. Colorado Blvd.
Pasadena, CA 91106-2003

Dear Dr. Van Pelt:

As we discussed on the phone, I have some problems with the Pasadena City College Master Plan 2010 (PCCMP) produced by Myra L. Frank & Associates (Frank).

These problems are:

1. Unavoidable Significant Adverse Impacts – Noise

Frank, on Page 3-82, points out that we residents can anticipate being subjected to significant adverse noise impacts due to band and amplifier noise coming from the practice field from 7am to 10pm on any day of the week. Yet in the last paragraph on Page 3-84, Frank recommends against building a sound wall to protect residents from these significant adverse noise impacts. However, we think that it is essential that a tall enough wall (Frank estimates 35 feet) be built to protect residents from these avoidable significant adverse noise impacts due to band practice and amplifier noise. The justification given by Frank for not building a sound wall is the supposedly negative visual impact this sound wall will create and that trees will be damaged by digging the sound wall footings.

Granted, a suitable wall will not be handsome, but it can't have a worse visual impact than the existing ugly parking garage wall and stadium wall on Del Mar. Any trees that are damaged by the construction of this sound wall can be replaced using a two to one ratio as recommended by Frank on Page 3-85. Therefore the significant impact of this noise predicted from the use of the practice field is clearly avoidable by PCC. Thus it seems only fair to the residents that a suitable sound wall be built to avoid this significant adverse noise impact.

1-1

2. Air Quality

Mitigation measure AQ-11 on page 3-14 is ambiguous and toothless. As written it appears to permit drivers of queuing diesel rigs to park and idle their rigs on residential streets, thereby spewing out many of the pollutants enumerated on Page 3-4. The "To the extent feasible" clause in AQ-11 needs to be removed and a limit of 5 minutes idling time needs to be added. Further a specific PCC officer needs to be designated to be responsible for monitoring and enforcing AQ-11 to ensure the residents that the drivers of diesel rigs will obey AQ-11 as amended.

1-2

Frankly, due to the problems our residential neighborhood experienced with the orientation, lighting, and noise problems created by the new football stadium, it is imperative that PCC provides a suitable sound wall and revises and enforces AQ-11. These actions will forestall the predictable and valid complaints from the residents both regarding band and amplification noise from the practice field and complaints about idling trucks spewing diesel pollutants. Furthermore, these actions will also build trust on the part of the residents that PCC intends to be a good neighbor.

Sincerely,



Cc: Sid Tyler, Councilman
Dan Kealey, resident

❑ RESPONSES TO LETTER 1: Michael T. and Kristin H. Quinn

Response 1-1:

The comment correctly notes that operation and use of the PCC playing field by the band, and/or at times when amplification equipment is present, would result in a significant noise impact to some neighboring residents. This impact would be unavoidable, even after implementation of the mitigation measures outlined in the FEIR. For the reasons already discussed in FEIR, PCC respectfully declines to adopt the suggestion in the comment that sound walls be constructed in order to mitigate this noise impact.

It should be noted that noise impacts would occur on an infrequent basis. As noted in the EIR, the primary source of noise impacts would be band practice that occur during the Fall. That practice occurs on an episodic basis, so the potential for creating an impact would arise only on occasion. The comparatively small degree of noise impacts should be compared to the significant visual impacts that would arise from construction of a 35 foot high wall.

PCC would also observe that this impact should be viewed in the context of the past and future educational mission of the college. Not unlike numerous other educational institutions, from middle schools to universities, PCC has provided musical education and physical education programs in an outdoor setting. This use of the playing field has always been, and will continue to be, an integral component of the educational programs at the college, as well as a valuable asset to the community at large. Consequently, PCC believes that these off-setting factors are relevant to the determination of how this impact may affect the community in the long term.

Response 1-2:

Mitigation Measure AQ-11 has been modified to provide for the avoidance of truck idling in residential areas. In addition, text has been added to this Measure that would tie it to implementation of a City of Pasadena-approved traffic management program for construction activities, including truck locations and movements. (Measure TCR-1) Local residential streets, other than those forming the boundary of PCC, will not be used to store and/or move construction truck traffic.



Pasadena City College Master Plan 2010 EIR
Draft EIR Public Information Meeting,
February 27, 2003 Comment Form

The purpose of this public information meeting is to provide you the opportunity to ask questions about the Draft Environmental Impact Report for the PCC Master Plan 2010 and to submit comments. All comments will be considered and responded to in the Final Environmental Impacts Report.

