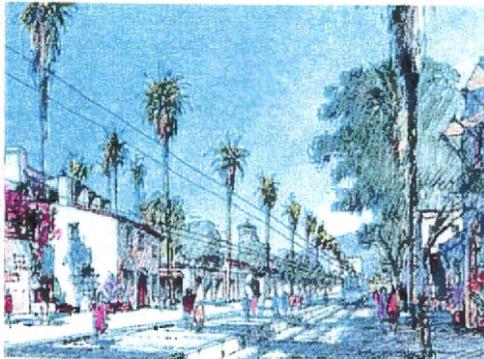


FINAL ENVIRONMENTAL IMPACT REPORT



DEL MAR STATION MIXED USE DEVELOPMENT PROJECT

CITY OF PASADENA

 COTTON/BRIDGES/ASSOCIATES
URBAN PLANNING AND ENVIRONMENTAL CONSULTING

ATS Consulting, LLC

Final Environmental Impact Report

State Clearinghouse No. 2001041041

Del Mar Station Mixed Use Development Project

December, 2001

Lead Agency:
City of Pasadena
Planning and Permitting Department
175 North Garfield Avenue
Pasadena, CA 91109

Contact: Vincent Gonzalez
(626) 744-6750

Consultant to the Lead Agency:
CBA, Inc.
Urban and Environmental Planning
747 E. Green Street, Suite 300
Pasadena, CA 91101

#1258.00

Pasadena



Sacramento



San Diego



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EXECUTIVE SUMMARY

**ENVIRONMENTAL IMPACT REPORT
DEL MAR STATION
MIXED USE DEVELOPMENT PROJECT**



Executive Summary

This Final Environmental Impact Report (EIR) has been prepared pursuant to the California Environmental Quality Act (CEQA) of 1970 (Public Resources Code Section 21000 et seq.), the CEQA Guidelines (California Code of Regulations, Title 14, Section 15000 et seq.), and the City of Pasadena CEQA Guidelines. The Final EIR includes comments and responses to comments received on the Draft EIR which was circulated for public review from October 5 to November 19, 2001. Comments received during the public review period are found in Section 7 of this Final EIR. Revisions and clarifications to the EIR made in response to comments and information received on the Draft EIR are highlighted [REDACTED].

The Project

The project examined in this EIR is a transit-oriented, mixed-use residential/commercial development that will surround the planned Del Mar Station Blue Line Light Rail station. (Blue Line Light Rail track and station installation by the Metro Blue Line Construction Authority are currently underway and are not part of this project.) The project proposes the adaptive reuse of the historic Santa Fe Railroad Depot and the construction of four new buildings. The new buildings will contain up to 349 residential apartment units, with the Depot and ground floor of new buildings containing approximately 11,000 square feet of retail commercial and restaurant space. Approximately 1,200 parking spaces will be provided in an underground parking garage, of which 600 spaces will be for exclusive use by transit riders.

~~The project also includes a dedication of~~ In conjunction with the project, the Los Angeles County Metropolitan Transportation Authority will dedicate 10 feet of property along the west side of Arroyo Parkway, extending from Del Mar Boulevard north approximately 200 feet. The dedication will allow construction of a dedicated southbound right-turn lane from Arroyo Parkway onto Del Mar Boulevard.

Project Location

The project site consists of 4.1 acres bounded by Raymond Avenue on the west, Del Mar Boulevard on the south, Arroyo Parkway on the east, and developed properties on the north. Right-of-way for the planned Blue Line light rail transit route bisects the property from north to south.

Regional access is available from the Foothill Freeway (I-210) via the Fair Oaks exit, from the Ventura Freeway (State Route 134) at the Colorado/Orange Grove and Fair Oaks Avenue exits, and via the Pasadena Freeway/Arroyo Parkway.

Project Objectives and Characteristics

City objectives for the project include:

- Achieve the General Plan goal for the Santa Fe Transportation Center focus area, which encourages transit-oriented, mixed-use development to attract and support light rail users.
- Preserve the integrity of the historic Santa Fe Railroad Depot by relocating and pursuing adaptive reuse of the Depot consistent with the *Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings*.
- Ensure that new development complements the existing historic train station.
- Meet community-wide housing needs, including provision of affordable housing.
- Provide for safe vehicle and pedestrian movement around, into and out of the site.
- Ensure that parking demands from the project and the transit stop can be met.

The applicant's project objectives are as follows:

- Create a transit-oriented, mixed-use development that takes advantage of the site's location adjacent to a transit stop and on the edge of Old Pasadena, a compact, mixed-use urban district.
- Establish on-site commercial uses that serve the everyday shopping needs of the local resident population and transit users.

Required Actions

The City will be required to take the following actions to approve the project:

- Approval of a Variance to allow the new buildings to exceed the 4-story limit for mixed-use buildings on the western half of the site.
- Approval of a Variance to allow new buildings to exceed a 56-foot height limit on the western half of the site.
- Approval of a Variance to allow new buildings to exceed a 75-foot height limit on the eastern half of the site.
- Approval of a Variance from the zero setback requirement along the Raymond Avenue frontage in order to accommodate the placement of the historic depot.
- Approval of a Variance from on-site loading requirements for commercial uses to allow 2 on-site loading spaces measuring 10 feet by 20 feet in size in lieu of one 12-foot by 30-foot space as required by Section 17.68.

- Approval of ~~two~~ three Variances related to parking: the first to allow a reduction in the required number of spaces for commercial uses from the 86 required to 46, ~~and~~ the second to allow for reduced stall sizes for approximately 47 percent of the spaces (measuring 8½ feet by 18 feet instead of the required 9 feet by 18 feet), and the third to allow obstructions over vehicle hoods within the underground parking garage.
- ~~The granting of a Certificate of Appropriateness to accommodate the placement of the historic depot and allow for its adaptive reuse.~~
- Design review approval.
- Other entitlements, such as conditional use permits for on-site consumption of alcoholic beverages in connection with future restaurants, required for future individual commercial uses.

Significant, Unavoidable Environmental Impacts Associated with the Project

Project construction and long-term use of the site will result in the following significant, unavoidable environmental effects:

Transportation/Circulation – Vehicular Traffic

The proposed project will create a significant impact at the intersection of Del Mar Boulevard and Marengo Avenue. The traffic study recommends installation of a new traffic signal control system at this intersection, to be coordinated with systemwide improvements. The study indicates that the new control at Del Mar/Marengo will mitigate the impact, presuming that the balance of the system is in place. However, the City has no program to collect mitigation funds to finance the overall system and no timeline for implementation. This solution cannot be realized within the project time frame and therefore cannot be considered a mitigation of impacts.¹

The Del Mar/Marengo intersection is fully constructed, with no additional right-of-way available to provide physical improvements. Also, all four intersection corners are fully developed, with little or no space available for additional right-of-way acquisition for improvements. Thus, no feasible mitigation is available to mitigate the significant impact at the Del Mar/Marengo intersection.

The project will result in a significant segment impact on Raymond Avenue from Del Mar Boulevard to California Boulevard. Sufficient right-of-way is not available for physical roadway

¹ The Final EIR for redevelopment of the Ambassador College campus in Pasadena includes a mitigation measure requiring the project developer to fund improvements to all intersections planned to be integrated into the traffic control system. However, the City has not taken any action on the Ambassador College project, and there is no guarantee that the project and the associated mitigation measure will proceed. In the absence of the Ambassador project mitigation program, no other mechanism is in place to fund the systemwide improvements.

improvements. Restriping of Raymond Avenue to increase capacity would require removal of on-street parking, which would create secondary impacts on Raymond Avenue given the lack of available off-street parking. Therefore, no mitigation measure is available to reduce the impact to a less-than-significant level on Raymond Avenue from Del Mar Boulevard to California Boulevard.

Air Quality – Short and Long Term

Air pollutant emissions associated with new vehicle trips and stationary sources will result in emissions levels that exceed the thresholds established by the South Coast Air Quality Management District for reactive organic compounds (ROC) and particulate matter (PM 10). (Stationary sources are defined by AQMD to be those sources that emit pollution from equipment, or industrial or commercial processes.) Despite the fact that the uses are oriented toward transit usage, impact relative to these pollutants will be significant and unavoidable.

Potentially Significant Impacts That Can Be Mitigated

This EIR identifies the following areas of potentially significant impact that can be mitigated to a less-than-significant level:

- Air Quality – Carbon Monoxide Hot Spots
- Utilities and Service Systems – Sewage
- Construction – Traffic/Circulation

Impacts Considered in this EIR but Found to Be Less than Significant

The analysis contained in this EIR indicates that the project will not have a significant impact with respect to the following:

- Land Use and Planning
- Transportation/Circulation – Pedestrian Traffic, Parking and Loading, Access, and Hazards
- Noise
- Population and Housing

Impacts Considered in the Initial Study and Found Not to Be Potentially Significant

The Initial Study (see Appendix A) prepared for the project found that the project poses a less-than-significant impact or no potentially significant impact with regard to:

- Aesthetics
- Agricultural Resources
- Biological Resources
- Geology/Soils
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Mineral Resources
- Public Services
- Recreation

Alternatives to the Project

Through comparison of potential project alternatives to the proposed project, the relative advantages of each can be weighed and analyzed. The CEQA Guidelines require that a range of alternatives addressed be "governed by 'a rule of reason' that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice" [Section 15126.6(a)].

The following alternatives are examined in this EIR:

No Project – The purpose of analyzing a No Project Alternative is to allow decision makers to compare the impacts of approving the proposed project to the impacts of not approving the proposed project. At the time of issuance of the Notice of Preparation, existing conditions at the project site were different than they are anticipated to be in the near future. Since issuance of the NOP, the City has approved the disassembly of the Santa Fe Railroad Depot and its temporary relocation to Central Park, across the street from the project site. Furthermore, construction has begun on the Del Mar Light Rail Station. If the proposed project is rejected by decision makers, the Del Mar Light Rail Station project and a 600-space subterranean parking garage would still be built on the project site. The subterranean garage would be located on the west side of Arroyo Parkway between Del Mar Boulevard and Green Street. The historic Santa Fe Railroad Depot would be relocated to the project site but the building would not be restored for adaptive reuse.

This alternative would reduce traffic impacts and associated air quality effects. However, the alternative would not achieve City objectives for the site and would not result in restoration of the historic depot.

Office Development with Residential – This alternative provides for office uses on the Arroyo Parkway half of the site, with apartments and retail on the Raymond Avenue side. Similar to the proposed project, this alternative would involve relocation of the Santa Fe Railroad Depot back to the site, together with its restoration for adaptive reuse. All new buildings would conform to zoning regulations regarding height and number of stories. Therefore, this alternative would not require height variances, as required by the proposed project. This alternative would produce up to 100,000 square feet of office space, 20,000 square feet of commercial space, and 190 apartments. This alternative would generate fewer average daily trips than the project but would not avoid significant traffic nor associated air quality impacts. All other impacts would be comparable.

Alternative Site – CEQA requires examination of an alternative location for the project if such location(s) would result in the avoidance or lessening of significant impacts [CEQA Guidelines Section 15126.6(f)(2)]. Some of the City's objectives for the project are very specific to the project site, for example, the City's desire to achieve consistency with the General Plan goal for

the Santa Fe Transportation Center focus area. Therefore, the project site is the only location at which this goal can be achieved. However, some of the City's other objectives for the project can be met at a site near another Blue Line Light Rail Station, the I-210-Sierra Madre Villa Light Rail Station (3500 block of East Foothill Boulevard).

Locating the project at this alternative site would avoid traffic impacts at the Del Mar/Marengo intersection and along Raymond Avenue. However, significant traffic impacts could result at six intersections near the Sierra Madre Villa Station which are projected to experience poor operating conditions. Air quality and construction impacts would be comparable to those associated with the project.

Cumulative Impact

The CEQA Guidelines define cumulative impacts as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impact. The individual effects may be changes resulting from a single project or a number of separate projects. The cumulative impact from several projects...results from the incremental impact of the (proposed) project when added to other closely related past, present, and reasonable foreseeable...future projects. Cumulative impact can result from individually minor but collectively significant projects taking place over a period of time" (CEQA Guidelines, Section 15355). The project will result in cumulative impacts with respect to air quality, noise, and transportation/traffic.

Areas of Controversy and Issues to Be Resolved

Through the Notice of Preparation and public scoping process for the project, concerns were raised regarding the following:

- Impact of project driveway locations on adjacent properties and contemplated future use of those properties.
- The project potentially will absorb nearly all of the residential unit allocation for the Santa Fe Transportation subdistrict identified in the Pasadena General Plan.

Summary of Impacts

Table S-1 beginning on the following page summarizes the environmental effects associated with the project, the mitigation measures required to avoid or minimize impact, and the level of impact following mitigation.

**Table S-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES**

Impact Category	Potential Environmental Impact	Mitigation Measures	Level of Impact after Mitigation
<p>Unavoidable Significant Environmental Impacts [Lead Agency must issue "Statement of Overriding Considerations" under Section 15093 and 15126(b) of the State CEQA Guidelines if the agency determines these effects are significant and approves the project.]</p>			
Transportation/ Circulation - Vehicular Traffic	The proposed project will create a significant impact at the intersection of Del Mar Boulevard and Marengo Avenue.	<p>The traffic study recommends installation of a new traffic signal control system at this intersection, to be coordinated with systemwide improvements. The study indicates that the new control at Del Mar/Marengo will mitigate the impact, presuming that the balance of the system is in place. However, the City has no program to collect mitigation funds to finance the overall system and no timeline for implementation. Therefore, this mitigation solution cannot be realized within the project time frame and therefore cannot be considered to mitigate impact.</p> <p>The Del Mar/Marengo intersection is fully constructed, with no additional right-of-way available to provide physical improvements. Also, all four intersection corners are fully developed, with little or no space available for additional right-of-way acquisition for improvements. Thus, no feasible mitigation is available to mitigate the significant impact at the Del Mar/Marengo intersection.</p>	Significant
	The proposed project will create a significant impact on the segment of Raymond Avenue from Del Mar Boulevard to California Boulevard.	With regard to the significant segment impact on Raymond Avenue from Del Mar Boulevard to California Boulevard, sufficient right-of-way is not available for physical roadway improvements. Restriping of Raymond Avenue to increase capacity would require removal of on-street parking, which would create secondary impacts on Raymond Avenue given the lack of available off-street parking. Therefore, no mitigation measure is available to reduce the impact to a less-than-significant level on Raymond Avenue from Del Mar Boulevard to California Boulevard.	Significant

**Table S-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES**

Impact Category	Potential Environmental Impact	Mitigation Measures	Level of Impact after Mitigation
Air Quality – Short and Long Term	Air pollutant emissions associated with new vehicle trips and stationary sources will result in emissions levels that exceed the thresholds established by the South Coast Air Quality Management District for reactive organic compounds (ROC) and particulate matter (PM 10).	<p>C-1. A solid fence no less than 8 feet in height shall be provided around appropriate portions of the site perimeter. A covered pedestrian walkway adjacent to structures being worked on above grade shall also be provided along the site boundary.</p> <p>C-2. Prior to commencing construction, the developer shall provide a dust control and stormwater pollution prevention plans in compliance with NPDES requirements. The plans will be subject to review and approval by the City. The contractor shall fully comply with the approved plans during site preparation and construction.</p> <p>C-3. During high wind episodes (wind speeds exceeding a sustained rate of 25 miles per hour), demolition or other high-dust generating activities shall be suspended.</p> <p>C-4. Muffled construction equipment shall be used. All construction equipment shall be properly tuned.</p> <p>C-5. Gasoline or electric powered construction equipment shall be used if feasible.</p> <p>C-6. Low VOC-content paint, stucco, or other architectural coating materials shall be utilized to the extent possible.</p> <p>C-8. All haul trucks that carry contents subject to airborne dispersal shall be covered.</p> <p>C-9. All access points to the construction site used by haul trucks shall be kept free of excess dirt during the excavation period.</p>	Significant

**Table S-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES**

Impact Category	Potential Environmental Impact	Mitigation Measures	Level of Impact after Mitigation
		<p>C-10. A telephone number and a name of a contact person for registering comments or complaints shall be posted in a clearly visible manner along the perimeter of the site.</p> <p>C-11. A flagperson shall be employed to direct traffic when construction vehicles access the project site and the staging area.</p> <p>C-12. If any sidewalk is blocked during construction, alternate routes for pedestrians and bicyclists shall be clearly marked with signs approved by the City.</p> <p>C-13. If any bus stop adjacent to the site or the construction staging area is obstructed by construction activities, the developer, in cooperation with the bus service providers, shall relocate such bus stops as appropriate</p> <p>Long Term</p> <p>AQ-3. The project applicant will cooperate with the City of Pasadena to provide convenient electric vehicle recharging stations within the underground parking structure.</p> <p>AQ-4. The project applicant shall participate in the City's program to increase City-owned shuttle bus service. Participation shall include funds for capital expenditures.</p>	

**Table S-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES**

Impact Category	Potential Environmental Impact	Mitigation Measures	Level of Impact after Mitigation
		AQ-5. Bicycle parking shall be provided at convenient locations to facilitate residents, patrons, and employees to bike to and from the project site beyond the minimal requirements set forth in the Pasadena Municipal Code.	
Significant Environmental Impacts That Can Be Avoided or Mitigated [Section 15126(a) of the State CEQA Guidelines]			
Cultural Resources	The project involves relocating the historic Santa Fe Depot building from a temporary off-site location back to the project site, at a spot south of its historic placement. The applicant intends to restore the Depot consistent with the <i>Secretary of the Interior's Standards</i> and to use the building as a restaurant or restaurants.	H-1. The applicant/developer shall comply with all mitigation measures contained in the Mitigated Negative Declaration dated March 19, 2001 regarding documentation of all building and site features, including landscaping, and retention of building components to the greatest extent possible. H-2. All restoration work on the Santa Fe Train Depot shall be performed in accordance with the Secretary of the Interior's Standards for Rehabilitation. All such restoration work will be approved by the Cultural Heritage Design Commission. H-3. The project applicant will prepare a landscape plan that includes elements that either replicate or approximate the original semi-tropical landscape palette surrounding the Depot. The landscape plan will be reviewed and approved by the Design Commission.	Less than Significant

**Table S-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES**

Impact Category	Potential Environmental Impact	Mitigation Measures	Level of Impact after Mitigation
Air Quality - Carbon Monoxide Hot Spots	The proposed project includes residential use, which is considered a sensitive receptor. Two intersections adjacent to the project site currently experience or will experience in the future a CO hot spot: 1) Del Mar Boulevard and Arroyo Parkway and 2) Del Mar and Raymond Avenue. The project's introduction of a sensitive receptor to these conditions is considered significant.	AQ-1. All project construction will consist of air-tight construction in the residential units. AQ-2. Air conditioning must be provided so that open windows will not be relied upon for cooling in the summer.	Less than Significant
Utilities and Service Systems - Sewage	According to Pasadena Public Works staff, a recent (July, 2001) sewer flow study identified sewer line deficiencies at California Boulevard west of Raymond Avenue and in Arroyo Parkway south of the project site. Adequate capacity exists in the Raymond Avenue line to serve the subject project and anticipated future projects.	U-1. All sewer lines from the project shall be designed to outlet into the Raymond Avenue trunk line. U-2. No occupancy permit for the project shall be issued until the City Engineer has reviewed project plans for sewer connection and verified that adequate trunk line capacity is available to safely accommodate sewage flows from the project.	Less than Significant
Construction - Traffic/Circulation	In the vicinity of the site, construction trucks over 6,000 pounds will be required to use Del Mar Boulevard, Fair Oaks Avenue, Arroyo Parkway, and Walnut Street. These trucks and equipment may cause traffic congestion in the surrounding area, especially during peak hours, which is a potentially significant impact.	C-7. Construction vehicles and trucks shall use locally designated truck routes to arrive at and leave the site.	Less than Significant
Impacts Considered But Found To Be Less Than Significant			
Land Use and Planning	Potential environmental impacts with regard to land use compatibility, General Plan consistency, and conformance with development regulations and design guidelines will be less than significant.	No mitigation is required.	Less than Significant
Transportation/Circulation - Pedestrian Traffic	An evaluation of off-site pedestrian facilities was conducted along Arroyo Parkway, Raymond Avenue, and Del Mar Boulevard. The proposed project will not impede pedestrian movement.	No mitigation is required.	Less than Significant

**Table S-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES**

Impact Category	Potential Environmental Impact	Mitigation Measures	Level of Impact after Mitigation
Transportation/ Circulation - Parking and Loading	Findings will be required relative both to stall size and total number. If required findings cannot be made for this project, the project must be revised to conform to zoning requirements and thus avoid impact. If findings are made, the responsible hearing body will have thereby deemed the project to comply, and impact is considered less than significant.	No mitigation is required.	Less than Significant
Transportation/ Circulation - Access	Both the Arroyo Parkway and Raymond Avenue driveways will be located and configured to allow uncongested ingress and egress.	No mitigation is required.	Less than Significant
Transportation/ Circulation - Hazards	Although, detailed plans for the at-grade crossing have not been prepared, the crossing will be required to comply with PUC standards. Compliance will avoid impact.	No mitigation is required.	Less than Significant
Noise	Impacts with regard to daily on-site activity, amplified sound, traffic noise, and anticipated future sound environment with train operations are evaluated and determined to be less than significant.	No mitigation is required.	Less than Significant
Population and Housing	Existing land use regulations provide limits on growth. ² Impact is less than significant.	No mitigation is required.	Less than Significant
Utilities and Service Systems - Solid Waste	Given that the City implements aggressive waste diversion/reduction programs that apply to the Del Mar project, and since the Scholl Canyon Landfill has capacity for another 20 years, the project will not have a significant impact upon landfill capacity	No mitigation is required.	Less than Significant

² Pasadena is in the process of amending the General Plan Land Use Element. Through the process, new limits may be established for the Central District and Santa Fe Transportation Corridor. The City anticipates that action will have been taken on the subject project prior to adoption of General Plan Land Use amendments. All future projects within the area will be subject to any revised limits.

**Table S-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES**

Impact Category	Potential Environmental Impact	Mitigation Measures	Level of Impact after Mitigation
<p>Impacts Considered in the Initial Study But Found Not To Be Potentially Significant (Section 15128 of the State CEQA Guidelines)</p>			
<ul style="list-style-type: none"> ▪ Aesthetics ▪ Agricultural Resources ▪ Biological Resources ▪ Geology/Soils ▪ Hazards and Hazardous Materials ▪ Hydrology and Water Quality ▪ Mineral Resources ▪ Public Services ▪ Recreation 			

INTRODUCTION

**ENVIRONMENTAL IMPACT REPORT
DEL MAR STATION
MIXED USE DEVELOPMENT PROJECT**



Introduction

Del Mar Station LLC (the applicant) has submitted an application to the City of Pasadena to permit a transit-oriented, mixed-use residential/commercial development project surrounding the planned Blue Line Light Rail Del Mar Station, located on Del Mar Boulevard between Arroyo Parkway and Raymond Avenue. The project incorporates the historic Santa Fe Railroad Depot building and includes adaptive reuse of the station as a restaurant or related use. Applications required to permit the project include Variances to exceed the maximum permitted building story height limit and height limit in feet, a Variance from the requirement for a zero setback along the Raymond Avenue frontage, a Variance from on-site loading requirements, Variances from parking requirements for the number of spaces and stall size, and a Certificate of Appropriateness for adaptive reuse of the depot. Other discretionary approvals required include project design approval by the City's Design Commission.

Purpose of the EIR

This Environmental Impact Report (EIR) will be used by the City of Pasadena to assess the potential environmental impacts associated with the construction and long-term operation of the project. During the development review process, the City of Pasadena may apply mitigation measures and/or alternatives identified in this EIR to the project to reduce or avoid identified impacts.

This EIR is an information document to be used by decision makers, public agencies, and the general public. It is not a policy document of the City of Pasadena. The document provides information regarding the potential environmental impacts related to the construction and long-term operation of the proposed project.

This Final EIR includes comments and responses to comments received on the Draft EIR which was circulated for public review from October 5 to November 19, 2001. Comments received during the public review period are found in Section 7 of this Final EIR. Revisions and clarifications to the EIR made in response to comments and information received on the Draft EIR are highlighted [REDACTED].

Legal Requirements

This EIR has been prepared in accordance with the California Environmental Quality Act of 1970 (Public Resources Code, Section 21000 et seq.) and the *Guidelines for Implementation of the California Environmental Quality Act* (CEQA Guidelines) published by the Resources Agency of the State of California (California Code of Regulations, Title 14, Chapter 3, Section 15000 et seq.), and the City of Pasadena's CEQA Guidelines. The City of Pasadena is the lead agency for this EIR, as defined by Section 21067 of CEQA.

Pursuant to CEQA and CEQA Guidelines, an Initial Study was prepared for this project. The Initial Study concluded that the project might have a significant effect on the environment. The Initial Study checklist is included in Appendix A of this EIR. A Notice of Preparation (NOP) for this EIR was issued by the City in March of 2001 in accordance with the requirements of the CEQA Guidelines, Sections 15082(a), 15103, and 15375. The NOP indicated that an EIR was being prepared and invited comments on the project from public agencies and the general public.

This EIR was prepared by environmental planning consultants under contract to the City of Pasadena and under the direction of City staff. All information, analysis, and conclusions contained in this document reflect the independent review and judgement of the City.

The Project

The project analyzed in this EIR is the development and long-term use of a transit-oriented, mixed-use residential/commercial development project. The development will incorporate the planned Del Mar Station platform of the Blue Line Light Rail. Completion of the project is planned for 2003 to coincide with initiation of Blue Line service from downtown Los Angeles.

The project consists of:

- The relocation and adaptive reuse of the historic Santa Fe Railroad Depot building;
- Construction of new buildings containing up to 349 residential apartment units and within the Depot and ground floor of the new buildings, approximately 11,000 square feet of retail commercial and restaurant space;
- Construction of a 1,200-space underground parking garage, with 600 spaces dedicated for use by transit riders.³ A limited number of additional parking spaces may be provided at grade;
- Plaza improvements to integrate project components with the light rail station platform; and
- ~~The dedication of approximately 10 feet of right of way along Arroyo Parkway to allow for a dedicated southbound right turn lane onto Del Mar Boulevard.~~

No off-site improvements are planned as part of this project, other than utility line upgrades in the immediate project vicinity.

³ Construction and operation of a 600-space parking garage to serve the Del Mar Blue Line Light Rail station has previously been considered and approved by the former Los Angeles County Transportation Commission and City of Pasadena. A Final EIR was certified in 1990 (*Final EIR, Pasadena - Los Angeles Light Rail Project, February 1990*).

Pursuant to CEQA and CEQA Guidelines, an Initial Study was prepared for this project. The Initial Study concluded that the project might have a significant effect on the environment. The Initial Study checklist is included in Appendix A of this EIR. A Notice of Preparation (NOP) for this EIR was issued by the City in March of 2001 in accordance with the requirements of the CEQA Guidelines, Sections 15082(a), 15103, and 15375. The NOP indicated that an EIR was being prepared and invited comments on the project from public agencies and the general public.

This EIR was prepared by environmental planning consultants under contract to the City of Pasadena and under the direction of City staff. All information, analysis, and conclusions contained in this document reflect the independent review and judgement of the City.

The Project

The project analyzed in this EIR is the development and long-term use of a transit-oriented, mixed-use residential/commercial development project. The development will incorporate the planned Del Mar Station platform of the Blue Line Light Rail. Completion of the project is planned for 2003 to coincide with initiation of Blue Line service from downtown Los Angeles.

The project consists of:

- The relocation and adaptive reuse of the historic Santa Fe Railroad Depot building;
- Construction of new buildings containing up to 349 residential apartment units and within the Depot and ground floor of the new buildings, approximately 11,000 square feet of retail commercial and restaurant space;
- Construction of a 1,200-space underground parking garage, with 600 spaces dedicated for use by transit riders.³ A limited number of additional parking spaces may be provided at grade;
- Plaza improvements to integrate project components with the light rail station platform; and
- ~~The dedication of approximately 10 feet of right of way along Arroyo Parkway to allow for a dedicated southbound right turn lane onto Del Mar Boulevard.~~

No off-site improvements are planned as part of this project, other than utility line upgrades in the immediate project vicinity.

³ Construction and operation of a 600-space parking garage to serve the Del Mar Blue Line Light Rail station has previously been considered and approved by the former Los Angeles County Transportation Commission and City of Pasadena. A Final EIR was certified in 1990 (*Final EIR, Pasadena - Los Angeles Light Rail Project, February 1990*).

Scope of the Environmental Analysis

Pursuant to CEQA and the CEQA Guidelines, an Initial Study was prepared for this project. The Initial Study concluded that the project might have a significant effect on the environment with respect to the following:

- Land Use/Planning
- Historic Resources
- Transportation/Traffic
- Air Quality
- Noise
- Population/Housing
- Utilities/Service Systems
- Construction Effects

Appendix A contains the Initial Study and NOP for the project. Appendix B presents comment letters received in response to the NOP.

Intended Uses of the EIR

This EIR will be used by the City of Pasadena and other responsible agencies to provide information necessary for environmental review of discretionary actions related to project approval. The EIR may be used by the following agencies for the following discretionary actions:

<u>Agency</u>	<u>Action</u>
City of Pasadena City Council	<ul style="list-style-type: none"> • Consider appeal of any action of the Design Commission • Consider call for review of any action of the Board of Zoning Appeals
City of Pasadena Board of Zoning Appeals	<ul style="list-style-type: none"> • Consider appeal of any action of the Zoning Hearing Officer
City of Pasadena Zoning Hearing Officer	<ul style="list-style-type: none"> • Review of proposed Variances from building story and height standards, setback requirements, on-site loading requirements, and parking requirements
City of Pasadena Design Commission	<ul style="list-style-type: none"> • Design review pursuant to the zoning ordinance
City of Pasadena Cultural Heritage Commission	<ul style="list-style-type: none"> • Review of proposed adaptive reuse of a historic building • Certificate of Appropriateness for relocation of Santa Fe Railroad Depot building

- | | |
|--|--|
| South Coast Air Quality Management District (SCAQMD) | • Review and approval of permits for stationary pollutant sources such as restaurant |
| Metro Blue Line Construction Authority | • Approval of pedestrian crossing of rail and other improvements within Authority's jurisdiction |
| State of California Public Utilities Commission | • Approval of any planned at-grade pedestrian crossing of rail lines |
- Others as necessary

Public Review and Comment

This Draft EIR will be circulated for a 45-day public review period. The public is invited to comment in writing on the information contained in this document. Persons and agencies commenting are encouraged to provide information that they believe is missing from the Draft EIR, or to identify where the information can be obtained. All comment letters received will be responded to in writing, and the comment letters, together with the responses to those comments, will be included in the Final EIR. The City Zoning Hearing Officer, Design Commission, ~~and Cultural Heritage Commission~~, and any City hearing body acting on an appeal, are required to review the Draft EIR, public comments received, and the responses to the comments prior to ruling on the adequacy of the Final EIR and prior to taking action on the proposed project.