Memorandum

Name Daniel & Shirley Kealey

Mailing Address 1622 Oakdale St.

City Pasadena Zip Code 91106

Are you representing an agency or organization? If so, please identify it:

Do you have comments or concerns about any proposed changes to the PCC campus mentioned in *Master Plan 2010* and/or the impacts discussed in the Draft EIR? Please describe:

- 1. Construction traffic in residential neighborhood | 2-1
- 2. EIR uses an address of 818 E. Bonnie for their noise level | 2-2
No such address exists.
- 3. Traffic patterns of students through neighborhood to new and existing parking structures not addressed. | 2-3
- 2. Do you have any other comments, concerns, or issues?
- 4. Need for longer east bound Del Mar to North Bonnie left turn lane. | 2-4
- 5. Need for a left turn arrow: east bound Del Mar to North bound Bonnie. | 2-5

Comments must be submitted no later than 5:00 p.m. on March 28, 2002 to:

Dr. Richard van Pelt, Director, Facilities Services
Pasadena Area Community College District
1570 E. Colorado Boulevard
Pasadena, CA 91106-2003
Fax: (626) 585-7918
E-mail: rvanpelt@pasccd.cc.ca.us

THANK YOU FOR PARTICIPATING

❑ **RESPONSES TO LETTER 2: Daniel and Shirley Kealey**

Response 2-1:

PCC will have to prepare a detailed traffic management plan for its construction activities. As part of this plan, truck routes will have to be developed and these routes will be reviewed and approved by the City. Local residential streets, other than those forming the boundary of PCC, will not be used to store and/or move construction truck traffic.

Response 2-2:

The reference to “818 S. Bonnie” in the DEIR was a typographical error and has been corrected in the FEIR to read “188 S. Bonnie.”

Response 2-3:

The travel patterns shown in Figures 6-1 and 6-2 were based on field data collection and observations of traffic to/from the campus parking areas. No residential streets were used to assign new traffic to/from campus because the traffic analysis wanted to evaluate the adequacy of the arterial and collector street system to handle the project traffic.

The analysis shows that the effects of the project traffic can be mitigated on the arterial street system and the project traffic can be accommodated without the need for students to “short-cut” through adjacent residential neighborhoods.

If student traffic becomes a problem, the City of Pasadena has a Neighborhood Traffic Management Program that allows individual neighborhoods to work with City staff to develop physical and operational improvements to discourage through traffic from using local streets.

Response 2-4:

Please see responses to Comments 3-15.

Response 2-5:

Please see responses to Comments 3-15.



PLANNING & DEVELOPMENT DEPARTMENT
PLANNING DIVISION

March 27, 2003

Dr. Richard van Pelt, Director, Facilities Services
Pasadena Area Community College District
1570 East Colorado Boulevard
Pasadena, CA 91106-2003

RE: Comments in response to the Pasadena City College Master Plan 2010 Draft Environmental Impact Report, State Clearinghouse Number 2002091106

Dear Dr. Van Pelt:

Thank you for the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the PCC Master Plan 2010. Pasadena City College is an important institution within the City of Pasadena and changes to the campus affect the surrounding city streets and neighborhoods. We have reviewed the DEIR and have compiled responses to the proposed project and its expected impacts. The comments in this letter are provided from the City of Pasadena Planning and Development Department. The DEIR has been forwarded to several City departments as well as civic leaders and additional comments are attached to this letter.

Based on our review of the DEIR, the Planning and Development Department has the following comments:

- To ensure that the mitigation measures are met for the two unavoidable significant impacts, Air Quality during construction and Noise, we recommend strict compliance with proposed mitigation measures AQ-1 through AQ-11 regarding limiting air quality impacts during construction. We also recommend strict compliance with mitigation measures CN-1 through CN-6 and NC-1 through NC-3 to minimize the impacts of noise from both construction and bands utilizing the playing fields. Of particular importance is Proposed Mitigation Measure CN-1, "Limit construction activities to the hours between 7 AM and 6 PM. No nighttime activities will be conducted". For the athletic fields, we recommend adding a mitigation measure that limits the hours of events to 7 AM to 9 PM. 3-1
3-2
- Coordination and continued participation in the East Colorado Specific Plan process is important for the Master Plan. PCC has been actively involved in the planning and community meeting component of the East Colorado Boulevard Specific Plan. The Specific Plan includes PCC's frontage along Colorado 3-3

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(626) 744-4009
www@ci.pasadena.ca.us

Boulevard and the Plan is currently being considered for adoption by the City's policy bodies. The "College District" area of East Colorado Boulevard (from Hill Avenue to Allen Avenue) includes the promotion of "active" land uses and niche uses that cater to students. Another major component is planned streetscape improvements in this area, including landscaping, street trees, sidewalk improvements, and open space. One of the implementation measures of the East Colorado Boulevard Specific Plan is cooperation between the City and PCC to beautify the right of way along Colorado Blvd. and tie these efforts into PCC's private landscape and streetscape plans. This cooperation and implementation measure should be noted in the Draft EIR.