This Draft EIR and supporting documentation are available for public inspection at the offices of the City of Pasadena Planning and Permitting Department, Community Planning Section, 175 North Garfield Avenue, City of Pasadena, California. Circulating and reference copies of the Draft EIR are available at the following City of Pasadena libraries:

Central Library
285 E. Walnut Avenue
Pasadena, CA

Allendale Library
1130 So. Marengo Avenue
Pasadena, CA

Technical references used in the EIR that are not available at the City of Pasadena are available for review at Cotton/Bridges/Associates, 747 East Green Street, Suite 300, Pasadena, CA, 91101. Call (626) 304-0102 to make an appointment with Laura Stetson to review these documents.

EIR As An Informational Document

This EIR is intended to provide information to public agencies and the general public regarding the environmental impacts associated with development of the site, as discussed in the EIR. Under the provisions of CEQA, "the purpose of an Environmental Impact Report is to identify the significant effects of a project on the environment, to identify alternatives to the project and

to indicate the manner in which such significant effects can be mitigated or avoided.” Thus, the EIR is an informational document for use by decision makers, public agencies, and the general public. It is not a policy document that sets forth City policy about the desirability of the potential development discussed.

Mitigation Monitoring Program

In accordance with Section 21081.6 of CEQA, a mitigation monitoring program will be prepared for adoption by the Zoning Hearing Officer prior to certification of the Final EIR for the proposed project and action on the Variance requests. The mitigation monitoring program will be designed to ensure compliance with adopted mitigation measures contained in the Final EIR.

Contents

This EIR contains nine sections. The first two sections are the Executive Summary and this Introduction. The Executive Summary describes the project and the impacts associated with project implementation.

Section 1.0 (Project Description) defines project characteristics. Section 2.0 (Environmental Impact Analysis) provides detailed descriptions of the environmental conditions for each impact area, analyzes potential impacts, and outlines the mitigation measures required to eliminate or reduce significant impacts. Issues examined in Section 2.0 with their respective section numbers are:

2.1	Land Use and Planning	2.5	Noise
2.2	Historic Resources	2.6	Population/Housing
2.3	Transportation/Circulation	2.7	Utilities and Service Systems
2.4	Air Quality	2.8	Construction Effects

Section 3.0 examines alternatives to the project. Section 4.0 identifies the cumulative effects of the project when combined with other development in the project vicinity, as well as growth-inducing impacts. Section 5.0 identifies preparers of the EIR, and Section 6.0 lists documents and persons consulted in the course of the EIR preparation. Throughout this EIR, reference documents and persons contacted are cited as endnotes within each section. Appendices bound with this draft EIR include the Notice of Preparation and the Initial Study for the project, responses to the Notice of Preparation, and technical reports.



PROJECT DESCRIPTION

**ENVIRONMENTAL IMPACT REPORT
DEL MAR STATION
MIXED USE DEVELOPMENT PROJECT**



1.0 Project Description

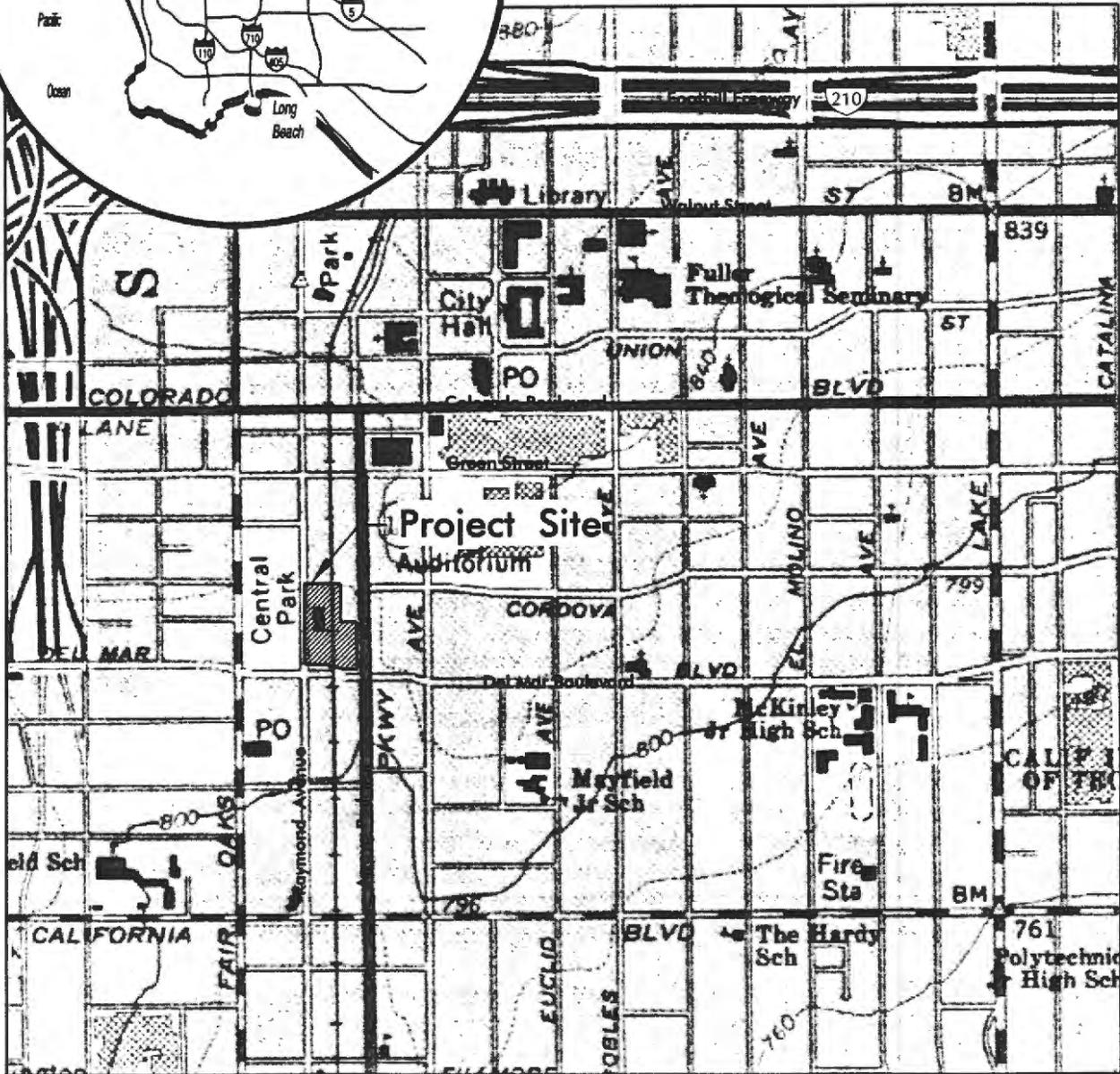
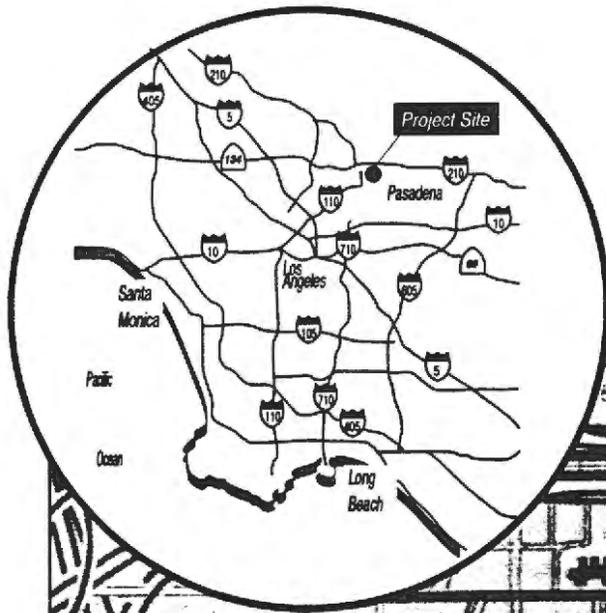
This Environmental Impact Report (EIR) addresses the potential environmental effects associated with the development of a mixed-use, transit-oriented development project on the site of the historic Santa Fe Railroad Depot in the City of Pasadena. The project site is located at the northwest corner of Del Mar Boulevard and Arroyo Parkway (Figure 1). The project will be constructed around the new Del Mar Station for the planned Blue Line Light Rail commuter train. The project is anticipated to be completed by early 2004. Initiation of Blue Line service between downtown Los Angeles and Pasadena is anticipated for July, 2003.

The Project

The proposed project is the development of a mixed-use residential, retail commercial, and transit project on the site of the historic Santa Fe Railroad Depot in the City of Pasadena. The project is envisioned as a transit-oriented development that incorporates the planned Blue Line - Del Mar Station transit stop improvements to be completed by the Los Angeles to Pasadena Metro Blue Line Construction Authority (Blue Line Authority). Development proposed in four new buildings surrounding the transit stop includes residential apartments, and local and transit-serving retail, with subterranean and surface parking provided on site to serve the residential and commercial uses, as well as transit riders. As part of the project, the project applicant proposes to relocate the existing Santa Fe Railroad Depot building approximately 400 86 feet south and 23 feet west of its historic location and to restore the building for use by retail businesses and restaurants. According to the applicant, Del Mar Station LLC, adaptive reuse of the depot will be pursued in conformance with the federal government publication *Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings* (referred to in this EIR as the *Secretary of the Interior's Standards*).

The proposed development project consists of five buildings: the existing historic depot building and four new multi-story buildings adjacent to the rail right-of-way. Together, these buildings will contain up to 349 residential apartment units and approximately 11,000 square feet of retail/restaurant space. Uses within the depot building will be limited to commercial businesses. Parking will be provided in a three and one-half level subterranean parking structure containing approximately 1,200 spaces, of which 600 will be dedicated to transit users.

The Blue Line tracks (running north-south) divide the project site into two halves, with the Del Mar station platforms to be located at the north end of the site. The development plan calls for a large open plaza on the west side of the tracks, in front of the historic depot building, to unify the development and accommodate pedestrian movement between retail uses, the apartments, and train station entrances. Figure 2 shows the proposed site plan with building outlines, the location of the tracks and related features, the pedestrian plaza, and driveway locations.



Source: USGS Quadrangle., August 2001

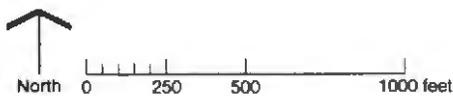


Figure 1
Project Location

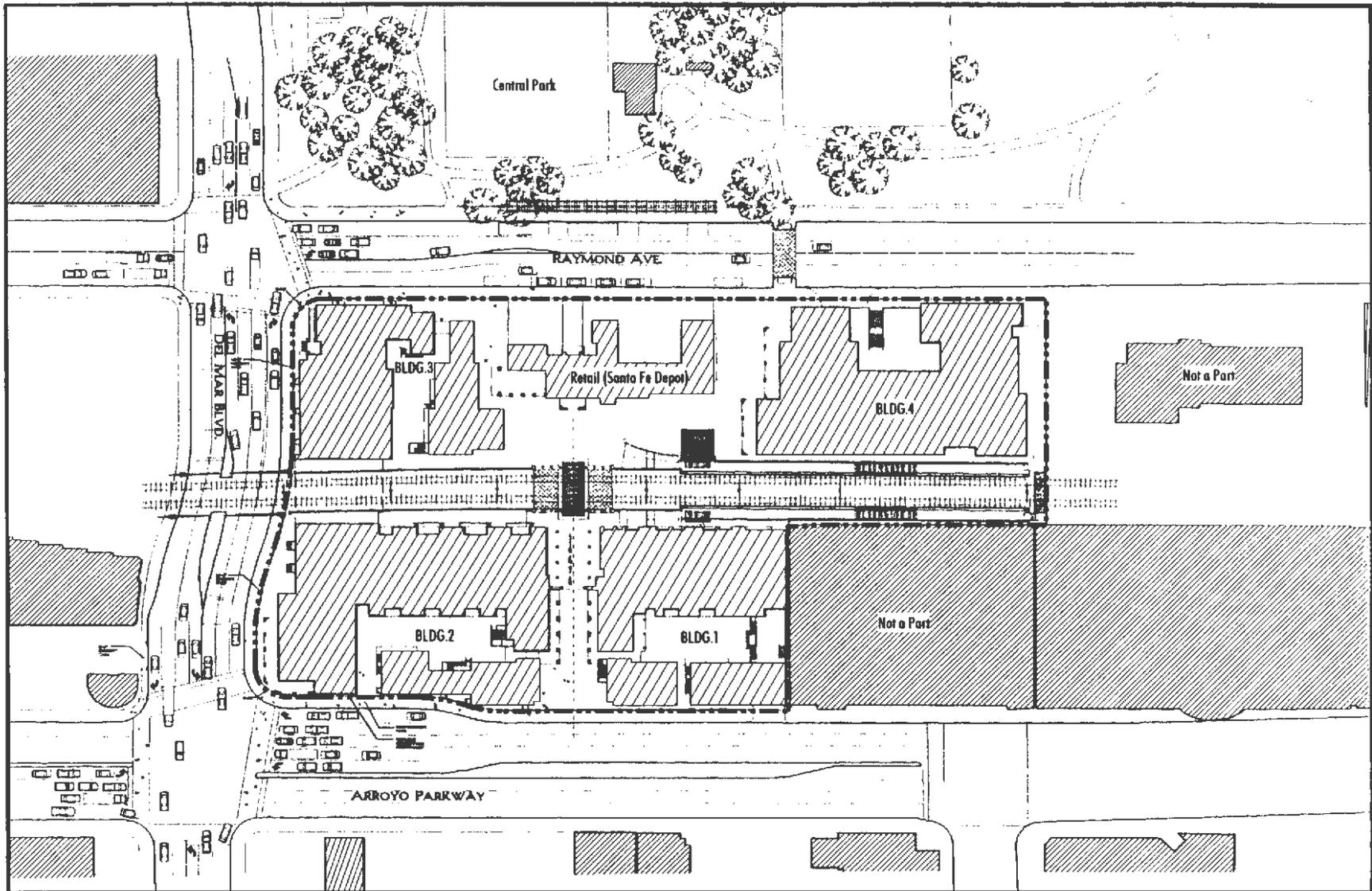


Figure 2
Site Plan

--- Project Boundary

Source: Moule and Polyzoides, and Nadel Architects Inc., August 2001



0 50 100 Feet

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Discretionary actions required for the project to proceed include:

- A Variance to allow the new buildings to exceed the 4-story height limit for mixed-use buildings on the western half of the site.
- Approval of a Variance to allow new buildings to exceed a 56-foot height limit on the western half of the site.
- Approval of a Variance to allow new buildings to exceed a 75-foot height limit on the eastern half of the site.
- A Variance from the zero setback requirement along the Raymond Avenue frontage in order to accommodate the placement of the historic depot.
- A Variance from on-site loading requirements for commercial uses to allow 2 on-site 10-foot by 20-foot loading spaces in lieu of a single 12-foot by 30-foot space required by Section 17.68 of the zoning ordinance;
- ~~Two~~ Three Variances related to parking: the first to reduce the number of parking spaces for commercial uses from the 86 required to 46; ~~and~~ second, to allow approximately 47 percent of all parking spaces to consist of reduced-size low turnover spaces (measuring 8-½ by 18 feet instead of the required 9 by 18 feet); and third, to allow obstructions over vehicle hoods within the underground parking garage.
- ~~The granting of a Certificate of Appropriateness to accommodate the placement of the historic depot and allow for its adaptive reuse.~~
- Design review approval.
- Other entitlements, such as conditional use permits for on-site consumption of alcoholic beverages in connection with future restaurants, required for future individual commercial uses.

~~As part of the project, the Blue Line Construction Authority~~ Los Angeles County Metropolitan Transportation Authority will dedicate a 10-foot-wide strip of property along Arroyo Parkway from Del Mar Boulevard to a point approximately 200 feet north of the Arroyo Parkway/Del Mar Boulevard intersection. This dedication will allow for construction by the City of a dedicated southbound right-turn lane on Arroyo Parkway to Del Mar Boulevard.

An action occurring precedent to and independent of the project is the widening of Del Mar Boulevard from Arroyo Parkway west to Raymond Avenue. This improvement, which will create a dedicated right-turn lane onto Raymond Avenue, is planned to improve traffic flow in light of periodic stopages caused by trains. The widening will occur whether or not the subject development project proceeds.

Project Objectives

City objectives for the project include:

- Achieve consistency with the General Plan goal for the Santa Fe Transportation Center focus area, which encourages transit-oriented, mixed-use development that attracts and supports light rail users.
- Preserve the integrity of the historic Santa Fe Railroad Depot.
- Ensure that new development complements the existing historic train station.
- Meet community-wide housing needs, including affordable housing.
- Ensure that parking demands from the project and the transit stop can be met.

The applicant's project objectives are as follows:

- Create a transit-oriented, mixed-use development that takes advantage of the site's location adjacent to a transit stop and on the edge of Old Pasadena, a compact, mixed-use urban district.
- Establish on-site commercial uses that serve the everyday shopping needs of the local resident population and transit users.
- Relocate and pursue adaptive reuse of the historic Santa Fe Railroad Depot consistent with the *Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings*.

Project Location and Boundaries

The project site consists of 4.1 acres bounded by Raymond Avenue on the west, Del Mar Boulevard on the south, Arroyo Parkway on the east, and developed properties on the north. Right-of-way for the planned Blue Line light rail transit route bisects the property from north to south (previous Figure 1).

Regional access is available from the Foothill Freeway (I-210) via the Fair Oaks exit, from the Ventura Freeway (State Route 134) at the Colorado/Orange Grove and Fair Oaks Avenue exits, and via the Pasadena Freeway/Arroyo Parkway, as indicated in the inset in Figure 1.

Existing Setting and Surrounding Land Uses

Currently, the site is largely vacant, except for the 6,126-square-foot Santa Fe Railroad Depot building (circa 1935) located toward the north end of the property (west side). The paved south end has been leased on a temporary basis for vehicle parking. Old railroad tracks lie within the rail right-of-way traversing the site, although these tracks are in the process of being

removed to facilitate construction of the Blue Line light rail system through Pasadena. In anticipation of Blue Line construction, the Blue Line Authority has established temporary construction trailers on the site and has fenced a portion of the property to prevent trespass.

Properties surrounding the project site support a diverse mix of uses. Immediately to the west, across Raymond Avenue, is Pasadena's Central Park. The park contains an extensive lawn area, a playground, a community center, and a lawn bowling facility. Properties immediately to the north support destination retail businesses, a large, historic residential hotel (the Castle Green Hotel), and a mini-warehouse/public storage facility. Old Pasadena - a dense, mixed-use urban district with shops, businesses, restaurants, and residential uses - lies just beyond, north of Green Street.

East of the project site, across Arroyo Parkway, development consists primarily of low-scale and mid-rise office buildings, multi-family residential uses, and limited commercial uses. To the south, across Del Mar Boulevard, uses include low-intensity retail, office, and industrial businesses. Del Mar Boulevard provides direct access to the I-210 and SR-134 freeways. All streets serving the project and project area are fully improved public streets and integral parts of Pasadena's road network.

Project Characteristics

The mixed-use development project, referred to in this EIR as the Del Mar Station Joint Development project, includes the following components, described in detail in subsequent paragraphs:

- Relocation of the historic Santa Fe Railroad Depot from a temporary off-site location to the central portion of the site (see Figure 2 - Site Plan), and rehabilitation of the structure consistent with the *Secretary of the Interior's Standards* to allow for adaptive reuse as a commercial building.
- Construction of four new multi-story mixed-use buildings (buildings 1, 2, 3, and 4 on Figure 2), with retail and at-grade parking located on the ground level and residential units located at both ground level and on upper floors. The buildings on the eastern portion of the site, along Arroyo Parkway, will vary from 3 to 7 stories, with a maximum height of 84 feet on Del Mar Boulevard (see Figure 3 through 7). A tower element near the corner of Arroyo Parkway and Del Mar Boulevard will extend up to 99 feet. The buildings on the western half of the site (Raymond Avenue frontage) are designed with a stepback so the front portions of the buildings are 54 feet in height and step back to a maximum of 84 feet in height on Del Mar Boulevard, with a tower element at the north end extending up to approximately 93 feet.
- Up to 349 residential units will be provided, yielding an overall development density of 85 units per acre. Ground-floor units will be raised approximately two feet above grade and accessed from the public sidewalk via a stoop. On-site private amenities include a health club for residents and a swimming pool on the fourth level between buildings 1 and 2.

- Retail, restaurant, and complementary commercial uses will be located on the ground floor of buildings 3 and 4. Total combined retail space within these buildings and the depot will be approximately 11,000 square feet.
- Construction of a 3-1/2 level, 1,200-space (approximately) underground parking garage to serve transit users and on-site development, with 600 spaces dedicated to transit users. The lowest level will be up to 40 feet below grade. Access to the garage will be from Raymond Avenue near the north end of the site and Arroyo Parkway, also at the north end (see Figure 2, Site Plan). Approximately 8 at-grade parking spaces may be accommodated beneath building 4.
- Pedestrian amenities consisting of a large plaza surrounding the depot building, a pedestrian crossing across the light rail tracks, and a pedestrian plaza (providing landscaping, artwork, and seating) between the two buildings on the east side of the property to provide direct pedestrian access from Arroyo Parkway to the light rail station entrance. Forty-inch-high walls adjacent to the rail tracks and buildings 2 and 3 (train deceleration zone) will guard against pedestrian access.
- On Raymond Avenue, the developer proposes a mid-block pedestrian crossing at approximately the north end of the depot building to connect the project to Central Park and planned bus stops to be located on the west side of Raymond Avenue, north of Del Mar Boulevard.

Adaptive Reuse of Railroad Depot

The 6,126-square-foot Santa Fe Railroad Depot building was constructed in 1935 as a passenger station for transcontinental rail service provided by the Santa Fe Railroad. Service to the station ceased in 1994, and since that time the building has remained vacant. The depot is listed in the National Register of Historic Places as contributing to the Old Pasadena Historic District.

The Mission-style building includes an ornate indoor waiting room with doors that open onto a trellised patio. Notable features of this room include large chandeliers hanging from wood ceiling beams and decorative pre-Columbian motif tiles adorning the walls at chair rail height. A long wooden ticket counter divides the waiting room from the western half of the building, which contains a small office, railroad staff areas, and a freight/baggage room. The office is an addition constructed in 1951, and the baggage room dates to 1953.

To integrate this historic building into the overall development and to accomplish the goal of making the Depot the visual focus for the transit station, the applicant proposes to move the building to a location central to the project, where it will create a visual axis from Arroyo Parkway on the east and Raymond Avenue on the west. To accomplish this objective and to allow for excavation for the underground parking garage, the applicant is in the process of partially disassembling the building and placing it at a temporary off-site location. (This action is being taken to protect the Depot during excavation of the site for the transit parking garage and has been the subject of prior environmental review. A Mitigated Negative Declaration dated May 7, 2001, assessed the impact of disassembling and temporarily relocating the depot to Central Park, across Raymond Avenue from the project site.) Once parking garage construction has been completed (approximately 16 months of construction time), the building will be returned to the site as shown on Figure 2 and rehabilitated for adaptive reuse. The

applicant proposes to adapt the building for use by retail tenants and restaurants. The Depot building will be moved approximately 86 feet south and 23 feet west of its historic location. The applicant intends to pursue rehabilitation in conformance with the *Secretary of the Interior's Standards*.

New Construction

Residential Component

The four buildings that will house apartments cover the four corners of the site. Housing types include stacked flats in taller buildings, traditional courtyard housing, and walk-up lofts facing Arroyo Parkway. The building footprints outlined in Figure 2 and the elevation drawings (Figure 3 through Figure 7) show articulated facades and staggered building heights that create visual interest. The buildings have varied architectural treatments. The lofts facing Arroyo Parkway (Building 1) will have large windows and will be clad with horizontal cementitious siding. Building 3 will have a Spanish Revival quality to complement the historic depot. Building 2 which faces the public plaza will have a slightly modern appearance. A tower extending up to approximately 89 feet is proposed for Building 2 facing Arroyo Parkway near the corner of Del Mar to symbolize the gateway to Old Pasadena. A similar tower element will adorn Building 4 on Raymond Avenue. Building heights will be staggered at 4, 5, 6, and 7 stories.

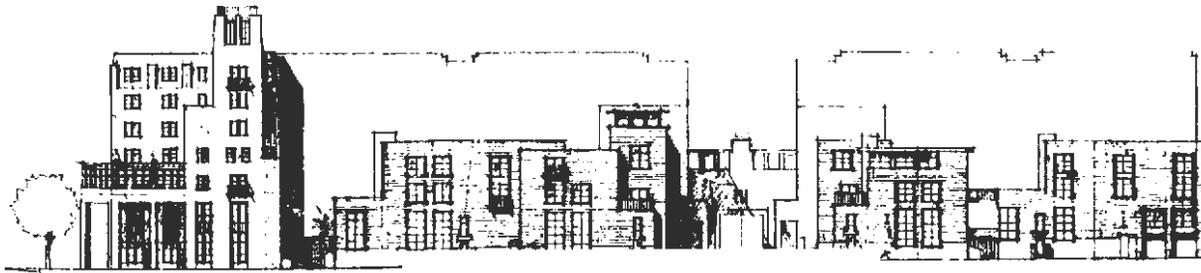
The site plan shows the buildings set back 5 to 20 feet from Raymond Avenue. Along Arroyo Parkway, the setbacks average 20 feet. Along Del Mar Boulevard, buildings setbacks vary from about 10 to 18 feet.

The apartment buildings altogether will contain up to 349 units, yielding an overall density of 87 units per acre. The unit mix includes studio, 1-bedroom, and 2-bedroom units with square footages ranging from 588 to 1,353 square feet. The apartments are proposed as rental, market-rate units except that four percent of all rental units will be reserved for low income tenants and two percent will be reserved for moderate income tenants.

Because the residences will be adjacent to the light rail line, the developer will be required to provide insulation and other building features to ensure that interior noise levels meet State Health and Safety Code standards (Title 24). Also, a 40-inch-high pedestrian safety barrier will be provided on both sides of the track to protect pedestrians during deceleration of the train (Figure 2).

Commercial Component

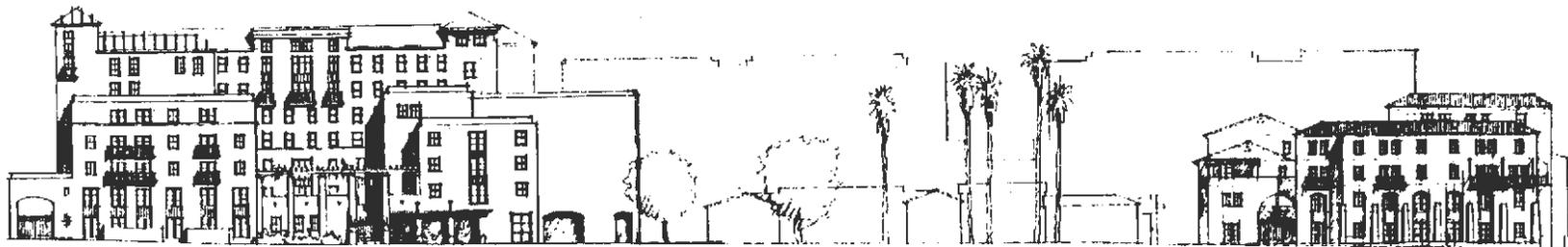
Approximately 11,000 square feet of commercial building space will be provided within the refurbished depot building and on the portions of the ground floor of buildings 3 and 4. All retail space will be designed to accommodate commercial businesses intended to serve project residents and transit users. No large destination retail space is planned. Typical uses may include restaurants, cafes, small grocery stores, convenience stores, health clubs, and small boutiques, all of which are permitted by current zoning regulations. Any use involving the sale of alcoholic beverages will require a conditional use permit.



Arroyo Parkway Elevations



Del Mar Elevations



Raymond Avenue Elevations

Figure 3

Building Elevations from Street View



Source: Moule and Polyzoides, and Nadel Architects Inc., August 2001



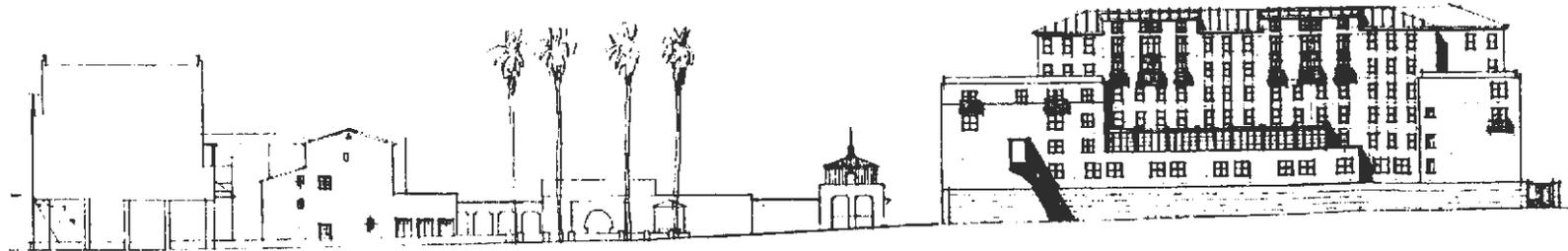
Plaza Elevation, Looking East



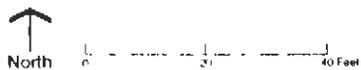
Plaza Elevation, Looking North



Plaza Elevation, Looking South



Plaza Elevation, Looking West



Source: Moule and Polyzoides, and Nadal Architects Inc., August 2001

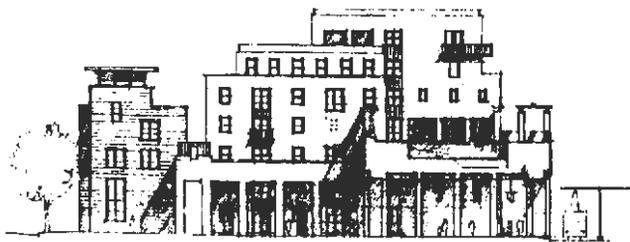
**Figure 4
Plaza Elevations**



East Courtyard Elevation Buildings 1&2



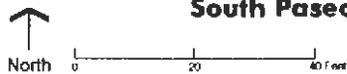
West Courtyard Elevation Buildings 1&2



South Paseo Elevation

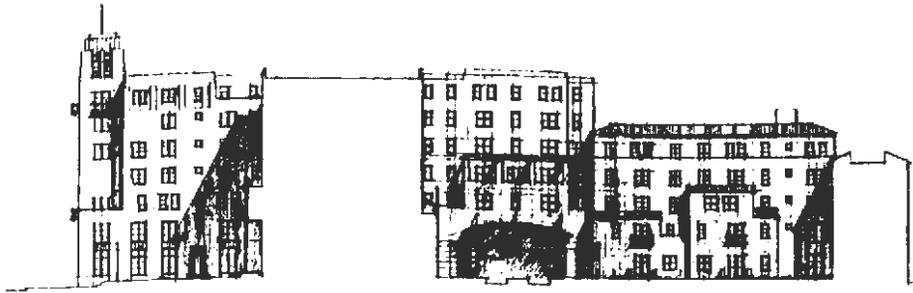


North Paseo Elevation



Source: Moule and Polyzoides, and Nadel Architects Inc., August 2001

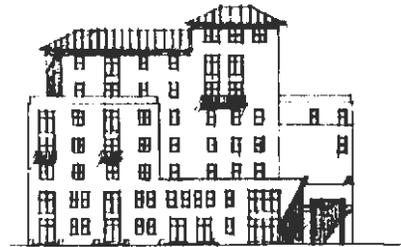
**Figure 5
Courtyard and Paseo Elevations**