3-4

- Pages 3-106 and 5-12 have comments that rely on language in the East Colorado Boulevard Specific Plan to conclude that there will be no impacts to wastewater as a result of the Master Plan. While the Specific Plan does state that the recommendations of the Specific Plan will not require significant service upgrades, it also states the following with regard to wastewater:

Large developments are required to submit monitored flow measurements to provide information to determine and project future flow quantities. As developments occur, the City reviews existing feed lines to determine if there is a need for upgrading. Depending on the size, type of development, and anticipated wastewater flow, the City may impose a condition that the developer pays for all or a portion of the cost of improving the link between the development site and the trunk line.

This should be clarified in the DEIR and additional information should be obtained to determine if this particular project will have an impact on the City's wastewater system.

3-5

- In response to the proposed street width reduction to facilitate the proposed athletic field at the corner of Bonnie and Del Mar, we recommend a community involvement process to design the landscaping of the area adjacent to the public right of way abutting the proposed athletic field. We recommend that PCC engage the area residents to determine a mutually agreeable streetscape in this area.
- The current student population impacts municipal services by requiring frequent pick up of trash and debris from public streets (especially near food franchises). An increase to the student population will exacerbate this condition, requiring more frequent pick up and cleaning unless PCC mitigates this condition by scheduling frequent pick up and cleaning. We recommend that this be included as a mitigation measure.

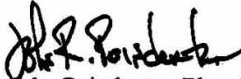
3-6

3-7

- Traffic, circulation, and parking are issues that must be mitigated. Please see the comments from Eric Shen, Transportation Planning and Development Manager, for more information.

Once again, thank you for the opportunity to comment on the DEIR. If you have any questions regarding the City's comments, please contact Jason Kruckeberg, Planner, at 626-744-6726.

Sincerely,



John Poindexter, Planning Manager
City of Pasadena

Attachments: Memorandum from Eric Shen, Transportation Planning & Development Manager; Memorandum from Sidney F. Tyler, Pasadena City Councilman

Cc: Sid Tyler, Enrique Martinez, Richard Bruckner, Eric Shen, Jason Kruckeberg

**MEMORANDUM – City of Pasadena
DEPARTMENT OF TRANSPORTATION**

DATE: March 25, 2003
TO: Jason Kruckeberg, Planning Department
FROM: Eric Shen, Transportation Planning & Development Manager
RE: Pasadena City College Master Plan – Draft EIR Review Comments (Revised)

The Department staff has reviewed the Pasadena City College Master Plan 2010 Draft EIR. Please incorporate the following DOT comments and seek necessary clarifications from the EIR preparer. Please call me at extension 7208 if you have any questions. Thank you.

I. Narrative Comments:

- The majority of possible negative impacts to on-campus parking will occur between June 2003 and June 2004, during the construction of the new 1,800 space garage at lot #5. The existing surface lot #5 and a portion of lot #6 are due to be demolished. This will temporarily eliminate 575+ spaces. Lot #6, adjacent to lot #5 will be temporarily downsized during construction, contributing to the displacement of parking spaces.
- It is likely that the existing on-campus and remote location parking at PCC will be able to accommodate the displaced vehicles as a result of the proposed construction. Parking space availability in lot #'s 1, 3, 4, 7, 9, 10 and 11 are not scheduled for construction and will not be reduced. (See attachment Table 8 for existing on-campus inventory).
- Construction of the new parking garage at lot #5 with a proposed 1,800 spaces is estimated to be complete by June 2004. (See attachment Table 3.4: Construction Schedule).
- The construction on and around lot #2 will reduce available parking starting June 2006 through May 2008, with no negative impact expected due to the additional 1,800 spaces made available in the newly constructed garage at lot #5.
- If the on-street parking around the perimeter of the school is removed, there should be little, if any, negative impact to the existing on-street parking in the adjacent residential and commercial area. Currently, there is restricted parking within several blocks of the school and an established preferential permit parking district.
- There are remote parking lots providing shuttle service to PCC that accommodate staff and students and are expected to be fully utilized during and after construction. These lots provide an additional 900 parking spaces; however, it is unclear if the EIR accounted for the parking needs of the facility(ies) operating on the remote sites.