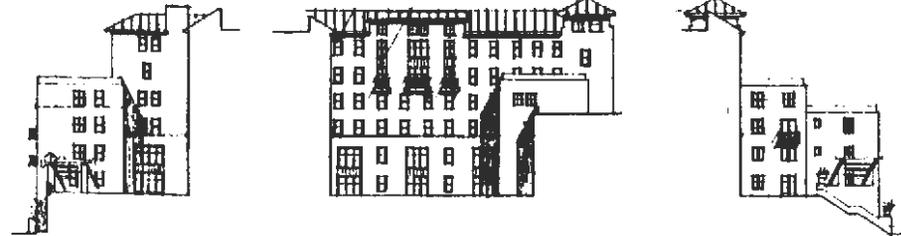
South Courtyard Elevation Buildings 2&3



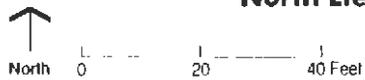
North Courtyard Elevation Building 3



North Elevation Building 4

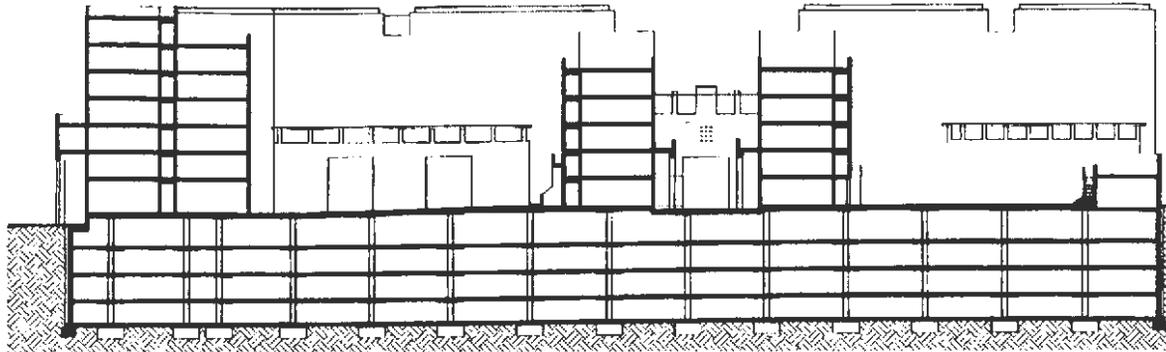


Courtyard Elevation Building 4

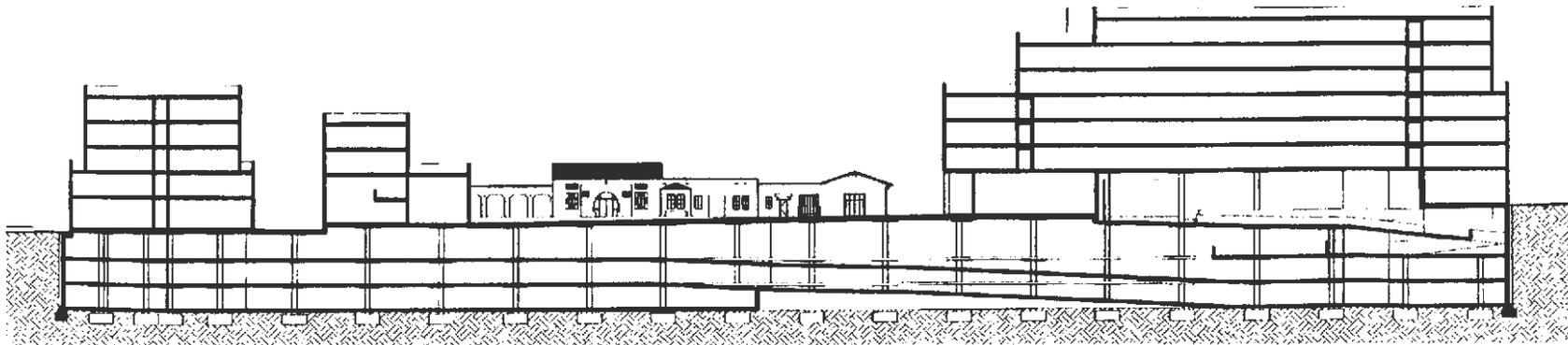


Source: Moule and Polyzoides, and Nadel Architects Inc., August 2001

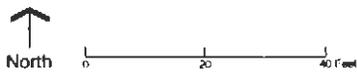
**Figure 6
Courtyard Elevations**



**North-South Section
Looking West**



**North-South Section
Looking West**



Source: Moule and Polyzoides, and Nadel Architects Inc., August 2001

**Figure 7
Building Cross Sections**

Parking Facilities, Access, and Loading Areas

Parking will be provided in an underground parking garage and at grade beneath Building 4. The subterranean garage will provide approximately 1,200 spaces on 3-1/2 levels, with elevator access directly serving each of the apartment buildings and the Blue Line Station platform. Six hundred (600) spaces will be dedicated for use by transit riders. Eight (8) at-grade spaces will be provided to allow easy-access parking for on-site loading and shorter duration stays.

Two access driveways are proposed (see Figure 2): from Raymond Avenue near the north end of the site and via Arroyo Parkway, at the north end. Both driveways will lead directly into the underground parking garage.

Chapter 17.68 of the Pasadena Municipal Code sets forth requirements for off-street loading for commercial uses. For the type of project proposed, one 12-foot by 30-foot space is required. The applicant has requested a Variance from this requirement to allow two (2) 10-foot by 20-foot spaces. No off-street loading is required for the residential uses.

As part of transit station improvements, there will be a designated a passenger drop-off/pick-up zone along the Raymond Avenue frontage. A segment of the curb lane along Raymond Avenue will provide this function. These improvements, as well as all other improvements required to facilitate access to the Blue Line Del Mar Station, have been examined in prior environmental documentation prepared for this station.⁴

Pedestrian Amenities

The site plan incorporates several features to accommodate pedestrian usage. A large plaza incorporating landscaping, public artwork, and seating is planned on the east side of the relocated depot building, between the depot and the Blue Line platforms. The space between the apartment buildings along Arroyo Parkway will consist of a 18- to 45-foot-wide paseo. A pedestrian crossing with swing gates will link these spaces across the tracks and allow walkers and cyclists to easily access the Blue Line station from either Raymond Avenue or Arroyo Parkway. The Los Angeles County Metropolitan Transportation Authority has determined that the crossing gate will be required. The proposed crossing will require review and approval by the State Public Utilities Commission.

Integration with Light Rail Station Access

As described above, pedestrian and vehicle access to the Blue Line Light Rail station will be fully integrated with the development project. The subterranean parking garage will provide parking for both transit users and apartment residents. Elevators from the transit parking portion of the garage will lead directly to the plaza, which in turn will provide access to the train platform.

⁴ Interested readers may consult documents prepared by the Los Angeles County Metropolitan Transportation Authority and its predecessor agencies, including the February 1990 FEIR, the 1993 and 1994 Supplemental EIRs, and the July 29, 1996 Addendum No. 2 for the Del Mar Transportation Center.

Road Dedication

The Blue Line Construction Authority has committed to dedicating a portion of the property to the City of Pasadena for the widening of the west side of Arroyo Parkway. An approximate 10-foot-wide strip beginning at Del Mar Boulevard and extending north a distance of 200 feet will be dedicated for construction of a right-turn lane, (Figure 2: Site Plan). This new lane will facilitate traffic movement on the streets abutting the development site.

Construction

Project construction will proceed in two stages. The first stage involves the excavation for and construction of the subterranean parking garage. Once the garage has been completed, all other construction will be undertaken, including moving the depot back to the site at a new location and completing adaptive reuse plans; constructing the four new apartment buildings; and integrating site improvements with the Blue Line Station.

The applicant estimates that garage excavation/construction will take 12 months, with an anticipated start date in early 2002. Construction of the buildings and all other improvements will take approximately 16 months, for a total construction time estimated at 28 months.

Related Projects

Table 1 and Figure 8 identify development projects in the project vicinity that will be considered in the assessment of cumulative project impacts. The list includes projects under construction, recently approved projects, and projects for which development applications have been received.

Public Actions and Approvals

The following public actions and approvals are anticipated to be required for the proposed project:

<u>Agency</u>	<u>Action</u>
City of Pasadena City Council	<ul style="list-style-type: none"> ▪ Consider appeal of any action of the Design Commission ▪ Consider call for review of any action of the Board of Zoning Appeals
City of Pasadena Board of Zoning Appeals	<ul style="list-style-type: none"> ▪ Consider appeal of any action of the Zoning Hearing Officer
City of Pasadena Zoning Hearing Officer	<ul style="list-style-type: none"> ▪ Review of proposed Variances from building story, height, setback and loading standards
City of Pasadena Design Commission	<ul style="list-style-type: none"> ▪ Design review pursuant to Zoning Ordinance
City of Pasadena Cultural Heritage Commission	<ul style="list-style-type: none"> ▪ Review of proposed adaptive reuse of a historic building ▪ Certificate of Appropriateness for relocation of Santa Fe Railroad Depot building
South Coast Air Quality Management District (SCAQMD)	<ul style="list-style-type: none"> ▪ Review and approval of permits for stationary pollutant sources such as restaurant
Metro Blue Line Construction Authority	<ul style="list-style-type: none"> ▪ Approval of pedestrian crossing of rail and other improvements within Authority's jurisdiction
State of California Public Utilities Commission	<ul style="list-style-type: none"> ▪ Approval of any planned at-grade pedestrian crossing of rail lines
Others as necessary	

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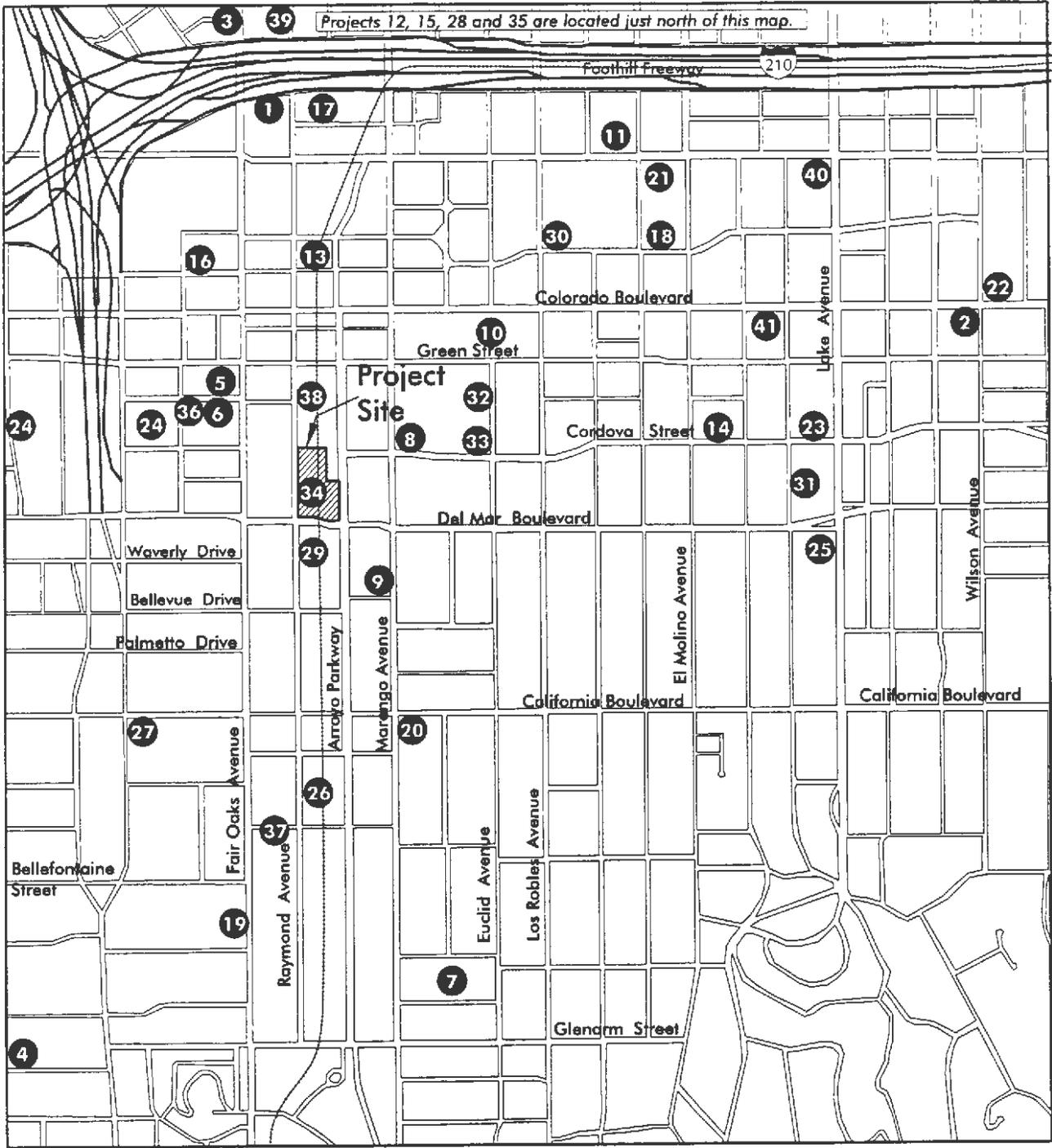
**Table 1
RELATED PROJECTS**

No.	Project Location	Project Description
1	145 Chestnut Street	143 apartment units
2	35 S. Wilson Avenue	48 apartment units
3	511 S. Fair Oaks Avenue	57,629 sf self-storage facility
4	285, 324,427 Madeline Drive	49,900 sf school expansion (Westridge)
5	20 W. Green Street	32 multi-family residential units 23,000 sf commercial
6	42 W. Dayton Street	18 multi-family residential units 4,635 sf retail
7	249 Ohio Street	11 condominium units
8	280 S. Marengo Avenue	31,135 sf office
9	457 S. Marengo Avenue	22 condominiums
10	300 E. Colorado Boulevard	Paseo Colorado <ul style="list-style-type: none"> ▪ 590,000 sf retail ▪ 120,000 sf office 400 apartments
11	210-218 S. Madison Avenue	19 condominium units
12	581 Marengo Avenue	10 condominium units
13	155 N. Raymond Avenue	32 apartment units 3,684 sf retail
14	721 E. Cordova Avenue	24,000 sf retail
15	651 N. Orange Grove Blvd.	28,000 sf school (Horizon)
16	35 N. Delacey Avenue	42,260 sf retail
17	Corson Street/Marengo Avenue	48,500 sf office
18	Madison Avenue/Union Street	200-space parking structure
19	951-957 S. Fair Oaks Avenue	117,000 sf convalescent facility
20	656 S. Marengo Avenue	8 townhomes
21	Walnut Street/El Molino Avenue	38 multi-family residential units
22	1021 E. Colorado Blvd.	170,950 sf office
23	171 S. Lake Avenue	Champion Development <ul style="list-style-type: none"> ▪ 19,210 sf retail ▪ 17,696 sf restaurant 205-room hotel
24	Ambassador College Campus site	Legacy Development
	West Campus	<ul style="list-style-type: none"> ▪ 979 residential units 1,262-seat theater (existing)