3-8

PCC Master Plan 2010 - DOT Review Comments
March 25, 2003
Page 2 of 2

- What is planned for the regulated on-street parking around the perimeter of PCC during and after construction? The EIR doesn't address this question. | 3-9
- The City frequently receives complaints regarding the lack of traffic control at Union Street and Hill Avenue. The traffic analysis did not address potential traffic impact and the need for a new traffic signal. | 3-10
- The development of athletic field as well as the landscape and streetscape along Bonnie should be consulted with community/city representatives. | 3-11

II. Specific Comments:

Item	Page No.	Reference:	Comments	
1	S-20	Table S-2, Traffic/Parking	Add "Construction staging and truck route plans to be reviewed and approved Transportation and Public Works Departments" to TRC-1.	3-12
2	S-21	Table S-2, Traffic/Parking	1. TDM-3 ... "Additional remote parking, covered by shuttle service, is planned for a site on Kinneloa Street." Do we know which site is it? 2. TDM-4 ... Is PCC considering working with the City on the ARTS buses?	3-13 3-14
3	S-22	Table S-2, Traffic/Parking	IIM-3: An eastbound protected-permissive left-turn should be considered for Bonnie/Del Mar Bl.	3-15
4	3-120	Construction Period Impacts	Add "Construction staging and truck route plans to be reviewed and approved Transportation and Public Works Departments." before the last sentence.	3-16
5	3-126	3-13.3 a.	TRC-1: the traffic management plan for school construction should be reviewed and approved by the City.	3-17
6	App. C	Figure 1	Unclear on the striped parking stalls along eastside of Bonnie between Colorado Bl. & Del Mar Bl. Feedback from residents and field rep. suggests that on-street parking is not preferred.	3-18
7	App. C	Figure 6-1	Inbound trip distribution does not add up to 100%	3-19
8	App. C	Figure 8	1. What is the net eastbound volume at Hill & Colorado? A protective-permissive left-turn should be considered for every approach at Hill/Colorado & Hill/Walnut. 2. A protective-permissive eastbound left-turn should be installed at Del Mar & Bonnie.	3-20 3-21
9	App. C	Kaku study App. A	Intersection (8) Lane Configuration – westbound approach has a notation 2, what is it?	3-22

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INTEROFFICE MEMORANDUM

Date: March 24th, 2003
To: Richard Bruckner, Director Planning and Development
From: Sidney F. Tyler, Jr.
Re: **PASADENA CITY COLLEGE MASTER PLAN 2010 - DEIR**

Richard -

Attached are the comments from my office concerning the Draft Environmental Impact Report for the Pasadena City College Master Plan 2010. These comments are a result of both the feedback we received at the PCC Neighbors Committee meeting on February 24th, and our interpretation of the report as it stands today.

TRAFFIC AND PARKING:

Page 3-117 - Parking:

Bonnie Avenue: No parking on east side; some areas of hourly parking zones on west side.

Although future parking on Bonnie Avenue is not proposed in the DEIR, one consultant's rendering of the parking garage/soccer field, viewed at the PCC Neighbors Committee meeting on February 24th, indicates dedicated parking along the east side of Bonnie from Colorado to Del Mar. College Administration and residents of Bonnie do not want parking on the east side of Bonnie.

3-23

Page 3-120 - Construction Period Impacts:

The normal means for dealing with temporary traffic, parking and circulation impacts is to develop a traffic management plan to outline ways in which traffic, material deliveries and other matters related to construction will be managed.

Upon developing a traffic management plan for construction, PCC should ensure that trucks making deliveries will not be staged on surrounding residential streets throughout the neighborhood. Furthermore, adjacent residents should be provided with a contact person and phone number should a problem occur.

3-24

Page 3-121 - Traffic Projections for Master Plan 2010 (Project Trip Generation):

Future traffic volumes were projected for the Pasadena City College main campus (including the nearby campus parking lots) for full build-out of the campus Master Plan by 2010...Using the empirical generation rate, 5000 new fte students would be expected to generate approximately 7700 net new trips per day.

Based on these numbers, the Transportation Demand Management Measures should more adequately reflect the intent of the College's Administration to promote the use of transit both for employees and students. More detail of specific incentives and disincentives should be discussed as mitigation alternatives, and trip reduction through use of the Pasadena ARTs Bus and the Gold Line as alternatives should be analyzed. 3-25

Page 3-125 - Traffic Projections for Master Plan 2010 (Trip Distribution):

When the effect of adding in the proposed Master Plan projects was analyzed, it was found that project traffic would result in V/C increases large enough to result in significant impacts at five of the 20 study intersections during one or both of the peak hours.

Proposed intersection improvements for Bonnie and Del Mar do not include mitigation of the East bound approach - which already carries a great deal of traffic to Northbound Bonnie. Further consideration of this left hand turn movement seems necessary to adequately move the cars that will be approaching the new parking structure from Eastbound Del Mar. 3-26

Page 3-126 - Mitigation Measures: Transportation Demand Management Measures

TDM -5: Parking Access Management. To increase traffic safety and to reduce project traffic impacts on Bonnie Avenue due to the new parking structure, the installation of a 3-way stop sign is proposed at the intersection of the new parking structure exit driveway and Bonnie Avenue.

The current configuration of the proposed parking structure on Bonnie includes ingress to the north of the structure, and egress at the southern end of the structure. Placing a 3 way stop sign at the exit driveway, enabling those exiting the driveway to turn left on Bonnie, will create a huge backlog of northbound cars that must pass through the stop and then get into the center turn lane to enter the garage. What is the center lane capacity between the garage entrance and exit drives? How will this affect the flow of northbound traffic south of the exit on Bonnie? 3-27

NOISE:

Page 3-83 - Impacts Discussion - Operational Impacts

Other possible sources of noise at the practice field include marching band practice, portable amplified sound systems (e.g. megaphones or bullhorns) and whistles, either of which could be used during either band or sporting activities.

Are megaphones and bullhorns the only type of amplified sound that will be utilized on the soccer field? 3-28

Page 3-84 - Unavoidable Significant Adverse Impacts

The potential for reducing noise from the athletic field with a noise wall was investigated. Using the noise levels from the band as the worst-case scenario, a noise wall of 35 feet in height was calculated to be necessary to reduce noise levels to a less significant level...A 7 foot wall, which is likely the limit of what might be considered before visual impacts become a concern, would produce only a 7-decibel reduction in noise. This would not be sufficient to reduce noise levels to a less than significant level. Constructing a wall of this height would also be likely to damage trees roots.

The College Administration and the local community worked very hard to come to a mutually desirable agreement regarding the appropriate placement of the proposed parking structure and soccer field, primarily because of the existing amount of wall space on the south side of campus facing Del Mar. The proposed soccer field on the corner of Del Mar and Bonnie was a welcome compromise for surrounding residents, who felt that it would offer some amount of green space at the southern end of campus. Are there any other mitigation tools that might provide the same minimum reduction in decibels while allowing one to see green space at the corner?

3-29

VISUAL RESOURCES

Page 3-146 - Landscape Unit C - Parking Lots, Stadium Along on the Campus Edges

Because the proposed five-level parking structure will be sited mid-way between Del Mar and Colorado Boulevards, the visual impact resulting from its height and size to residential neighborhood south of Del Mar Boulevard will be partially mitigated. The parking structure would be shielded from views from neighborhoods to the south of Del Mar and Bonnie and by large-scale plantings around the proposed parking structure that would be included as part of its construction.

There are currently no plans to place mature trees or shrubs in front of the southern wall of the proposed parking structure between the north end of the soccer field and the structure. This should be reconsidered to offset the visual impact of the wall and, more importantly, further reduce noise impacts from the soccer field.

3-30

❑ RESPONSES TO LETTER 3: City of Pasadena

Response 3-1

The City's endorsement of mitigation measures AQ-1 through AQ-11 is noted. Measure AQ-11 has been modified to include avoidance of idling in neighborhoods and concurrent implementation with revised Measure TRC-1. The revised Measure TRC-1 includes provisions for the City to approve or concur on traffic management issues during the construction period that affect city streets.