Table 1
RELATED PROJECTS
(continued)

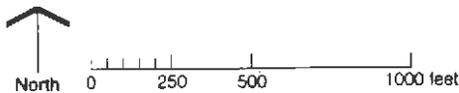
No.	Project Location	Project Description
	East Campus	<ul style="list-style-type: none"> ▪ 150 residential units ▪ 960,000 sf office ▪ 40,000 sf retail
25	401 South Lake Avenue	Macy's Expansion <ul style="list-style-type: none"> ▪ 123,216 sf retail ▪ 27,000 sf restaurant
26	Fillmore Street between Raymond Avenue and Arroyo Parkway	123-space parking structure
27	California Avenue/Pasadena Avenue	Huntington Hospital Phase III - 152,275 sf
28	Fair Oaks Avenue/Orange Grove Boulevard	14,490 sf pharmacy 7,200 sf retail
29	443 S. Raymond Avenue	47 condominium units 8,953 sf light industrial
30	492 E. Union Street	30,962 sf museum 1 residential unit
31	290 Hudson Avenue	140 apartment units
32	Green Street between Marengo Avenue and Euclid Avenue	Convention Center expansion - 60,000 sf conference room space
33	185 S. Euclid Street	135 multi-family residential units 4,521 sf commercial
34	790 N. Fair Oaks Avenue	140 senior housing units
35	South of Dayton Street, east of Delacey Avenue	20 multi-family residential units
36	West of Raymond Avenue at Fillmore Street	89,000 sf biotech
37	120 S. Raymond Avenue	Stats Property 195,400 sf commercial 101 residential units 84,300 sf cinema 11,100 sf restaurant
38	408 N. Fair Oaks Avenue	40-room hotel
39	199 N. Lake Avenue	226,000 sf office
40	720 E. Colorado Boulevard	120 multi-family residential units 8,000 sf retail

Sources: Draft Supplemental EIR - Ambassador Campus Development Plan. December 2000
City of Pasadena Planning and Permitting Division



33 Related Project

Source: City of Pasadena, Planning and Permitting Division, August 2001



**Figure 8
Related Projects**

References

Final Environmental Impact Report for the Pasadena-Los Angeles Light Rail Transit Project. Los Angeles County Transportation Commission. February 1990.

Addendum No. 2 - Pasadena-Los Angeles Light Rail Transit Project. Proposed Changes to the Del Mar Transportation Center. Los Angeles County Metropolitan Transportation Authority. July 29, 1996.

ENVIRONMENTAL SETTINGS

ENVIRONMENTAL IMPACT REPORT

DEL MAR STATION

MIXED USE DEVELOPMENT PROJECT



2.0 Environmental Setting and Impacts

This section of the EIR examines potentially significant effects associated with implementation of the proposed project, and identifies mitigation measures to reduce impacts found to be potentially significant in the EIR analysis. Each environmental issue for which the Initial Study (see Appendix A) identified a potentially significant impact is discussed in the following manner:

Environmental Setting describes the existing environmental conditions in the project vicinity prior to commencement of the project, to provide a foundation for comparing “before the project” and “after the project” environmental conditions.

Thresholds Used to Determine Level of Impact defines and lists specific criteria used to determine whether an impact is considered to be potentially significant. Appendix F of the CEQA Guidelines; local, State, federal or other standards applicable to that impact area; and officially established thresholds of significance are the major sources used in crafting criteria appropriate to the specifics of a project, since “... an ironclad definition of significant effect is not always possible because the significance of an activity may vary with the setting” [CEQA Guidelines Section 15064 (b)]. Principally, “. . . a substantial, or potentially substantial, adverse change in any of the physical conditions within an area affected by the project, including land, air, water, flora, fauna, ambient noise, and objects of historic and aesthetic significance” constitutes a significant impact (CEQA Guidelines Section 15382).

Environmental Impact presents evidence, based to the extent possible on scientific and factual data, about the cause and effect relationship between the project and the potential changes in the environment. The exact magnitude, duration, extent, frequency, range, or other parameters of a potential impact are ascertained to the extent possible to provide facts in support of finding the impact to be or not to be significant. In determining whether impacts may be significant, all the potential effects, including direct effects, reasonably foreseeable indirect effects, and considerable contributions to cumulative effects, are considered.

Mitigation Measures identify mitigation measures that can reduce or avoid the potentially significant impact in cases where the EIR analysis determines impacts to be potentially significant. Standard existing regulations, requirements, and procedures that are applied to all similar projects are taken into account in identifying what additional project-specific mitigation may be needed to reduce significant impacts. Mitigation, in addition to measures that the lead agency will implement, can also include measures that are within the responsibility and jurisdiction of another public agency [CEQA Guidelines Section 15091(a)(2)].

Level of Impact After Mitigation indicates what effects will remain after application of mitigation measures, and whether the remaining effects are considered significant. When these impacts, even with the inclusion of mitigation measures, cannot be mitigated to a level considered less than significant, they are identified as "unavoidable significant impacts." In order to approve a project with significant unavoidable impacts, the lead agency must adopt a **Statement of Overriding Considerations**. In adopting such a statement, the lead agency finds that it has reviewed the EIR, has balanced the benefits of the project against its significant effects, and has concluded that the benefits of the project outweigh the unavoidable adverse environmental effects, and thus, the adverse environmental effects may be considered "acceptable" [CEQA Guidelines Section 15093 (a)].

2.1 Land Use and Planning

Land use and planning considerations fall into two general categories:

Direct: Environmental effects resulting directly from a change in land use on the site. Project compatibility with surrounding uses, General Plan consistency, and conformance with zoning requirements are considered land use and planning issues for which the direct effect can be examined.

Indirect: Impact resulting from activity on the project site once the development has been completed and occupied. Indirect impacts include such concerns as increased traffic, changes in the ambient noise level, and increased pollutant emissions from mobile and stationary sources.

This section of the EIR addresses direct land use and planning issues and impacts. Indirect traffic effects are examined in subsequent sections of this EIR.

Environmental Setting

The following paragraphs describe the physical characteristics of the site, as well as the applicable land use policies and zoning regulations governing site development and use.

Existing Land Use

The 4.1-acre project site is located on the edge of Old Pasadena, a mixed-use urban district encompassing the historic City center. The site is bounded by Raymond Avenue on the west, Del Mar Boulevard on the south, Arroyo Parkway on the east, and developed properties on the north. Right-of-way for the planned Blue Line light rail transit route bisects the property from north to south (see Figure 1 in Section 1.0, Project Description).

Currently, the site is largely vacant, except for the 6,126-square-foot Santa Fe Railroad Depot building (circa 1935) located toward the north end of the property. (While this EIR is in circulation, the applicant is in the process of dismantling the building and temporarily relocating the Depot to Central Park on Raymond Avenue to facilitate construction of the 600-space underground parking structure previously approved by the City.) The paved south end has been leased on a temporary basis for vehicle parking. Old railroad tracks lie within the rail right-of-way traversing the site, although these tracks are in the process of being removed to facilitate construction of the Blue Line light rail system through Pasadena. In anticipation of Blue Line construction, the Blue Line Authority has established temporary construction trailers on the site and has fenced a portion of the property to prevent trespass.

Properties surrounding the project site have been developed with a diverse mix of uses (see Figure 9). Immediately to the west, across Raymond Avenue, is Pasadena's Central Park. Central Park has large lawn areas, a playground, a lawn bowling facility, and a small community building. Properties immediately to the north support destination retail businesses, a large, historic residential hotel (the Castle Green Hotel), and a mini-warehouse/public storage facility. The heart of Old Pasadena – a dense, mixed-use urban district with shops, businesses, restaurants, and residential uses – lies just beyond, north of Green Street.

East of the project site, across Arroyo Parkway, development consists primarily of low-scale and mid-rise office buildings, and limited commercial uses. To the south, across Del Mar Boulevard, uses include low-intensity retail, office, and industrial businesses. Del Mar Boulevard provides direct access to the I-210 and SR-134 freeways. All streets serving the project and project area are fully improved public streets and integral parts of Pasadena's road network.

Relevant Land Use Plans and Regulations

Two principal documents govern land use on the project site: the City of Pasadena Comprehensive General Plan (primarily the Land Use Element) and the City of Pasadena Zoning Ordinance (Title 17 of the Municipal Code). The City is in the process of preparing the Central District Specific Plan, the boundaries of which encompass the project site, but this Plan is not expected to be effective until 2002. The site also lies within two redevelopment project areas.

General Plan Land Use Element

The Land Use Element contains citywide policies for growth and development, as well as specific policies relevant to target areas of the community. The entire project site lies within the Central District portion of Pasadena, which incorporates neighborhoods from I-210 to California Boulevard, and I-710 to Lake Avenue, as well as Arroyo Parkway to Glenarm Street. The Central District is divided into seven focus areas. The subject property lies within the Santa Fe Transportation Center focus area.

General Plan policies for the Central District include providing a diverse mix of land uses to create support for the City center. As indicated above, the City currently is in the process of preparing a specific plan for the entire Central District. Absent such a plan, the more general land use objectives and policies contained in the Land Use Element apply to the Del Mar station site. General, citywide Land Use Element objectives and policies most relevant to the project as a whole are as follows:

Policy 1.3 - Transit-Oriented and Pedestrian-Oriented Development: Within targeted development areas, cluster developments near light rail stations and along major transportation corridors, thereby creating transit-oriented development "nodes" and encouraging pedestrian access.

Policy 1.4 - Mixed Use: Authorize and encourage Mixed Use development in targeted areas, including in-town housing, live-work spaces, and in-town commercial uses.

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

Objective 6 - Historic Preservation: Promote preservation of historically and architecturally significant buildings and revitalization of traditional neighborhoods and commercial areas.

Policy 6.3 - Adaptive Reuse: Encourage and promote the adaptive reuse of Pasadena's historic resources.

Objective 19 - Land Use/Transportation Relationship: Promote the relationship of land use and transportation.

Policy 20.1 - Transit-Oriented and Pedestrian-Oriented Development: Within targeted development areas, cluster development near light rail stations and along major corridors served by transportation, thereby creating transit-oriented development "nodes" and encouraging pedestrian access.

For the Santa Fe Transportation Center area, the General Plan calls for shops and housing to support the light rail, as well as pedestrian and transit links to other areas of Pasadena. Per Plan policy, "Mixed use development is strongly encouraged," and "All new development will be required to complement the existing historic train station" (Pasadena General Plan Land Use Element, p. 47). Within the Santa Fe Transportation Center area, the Plan sets a target of 350 new housing units and 300,000 square feet of new commercial development (from a baseline date of 1994).

Zoning Ordinance

The property lies within the CD Central District Zone, subdistrict CD-9. This district permits multi-family residential, office, and retail uses. Mixed-use projects are permitted by right, although conditional use permit approval is required if the nonresidential component exceeds 25,000 square feet of gross floor area. The project proposes less than 25,000 square feet of commercial use. Entertainment uses require the granting of an Expressive Use Permit. No entertainment use is proposed as part of the subject application. Restaurants are also allowed uses, although restaurants serving alcohol require conditional use permit approval.

With regard to development standards, zoning regulations state that for mixed-use projects, the standards applicable to nonresidential development shall apply. In the CD-9 subdistrict, the following standards apply:

- **Maximum Density** – At least 500 square feet of lot area per unit, with a 25% density bonus allowed.
- **Setbacks** – Along Raymond Avenue, no setback is permitted. Along Arroyo Parkway and Del Mar Boulevard, no setback is required.

- **Maximum Building Height** - The rail right-of-way divides the property into two height districts. On the east half of the site, buildings up to 75 feet high are permitted. On the west half, building height may not exceed 56 feet and 4 stories.
- **Building Intensity/Site Coverage** - No maximum building intensity or site coverage standard applies.

Pasadena Downtown Urban Design Guidelines

The *Pasadena Downtown Urban Design Guidelines* apply to the entire project site. The intent of the Guidelines is "to insure that all development in the downtown contributes to its distinction as a business, residential, and cultural community." Goals and policies and design principles and standards contained in the Guidelines that apply to the project include these:

- Existing historic structures are an extremely important visual, economic, and cultural resource that should become references for new projects in establishing standards for form and quality (*Pasadena Downtown Urban Design Guidelines*, p. I-6).
- The Central Park area with the potentially strong focus of the Santa Fe Depot as a light rail station provides an important opportunity for development of an active neighborhood (*ibid.*, p. I-10).
- Historic buildings should be rehabilitated so that they remain a reflection of the City's past as they become active participants in its present. When new development is adjacent to historic structures, it should respect the existing fabric and employ design devices that provide a transition between the old and the new- while still contributing its own distinctive qualities neighborhood (*ibid.*, p. V-2).
- Parking on the sites of multi-unit residential buildings is not to be visible at grade from surrounding properties or from public rights-of way neighborhood (*ibid.*, p. VI-1).

Downtown Redevelopment Plan

The Downtown Redevelopment Plan was adopted in 1970 to encompass an area bounded roughly by I-210 on the north; Los Robles Avenue, Madison Avenue, and El Molino Avenue on the east; Del Mar Boulevard on the south to the rail right-of-way, then north along that line to Union Street; and west along Union Street to the western boundary formed by the I-710 freeway. The eastern half of the subject property, between Arroyo Parkway and the railroad tracks, falls within this project area. The Redevelopment Plan contains broadly drawn regulations for land use, including regulations permitting commercial and residential development "developed according to City standards."

Old Pasadena Redevelopment Plan

The western half of the property lies within the boundaries of the Old Pasadena Redevelopment Project Area. This Redevelopment Plan, adopted in 1983, focuses on reinvigorating Pasadena's historic commercial core. Old Pasadena, with its concentration of historic buildings adapted for commercial, residential, and complementary uses, has become a successful mixed-use district that attracts people from throughout Southern California. Integral to the Plan is the completion of transit service to serve a dense, mixed-use urban environment.

Thresholds Used to Determine Level of Impact

According to the CEQA Guidelines, land use impacts may be considered significant if the project will: (1) disrupt or divide the physical arrangement of an established community; (2) create conflicts between proposed and existing uses; and/or (3) conflict with land use policies, regulations, or guidelines adopted for the purpose of avoiding or minimizing adverse environmental effects.

Environmental Impact

The proposed land uses are consistent with General Plan policies that call for transit-oriented, mixed-use development around the Santa Fe Train Depot and that encourage adaptive reuse of historic buildings. All proposed uses are permitted uses in the CD-9 zone district. However, the project involves a request for variance from zoning regulations relative to maximum building stories, maximum building height, the zero setback requirement for the Raymond Avenue frontage, and parking and loading requirements. These land use issues require examination. Parking and loading issues are addressed in Section 2.3 (Transportation/Traffic).