Response 3-2

Activities on the proposed athletic field are part of the educational mission of PCC. Although nighttime use of the athletic field may occur occasionally, generally activities on the field would be completed by 7 or 8 PM. The noise impact criteria reported in the EIR references weekday hours of 7 AM to 10 PM in assessing impacts. It is recognized that nighttime activities could create noise impacts. However, the Pasadena Area Community College District Board does not believe that educational mission of the College should be restricted by imposition of a mitigation measure that would preclude use of the field after 9 PM or before 7 AM. Please refer to the Statement of Overriding Considerations.

Response 3-3

PACCD will continue its participation with the City of Pasadena in the development of the East Colorado Boulevard Specific Plan.

Response 3-4

The efforts of PCC to address the traffic and landscaping goals of the East Colorado Boulevard Specific Plan is noted in Section 3-8.2, in the subsection of "Consistency with Local Plans."

Response 3-5

The additional citation from the East Colorado Boulevard Specific Plan is noted. Implementation of Master Plan 2010 involves removal of the current Buildings CC, J, T and K and their replacement with a new Campus Center (at the site of building CC and J), a new Arts Building (and the site of Buildings T and K). The Master Plan also includes construction of a new Industrial Technology Building, a multi-level parking structure, and remodeling of several existing buildings (E, FB, R, V, W and Z). Detailed plans for these individual projects have not yet been developed, so PACCD cannot at this time provide data on any net increases in wastewater flow from current conditions to future conditions. As designs are developed, PACCD will provide the City of Pasadena with estimates of the wastewater flows that will be generated by the proposed improvements, and will consult with the City regarding the need for and potential cost of links between PCC facilities and the city's trunk lines.

The above language has been added in the FEIR.

Response 3-6

The PACCD has been conducting community meetings about the proposed Master Plan 2010 and its individual projects over the past three years and will continue such meetings as the proposed plans and projects are refined. Issues, comments and suggestions from the community

are considered and often incorporated by PACCD into plans, including landscape and streetscape concepts.

Response 3-7

PACCD currently removes trash from all street curbs abutting the PCC campus each weekday morning and will continue this practice. If additional trash is generated from additional student population, the current frequency of trash removal will address the impact presumed in the City's comment.

The City's first five bullets under Narrative Comments are acknowledged. Please note however that the proposed parking structure is described in the EIR to be approximately 2,000 spaces, not 1800.

Response 3-8

When the parking facilities at the Continuing Education Center (CEC) in northeast Pasadena were constructed, they were sized to accommodate the parking demands of the adjacent Center and the off-site parking needs of the main campus.

A visual inspection of the parking usage at the CEC on the day that the detailed parking occupancy study was conducted on the main campus showed that, in combination with the proposed parking lot on the southwest corner of Kinneloa/Colorado, there was enough capacity to accommodate the overflow from the temporary condition that will exist while the new parking garage is under construction.

Response 3-9

All on-street parking on the campus side of the street will be prohibited both during and after construction. The removal of on-street parking along Colorado Boulevard is consistent with the East Colorado Specific Plan. The curb parking along Bonnie and Del Mar represents only a few spaces and these will be eliminated to facilitate access to the proposed parking structure on Bonnie.

Response 3-10

Union is a one-way westbound street that forms a T-intersection with Hill. Therefore the only traffic flow movement that would be controlled by a traffic signal would be the northbound to westbound left turn. No traffic enters Hill from Union because of the one-way flow on Union. Pedestrians could also benefit from a traffic signal that stopped north-south traffic to allow crossing of Hill.

Field observations of this location showed that the northbound left turns were made without difficulty because of the "gap" in southbound traffic resulting from the traffic signal one block to the north at Hill/Walnut. No pedestrian crossing demand was observed.

With the College parking supply balance shifting toward the east side of campus, the traffic increases along Hill resulting from the College Master Plan will be small. Figure 8 of the traffic report shows that the full build-out of the Master Plan would add only 15 AM and 20 PM peak hour left turns to the intersection of Union/Hill.

Response 3-11

See Response to Comment 3-6 above.

Response 3-12

Measure TRC-1 has been amended to include review or concurrence of traffic management plans by the Transportation and Public Works Departments.

Response 3-13

The proposed remote parking lot is planned for the southwest corner of Kinneloa/Colorado.

Response 3-14

PCC intends to run its own shuttle bus from the remote parking sites at the CEC and the proposed Kinneloa/Colorado lot to serve off-site student and faculty/staff parking. In addition, the shuttle PCC bus will be rerouted to provide service to the Gold Line Station at Allen.

However, none of the changes to the PCC shuttle bus preclude the College working closely with the City to enhance ARTS Bus service in the area of the College. Bus stop locations for the ARTS Bus can certainly be coordinated with the City. Information on ARTS Bus service hours, route maps, and other transit information can be posted on campus and made available to students and faculty/staff through Student Services.

Response 3-15

PCC concurs with the suggestion and will modify the project Mitigation Plan to include an eastbound to northbound left turn arrow at the Bonnie/Del Mar traffic signal.

In terms of the length of the eastbound left turn lane at Bonnie/Del Mar, PCC would like to suggest a mitigation measure that allows the City and College to work together to monitor the need for the adjustment of the lane length after the opening of the parking garage.

Del Mar west of Bonnie is a 55-foot wide street. To operate a left turn lane on this cross-section. All curb parking must be prohibited and the street restriped for five 11-foot wide lanes. This means the permanent elimination of four parking spaces on the north side of the street and three spaces on the south side. The spaces along the north side are adjacent to the campus and therefore they are already slated for removal as part of the Master Plan. The spaces along the south side, however, are directly in front of single-family residences. While both houses affected have driveways and off-street parking available, the loss of these spaces could represent an inconvenience.

PCC suggests that the College and the City monitor the operation of the eastbound to northbound left turn movement after the installation of the left turn arrow and the opening of the parking garage. If a longer left turn lane is needed, the elimination of two of the three parking spaces along the south side of Del Mar would allow a 140-foot left turn lane. The elimination of all three spaces would allow the entire block between Bonnie and Sierra Bonita Avenue to be restriped with a two-way left turn lane. This would allow the greatest flexibility for left turning movements at the traffic signals at both ends of the block and it would allow westbound residents a refuge to turn left into their driveways.

Response 3-16

See Response to Comment 3-12 above.

Response 3-17

See Response to Comment 3-12 above.

Response 3-18

Early versions of the PCC Master Plan showed on-street parking along the residential (i.e., the east) side of Bonnie. The intent of the plan was to sign these spaces as residential permit spaces so that the neighbors would have convenient guest parking available.

Review of the proposal by the neighbors indicated that they did not want to have any parking in front of their homes and the on-street parking spaces along the east curb of Bonnie from Colorado to Del Mar have been removed from the PCC Master Plan proposal. A striping plan for the resulting street is shown on Figure 1A in Appendix C.

Response 3-19

Figure 6-1 shows that the inbound trip distribution does indeed add up to 100%:

<u>Street</u>	<u>Approaching from</u>	<u>Percent</u>
Hill	North	8
Bonnie	North	2
Colorado	East	28
Del Mar	East	19
Hill	South	6
Del Mar	West	12
Cordova	West	3
Green	West	19
Colorado	West	<u>3</u>
		100

Response 3-20

Eastbound volumes were inadvertently omitted from the figure. The volumes are included in the capacity calculation worksheets in Appendix C of the traffic report. The project volumes at the Hill /Colorado intersection are as follows:

<u>Movement</u>	<u>AM Peak Hour</u>	<u>PM Peak Hour</u>
EB to NB left	0	0
EB through	54	48
EB to SB right	0	0

PCC concurs with the need for a left turn arrow at Hill /Colorado.

The Master Plan adds no left-turning traffic to the Hill/Walnut intersection and therefore PCC does not intend to add left turn arrows to the Hill /Walnut location.

Response 3-21

See Response to Comment 3-15 above.

Response 3-22

The “2” represents a two-phase signal. Some cities require that the signal phasing be noted in the description of existing conditions and this notation was carried over from a previous version of the table.

Response 3-23

See Response to Comment 3-18 above.

Response 3-24

See Response to Comment 3-12 above.

Response 3-25

PCC provides the following incentives:

- Carpools get preferred parking on campus
- Carpools get free permits for on-campus parking
- Carpools get non-cash benefits (e.g. free oil changes)
- Reduced parking fees at remote lots
- Subsidized bus passes
- Free shuttle service to remote lots
- Free shuttle service will be provided to/from Gold Line Station at Allen Avenue
- PCC Maintains a Transportation Center to coordinate ridesharing (matching needs with opportunities) and encourages bus/train ridership.

A disincentive for parking on the campus is that PCC has the highest on-campus parking fees of any community college in the State.

Response 3-26

See Response to Comment 3-15 above.