Land Use Compatibility

The project is a transit-oriented, mixed-use residential/commercial development adjacent to the planned Blue Line Light Rail - Del Mar Station and within Pasadena's well-established urban core. The apartment, retail, and restaurant uses proposed mirror the current mix of development existing in Old Pasadena. The Castle Green Hotel located north of this site on Raymond Avenue represents a long-established residential use in the immediate neighborhood. Central Park across Raymond Avenue provides a gathering place for nearby residents and is the site for many City arts and music festivals. The retail and restaurant uses proposed are intended to serve the local neighborhood and transit users (so-called "in-town" uses referenced in the General Plan Land Use Element). These proposed uses will complement existing development and activities in the area, will further City goals relative to new transit-oriented and pedestrian-friendly development projects, and create a vibrant center around the planned light rail station. No land use compatibility impact will result from project implementation.

General Plan Consistency

The residential and commercial uses proposed are consistent with land use policies for the Central District in general and the Santa Fe Transportation Center area specifically. The following paragraphs examine project consistency with policies and objectives cited above under *Environmental Setting - General Plan Policies*.

Policy 1.3 - Transit-Oriented and Pedestrian-Oriented Development: The project will be built around a light rail station and plans uses that will serve transit users.

Policy 1.4 - Mixed Use: The project includes apartments, retail, and restaurant uses intended to serve the local population and transit riders.

Objective 5 - Character and Scale of Pasadena: The project includes public plaza areas surrounded by buildings with well-articulated facades, staggered heights, and other design elements that add interest and character.

Objective 6 - Historic Preservation and Policy 6.3 - Adaptive Reuse: The project involves rehabilitation and adaptive reuse of the historic Santa Fe Railroad Depot. The applicant intends to rehabilitate the building consistent with the *Secretary of the Interior's Standards*.

Objective 19 - Land Use/Transportation and Relationship Policy 20.1 - Transit-Oriented and Pedestrian-Oriented Development: The project is a transit-oriented, mixed-use development centered around a light rail station. Pedestrian access is encouraged by plaza connections to Arroyo Parkway and Raymond Avenue.

Regarding General Plan land use policies specific to the Santa Fe Transportation Center area, this project will add up to 349 new residential units and approximately 11,000 square feet of new nonresidential development. These numbers represent, respectively, 99% of the new housing units (based on a cap of 350 units) and 3.7% of new nonresidential development (cap of 300,000 square feet) planned for the area. The project's contribution to planned nonresidential growth is not significant. The project will absorb all of the planned capacity for residential growth. However, given that no other residential project application is currently being processed by the City within the focused Santa Fe Transportation Center area, and further given that the City has established a housing "pool" for the Central District as a whole from which all subsequent developments may draw, the impact is not significant.

Compliance with Zoning Ordinance Requirements

Permitted Land Uses and Density

As stated above, the uses proposed are permitted in the CD-9 zone. With regard to density, the 349 residential units on the 4.1-acre site yield a density of 85 units per acre. This yield falls within the 357 unit maximum permitted by zoning regulations (500 square feet of lot area per unit on a 4.1-acre site).

Building Height and Setbacks

The applicant has requested several Variances: (1) from the building height limit of 4 stories on the western side, (2) from the building height limit of 56 feet on the western portion and 75 feet on the eastern side, (3) from the zero setback standard for buildings fronting Raymond Avenue, and (4) from on-site parking and loading requirements (see Section 2.3 for the parking and loading discussion). Building heights of up to 7 stories are proposed at some locations (see Figure 3 through Figure 6 in Section 1.0, Project Description). Buildings along Raymond Avenue have proposed setbacks of 5 to 20 feet to respect the historic character of the Depot.

Chapter 17.82 of the Zoning Ordinance addresses Variances. In granting a Variance, the responsible hearing body is required to make specific findings, including the finding that there are exceptional or extraordinary circumstances or conditions applicable to the project site that do not apply generally to other sites in the same zone district (e.g. presence of a historic building). If required findings for a Variance cannot be made, the project will require revisions to conform to zoning ordinance standards and thereby avoid impact. If the findings are made,

the project will be deemed to comply with zoning ordinance requirements, and impact is considered less than significant.

Compliance with Pasadena Downtown Urban Design Guidelines

The *Pasadena Downtown Urban Design Guidelines* apply to new development and therefore are relevant only to the new buildings. The following paragraphs examine how the proposed new structures relate to the guidelines summarized in the *Environmental Setting* discussion.

Existing historic structures are an extremely important visual, economic, and cultural resource that should become references for new projects in establishing standards for form and quality.

Historic buildings should be rehabilitated so that they remain a reflection of the City's past as they become active participants in its present. When new development is adjacent to historic structures, it should respect the existing fabric and employ design devices that provide a transition between the old and the new- while still contributing its own distinctive qualities neighborhood.

The Santa Fe Railroad Depot establishes a theme and inspiration for new adjacent development. New buildings adjacent to the Depot exhibit complementary Mediterranean and Spanish Revival design character, with tile roofs and compatible colors. On Arroyo Parkway, the buildings will have a more modern appearance to relate to architecture along Arroyo Parkway. Design review to be accomplished by the City's Design Commission will ensure that this guideline is reflected in final project design.

The Central Park area with the potentially strong focus of the Santa Fe Depot as a light rail station provides an important opportunity for development of an active neighborhood.

The project includes residential and retail/restaurant components to create an active neighborhood.

Parking on the sites of multi-unit residential buildings is not to be visible at grade from surrounding properties or from public rights-of way neighborhood.

Parking will be provided underground or within a fully enclosed building; this standard will be achieved.

Downtown and Old Pasadena Redevelopment Plans

The redevelopment plans for the Downtown and Old Pasadena Redevelopment Project Areas include general policies, regulations, and fiscal strategies to eliminate and prevent blight and blighting effects. Land use goals include accommodating residential, institutional, commercial, and public uses. The project is consistent with these general goals.

Summary of Land Use and Planning Impacts

Land Use Compatibility

No land use compatibility impact will result from project implementation.

General Plan Consistency

The project is consistent with land use policies for the Central District and the Santa Fe Transportation Center area.

Conformance with Development Regulations and Design Guidelines

The applicant has requested the granting of Variances with respect to maximum building stories and height and setback requirements, as well as parking and loading. Denial of the Variance requests or the making of findings for granting these Variances will achieve compliance with zoning regulations.

In general, the proposed new buildings achieve design compatibility goals with respect to surrounding development. Required review by the Design Commission will ensure that design guidelines are applied per City standards.

Mitigation Measures

No land use impact will result. Therefore, no mitigation is required.

Level of Impact After Mitigation

Impact will be less than significant.

References

City of Pasadena Municipal Code. Title 17 (Zoning).

City of Pasadena General Plan. 1994.

Pasadena Downtown Urban Design Guidelines. City of Pasadena. June 1992.

City of Pasadena. Predevelopment Plan Review Comments. PPR2000-00010. November 15, 2000.



2.2 Historic Resources

This section examines potential project impacts on the Santa Fe Railroad Depot, which is listed on the National Register of Historic Places as a contributing element of the Old Pasadena National Register Historic District. Potential effects associated with relocating the station within the site boundaries, its adaptive reuse, and how the project fits within the context of the Old Pasadena Historic District are analyzed.

Environmental Setting

Santa Fe Railroad Depot

The historic Santa Fe Railroad Depot, constructed in 1935, with the office and baggage room added in 1951 and 1953, occupies the north end of the project site. The 6,126-square foot building is a one-story wood-frame structure that served as a passenger station for transcontinental rail service provided by the Santa Fe Railroad. The building consists of a baggage/freight house on the north, an office/workroom, ticket counter area and interior waiting room, and trellis-covered outside waiting area at the south end of the building. The 1951 office addition is located at the front of the building, facing Raymond Avenue. In 1953, the baggage room was added at the north end of the structure. The building is Mission style with a tile hip roof and stucco exterior finish. The windows are wood construction. The building fronts Raymond Avenue and is set back approximately 20 feet from the roadway.

The Depot is listed in the National Register of Historic Places as a contributor to the Old Pasadena Historic District. The date of listing was September 15, 1983.

Old Pasadena Historic District

The project is located in downtown Pasadena. The historic character of the area is defined primarily by low- and medium-rise commercial buildings constructed between 1886 through 1930. Approximately 175 buildings, including the subject property, are listed on the National Register of Historic Places as the Old Pasadena Historic District. The general boundaries of the District are I-710 on the west, Walnut Street on the north, Arroyo Parkway on the east, and Del Mar Boulevard on the south.

The historical locus of the Old Pasadena Historic District is the intersection of Colorado Boulevard and Fair Oaks Avenue, the approximate site of the first wood-frame commercial building constructed in this area, in 1876. With the advent of the railroad-inspired Southern California real estate, population, and building boom of 1886-1888, Colorado Boulevard was rapidly established as the east-west spine of the City's commercial district, with Fair Oaks Avenue becoming the principal north-south commercial arterial. During the following decade, the north-south axis shifted one block east to Raymond Avenue, reflecting the increasing importance of the Santa Fe Railroad.

In 1887, when the claims of rival lines were resolved, the Atchison, Topeka, and Santa Fe located its station 700 feet north of the present structure, ensuring centrality of the area to the growing city. The Depot long had been known as “Hollywood’s jumping off place” due to the fact that motion picture stars detrained there. In 1935, the Santa Fe Railroad Company sought to construct one of the finest and most modern railroad station buildings in California. The original station was demolished, and replaced with the current facility. The new station featured ample parking to accommodate the greeters and autograph collectors who flocked to the station whenever Hollywood notables or distinguished Eastern visitors arrived. With the decline in passenger rail ridership in subsequent years, the station experienced decreased usage, and service to the station ceased altogether in 1994. Since that time, the building has remained vacant.

Depot Relocation

An inventory of the character-defining spaces and features of the Depot has been prepared in anticipation of its rehabilitation and reuse (see Appendix E of this EIR). Photos 1 through 10 on the following pages illustrate some of these interior and exterior features. The most notable are contained within the large waiting room at the south end of the building. These features include a large chandelier on a pendant rod that hangs from the center of the ridge beam in the waiting room. The chandelier has a hexagonal metal lantern shape perforated with internal lighting. Four smaller chandeliers are in each corner of the waiting room (Photos 2 and 3). Decorative glazed ceramic tiles with a relief pattern in various pre-Columbian motifs adhere to the walls of the waiting room at chair rail height (Photos 5 and 6).

The floor of the waiting room/ticket area consists of smooth-troweled tinted concrete with a pressed grid pattern. The waiting room ceiling includes painted rough-hewn beams and trusses that span east-west across the room. The doors to the waiting room are stained wood double doors with sidelights and transoms. Each of the doors is wood paneled with a single small glass light. The two sidelights are fixed casements over a wood panel. A single-hopper sash transom is over the doors, and a fixed sash transom is over each sidelight. The main wall in the waiting room has four clerestory windows with three-sided wood cross shapes that appear as a grille or screen and divide the opening into ten glass panels.

Other original (1935) interior building features include a contemporary telephone booth with original hardware, a stained wood ticket counter with decorative tiles attached to the base of the cabinet (Photo 4), and what appears to be a “trainmen’s room” noted in newspaper records.

The 1951 office (Photo 7) is relatively unremarkable in character with the exception of ceiling-mounted fluorescent lighting fixtures. The 1953 baggage room (Photos 8, 9, and 10) is an approximate 20- by 25-foot space of stucco and frame construction. Key features include: painted wood board sheathing; large painted wood panel doors suspended on rollers from overhead racks; divided light glass panels on the roller doors; a scale platform and instrument in the concrete floor near the north wall; and metal lighting fixtures with enamel finish (circa 1951).

The landscaping around the Depot dates largely to 1935. Newspaper reports and photos of the time show palms and olive trees as the thematic landscape elements. A tree inventory has been prepared (included in this EIR as Appendix F) to document current conditions. Also, a historical



Photo 1

The track-side entrance of the Santa Fe Rail Depot, with the covered entrance leading directly to the waiting room. Trellised patio on left.

Photo 2

The waiting room looking toward the south side of the building, onto the patio. Restroom alcove on the right side of the photo.



Photo 3

The waiting room, looking toward the ticket counter, with door on right leading to hall and baggage room. Door on left leads to office.

Photographs 1 to 3

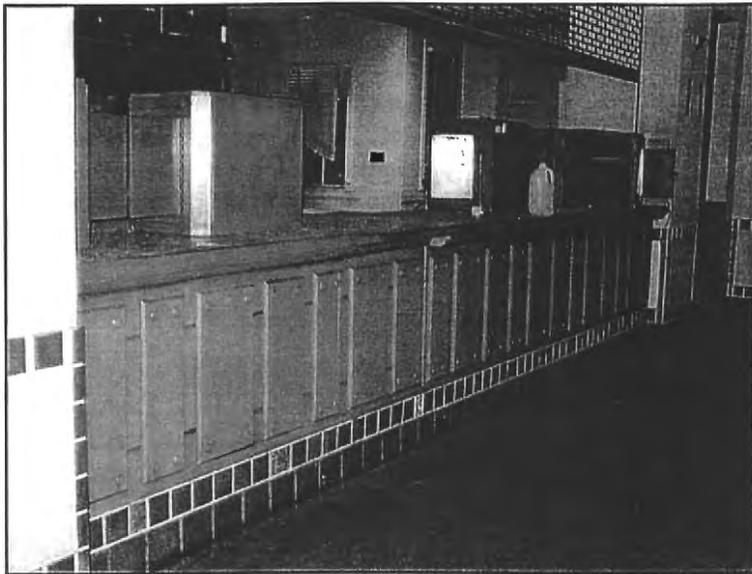


Photo 4

Detail of the ticket counter.

Photos 5 and 6

Details of the pre-Columbian motif tiles throughout waiting room.

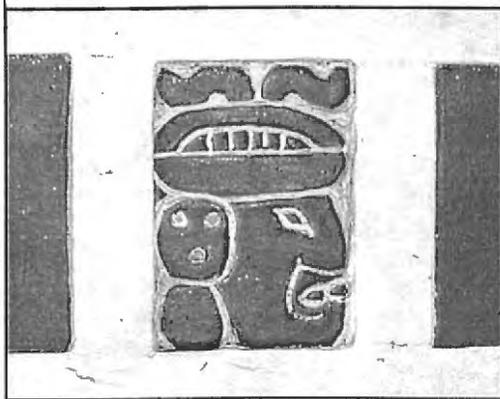


Photo 7

Circa-1951 office addition on northwest side of building.

Photographs 4 to 7

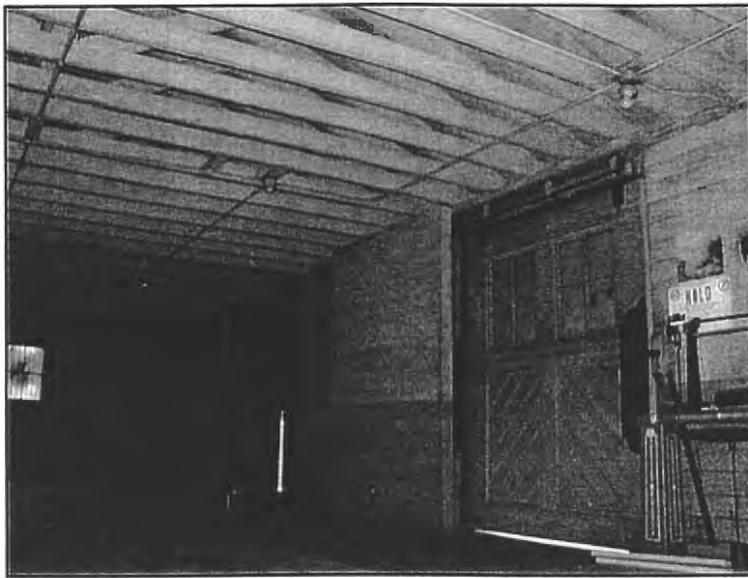


Photo 8

Baggage room, with freight doors on north side of the building.