Response 3-27

The PACCD is willing to change the Mitigation Program to eliminate the proposed 3-way STOP sign on Bonnie. PACCD will begin operation of the parking structure without the stop sign in place, and will monitor traffic performance in consultation with the City of Pasadena Traffic Department. PCC will work with the City to monitor the operation of Bonnie north of Del Mar to make sure that the garage traffic does not adversely affect the performance of public streets in the area, especially Del Mar. This monitoring has been incorporated into Measure TDM-5.

With the elimination of the parking along the east curb of Bonnie, there are a number of alternates for striping Bonnie to increase the capacity of Bonnie and reduce any negative effects the garage operation may have on Bonnie north-south through traffic. The preferred alternate is shown on Figure 1A in Appendix C. PCC will work with the City to evaluate the performance of the street and will adjust the striping according to City review of the operations of the street.

Response 3-28

Megaphones and bullhorns were listed as examples of the amplified sound equipment that could be used on the proposed athletic field. The use of amplified equipment on the practice field would be infrequent and similar to other small campus events. Mitigation measures NC-1 through NC-3 would apply to all types of amplified sound equipment.

Response 3-29

The design of the proposed athletic field and adjacent areas is an ongoing process, which includes consultation with residents on ways to mitigate impacts and/ or improve the visual environment. PACCD will continue that design refinement process, and other means for reducing noise impacts may arise. At this point in time, however, there do not appear to be designs or mitigation measures that would reduce forecasted noise impacts to less than significant levels. Please see Statement of Overriding Considerations.

Response 3-30

The landscape plan for the proposed parking structure and adjacent areas of the campus is an ongoing process. The suggestion for mature trees and shrubs will be considered as a way to reduce visual impacts. It should be noted that trees, regardless of size, do very little to reduce noise transmission and thus would not be an effective means for reducing noise emanating from the proposed athletic field.

STATE OF CALIFORNIA — BUSINESS, TRANSPORTATION AND HOUSING AGENCY

GRAY DAVIS, Governor

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*Flex your power!
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IGR/CEQA No. 030238AL
Pasadena City College Facilities
Master Plan 2010
Vic. LA-210 / PM R26.94 to R27.41
SCH # 2002091106, DEIR

March 27, 2003

Dr. Richard Van Pelt
Pasadena Area Community College District
1570 E. Colorado Boulevard
Pasadena, CA 91106-2003

Dear Dr. Pelt:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. Master Plan 2010 outlines a series of improvements that will complete the overall renovation of the PCC main campus and create facilities that meet both current and forecasted instructional needs.

Caltrans requests the College District pay equitable traffic impact fees at the time of permit issuance. Please see our formula in Appendix B of our traffic study guideline website at | 4-1

<http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf>

We request that this revenue be saved for improvements to the Congestion Management Program (CMP) road network when the need arises. | 4-2

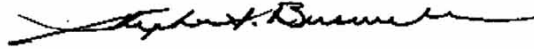
Storm water run-off is a sensitive issue for Los Angeles and Ventura counties. Please be mindful of your need to discharge clean run-off water. | 4-3

Any transportation of heavy construction equipment and/or materials which requires the use of oversized-transport vehicles on State highways will require a Caltrans transportation permit. We recommend that large size truck trips be limited to off-peak commute periods. Thank you for the opportunity to have reviewed this project. | 4-4

"Caltrans improves mobility across California"

If you have any questions, please feel free to contact me at (213) 897-4429 or Alan Lin the project coordinator at (213) 897-8391 and refer to IGR/CEQA No. 030238AL.

Sincerely,



STEPHEN J. BUSWELL
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse

Steve Buswell/AL

"Caltrans improves mobility across California"

□ RESPONSES TO LETTER 4: Caltrans District 7

Response 4-1

The traffic impact analysis conducted for Master Plan 2010 included an assessment of four intersections associated with I-210 (the north and south intersections with Hill Avenue and Allen Avenue). This analysis indicated that implementation of the Master Plan would not have a significant impact on these intersections (see Table 3-34). Accordingly, there would be no proposed changes to these Caltrans intersections and no impact fees would be due.

Response 4-2

See response number 4-1.

Response 4-3

Storm-water run-off issues and mitigation measures were discussed in Section 3-7 of the Draft EIR.

Response 4-4

Any transportation of heavy-equipment and/or materials that may require the use of over-sized transport vehicles would be the responsibility of individual contractors, including compliance with Caltrans permits and regulations for such activities. All contracts issued by the Pasadena Area Community College District require contractors to comply with all applicable laws and regulations.

CHAPTER 7: BIBLIOGRAPHY

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