Photo 9

Exterior view of freight doors on track side (east side) of baggage room.

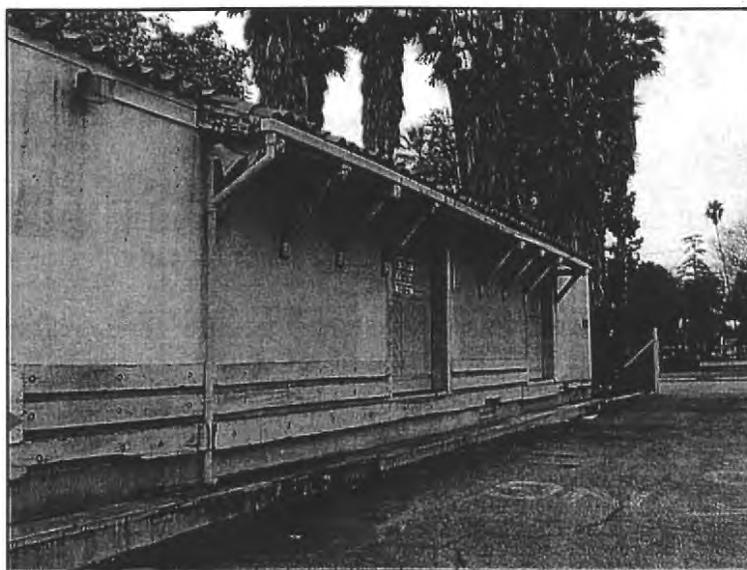


Photo 10

Exterior view of freight doors on north side of building; mature palm trees frame front (Raymond Avenue) entrance.

Photographs 8 to 10

review of the landscape development was conducted using USGS maps, historical photographs, and other maps. The inventory and review identified a total of 66 trees of 11 species located on the property and on adjacent public rights-of-way. The European olives and oldest palm trees at the main entrance to the building exceed 50 years in age.

Depot Relocation

The Blue Line Authority and City of Pasadena have previously authorized establishment of the Del Mar Blue Line Station and a 600-space underground parking garage to accommodate transit users. These actions have occurred prior to and separate from the current development proposal. To protect the Depot from the potential impacts of the construction of the station platforms, parking garage and associated improvements, the developer has proposed to temporarily relocate the Depot to Central Park, across the street from the project site. As discussed in Section 1.0 - Project Description of this EIR, the City, through approval of a Certificate of Appropriateness, has authorized the temporary relocation of the Depot. The potential impacts associated with these actions were assessed in a Mitigated Negative Declaration adopted May 7, 2001. The Depot ~~will be~~ has been disassembled into ~~as many as~~ seven separate pieces and moved to the park. The Depot will be stored for approximately 12 to 18 months. Such relocation ~~may~~ occurred while ~~this~~ the Draft EIR ~~is~~ was in circulation.

The conclusions in the Mitigated Negative Declaration for the temporary relocation state that if Depot relocation is performed in a manner consistent with the *Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings*, then the relocation shall not have a significant impact on the structure. In addition, seven mitigation measures have been imposed to protect the building's integrity and ensure its continuing eligibility. These mitigation measures are:

1. Preparation of photographic documentation for the entire building prior to relocation. Photographs should be of such detail as to facilitate reconstruction as well as functioning as recordation.
2. Specify treatments for those spaces and features that will be impacted.
3. The consulting architect and structural engineer shall prepare relocation plans and specifications which minimize the risk of loss and damage during the moving and storage of significant spaces and features.
4. Evaluate existing landscape, including built features and plants for significance and viability. Provide a landscape treatment report and recommendations for these features.
5. All construction work shall be performed by contractors who can demonstrate experience over a period of five years with the completion of at least three projects that were found to conform to the Secretary of the Interior's Standards for Rehabilitation by a public agency and which rehabilitated properties that are listed on the National Register of Historic Places.
6. Work shall be monitored by a historic preservation professional who meets the Secretary's (Historic Preservation) Professional Qualifications Standards' for historic architects.

7. The developer will be required to guarantee by means of a performance bond or other appropriate measure that the Depot will be relocated from the park to its former location and reassembled to its previous condition.

Threshold Used to Determine Level of Impact

CEQA broadly defines the threshold for determining whether a project will result in a significant adverse impact on an historic property. By definition, a substantial adverse change means “demolition, destruction, relocation, or alterations” such that the significance of an historical resource would be impaired. [Public Resources Code Section 5020.1(6)] For purposes of eligibility for listing on the National Register of Historic Places, a reduction in a resource’s integrity (the ability of the property to convey its significance) should be regarded as a potentially adverse impact.

Further, according to the CEQA Guidelines, a “historical resource is materially impaired when a project... demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources [or] that account for its inclusion in a local register of historical resources pursuant to Section 5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of Section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant.”

The lead agency is responsible for identification of “potentially feasible measures to mitigate significant adverse changes in the significance of a historical resource.” The specific methodology for determining if impacts are mitigated to less-than-significant levels are the *Secretary of the Interior’s Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings* and the *Secretary of the Interior’s Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings* (1995), both published by the National Park Service.

Environmental Impact

Depot Relocation

The proposed project involves moving the Depot from its temporary storage location at Central Park back to the project site. The Depot will maintain its original front orientation to Raymond Avenue and rear orientation to the railroad tracks. The location of the Depot will be approximately 50 86 feet south and 23 feet west of its former location, ~~with the same setback distance from Raymond Avenue maintained.~~ As described in the project description, this location will allow the Depot to be a central feature on the project site, creating a visual axis from Arroyo Parkway on the east and Raymond Avenue on the west.

Those portions of proposed new buildings 3 and 4 closest to the Depot will be set back by approximately 5 to 20 feet to avoid an abrupt transition from the new buildings to the Depot (see Figure 2 in the Project Description). The proposed project includes a large plaza east of the Depot as a transition and public space to the train platforms. This space, together with the buffer between the Depot and new buildings, visually separates the Depot from the new higher structures. Therefore, although the Depot will be moved approximately 50 86 feet south and 23 feet west from its original location and will be surrounded by new, taller buildings, this change will not impair the significance of the Depot. Its original orientation will be maintained, and appropriate transition to new site elements will preserve views to the Depot. Impact is less than significant.

Adaptive Reuse of Depot

The Depot will be relocated from Central Park back to the project site and reassembled. The applicant proposes to adapt the building for use by retail tenants and restaurants. According to the applicant, both the Depot's exterior and interior will be rehabilitated consistent with the *Secretary of the Interior's Standards*. To ensure that this intent is implemented, the project conditions of approval and mitigation measures will require that this course be pursued. With imposition of the conditions and mitigation measures, impact to the character-defining features and spaces of the Depot will be less than significant.

Regarding the landscaping, the largest palm and olive trees on the site are part of the original semi-tropical landscaping theme of the Depot. While no landscape plan has been prepared for the project, the tree inventory (see Appendix F) indicates that many of the palms and olives are not good candidates for transplanting and therefore are not recommended for such. The olive trees are poor candidates for preservation and relocation based on poor branching articulation, apparent lack of proper maintenance, and damage from improper trimming in the past. The oldest palms are of great height, posing serious challenges in replanting and securing them with tie-downs to prevent falls. Given that these trees are key elements of the original landscape plan, loss of these trees is considered a significant impact.

Project Context within the Old Pasadena Historic District

The site historically has functioned as a train station around which the City grew. The site will continue to serve this function by providing a focal point for the Del Mar Blue Line Station. In addition, the site will contain residences and local- and transit-serving retail uses. These uses represent uses integral to the historic urban fabric of the Old Pasadena Historic District. The proposed project is complementary to the Old Pasadena Historic District. No adverse impact will result.

Mitigation Measures

Depot Relocation

Impact is less than significant; no mitigation is required.

Adaptive Reuse of Depot

The Mitigated Negative Declaration adopted for temporary station relocation includes measures to protect the building's historic features during the relocation and temporary storage at Central Park. For those features that cannot be saved – the concrete floor in particular – the prior environmental documentation requires documentation and retention of samples to guide replication efforts. The project applicant intends to restore the building consistent with the *Secretary of the Interior's Standards*, and the following mitigation measures ~~is~~ are required to ensure this outcome:

H-1: The applicant/developer shall comply with all mitigation measures contained in the Mitigated Negative Declaration dated March 19, 2001 regarding documentation of all building and site features, including landscaping, and retention of building components to the greatest extent possible.

H-2: All restoration work on the Santa Fe Train Depot shall be performed in accordance with the *Secretary of the Interior's Standards for Rehabilitation*. All such restoration work will be approved by the Cultural Heritage Design Commission.

Loss of the European olives and oldest palm trees on the site at the main entrance of the Depot is considered a significant impact. The following measure will mitigate the loss of the historic trees:

H-3. The project applicant will prepare a landscape plan that includes elements that either replicate or approximate the original semi-tropical landscape palette surrounding the Depot. The landscape plan will be reviewed and approved by the Design Commission.

Project Context within the Old Pasadena Historic District

Impact is less than significant; no mitigation is required.

Level of Impact with Mitigation

With implementation of the mitigation measures, impact will be less than significant.

References

Certificate of Appropriateness, Case No. PLN 2001-00080 Initial Study and Mitigated Negative Declaration. City of Pasadena Cultural Heritage Commission. Adopted May 7, 2001.

Del Mar Station Tree Inventory and Evaluation for the Central Park Market at Del Mar Station Project. TeraCor Resource Management. April 23, 2001.

Revised Final Environmental Impact Report, Raymond Theater Reuse and Mixed Use Development. SCH No. 1999091008. City of Pasadena. November, 2000.



2.3 Transportation/Traffic

This section examines the degree to which the project will impact 1) the local roadway network due to an associated increase in vehicle traffic, 2) pedestrian circulation at and around the project site, 3) Congestion Management Plan-designated intersections due to project-related traffic, 4) parking demand, 5) access, and 6) hazards to project-related pedestrians associated with the proposed at-grade Blue Line Station. The analysis and conclusions are summarized and based on a traffic study conducted by Crain & Associates for the proposed project. The traffic study is contained in Appendix C. This section does not address potential impacts to public transit because this issue was determined to be less than significant through the analysis conducted in the Initial Study (Appendix A).

Environmental Setting

The project site is located in central Pasadena. The site is bounded by Del Mar Boulevard on the south, Arroyo Parkway on the east, and Raymond Avenue on the west. An existing retail business, Fishbeck's Patio Furniture, and a mini-storage facility are located north of the project site. Primary regional access is available from Interstate 210 (I-210, the Foothill Freeway), State Route 134 (SR-134, the Ventura Freeway), and State Route 110 (SR-110, the Pasadena Freeway). A portion of State Route 710 (SR-710, the Long Beach Freeway) also serves the project vicinity at the interchange of the Foothill, Ventura, and Long Beach Freeways, located approximately one mile west of the project site. Section 1.0, Project Description and Section 2.1, Land Use provide descriptions of the surrounding area and the local circulation network.

Existing Vehicular Traffic

The applicant's traffic engineer, in conjunction with the City of Pasadena traffic engineering staff, identified 22 intersections and 11 street segments in Pasadena to be analyzed with regard to potential traffic impacts (Figure 10 figs 2 and 3 of traffic study). Based on traffic count data collected in 1999, 2000, and 2001, a detailed analysis was conducted of current traffic conditions. The Intersection Capacity Utilization (ICU) values were derived, allowing the intersections to be graded in terms of the "Level of Service" for the AM and PM peak periods. Figures showing peak hour movements under the existing conditions are contained in Appendix C. Table 2 shows the Level of Service corresponding to a range of ICU values.

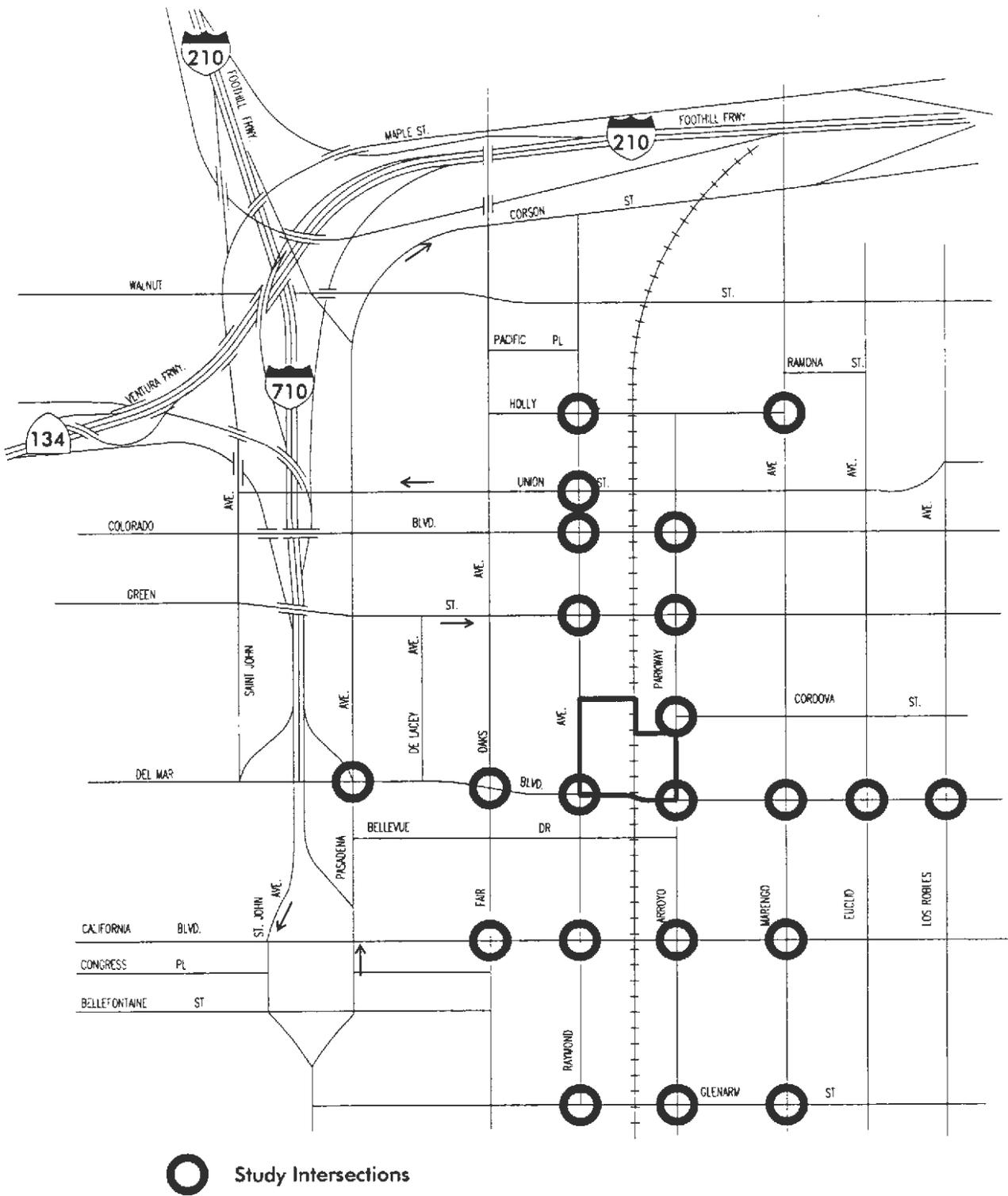
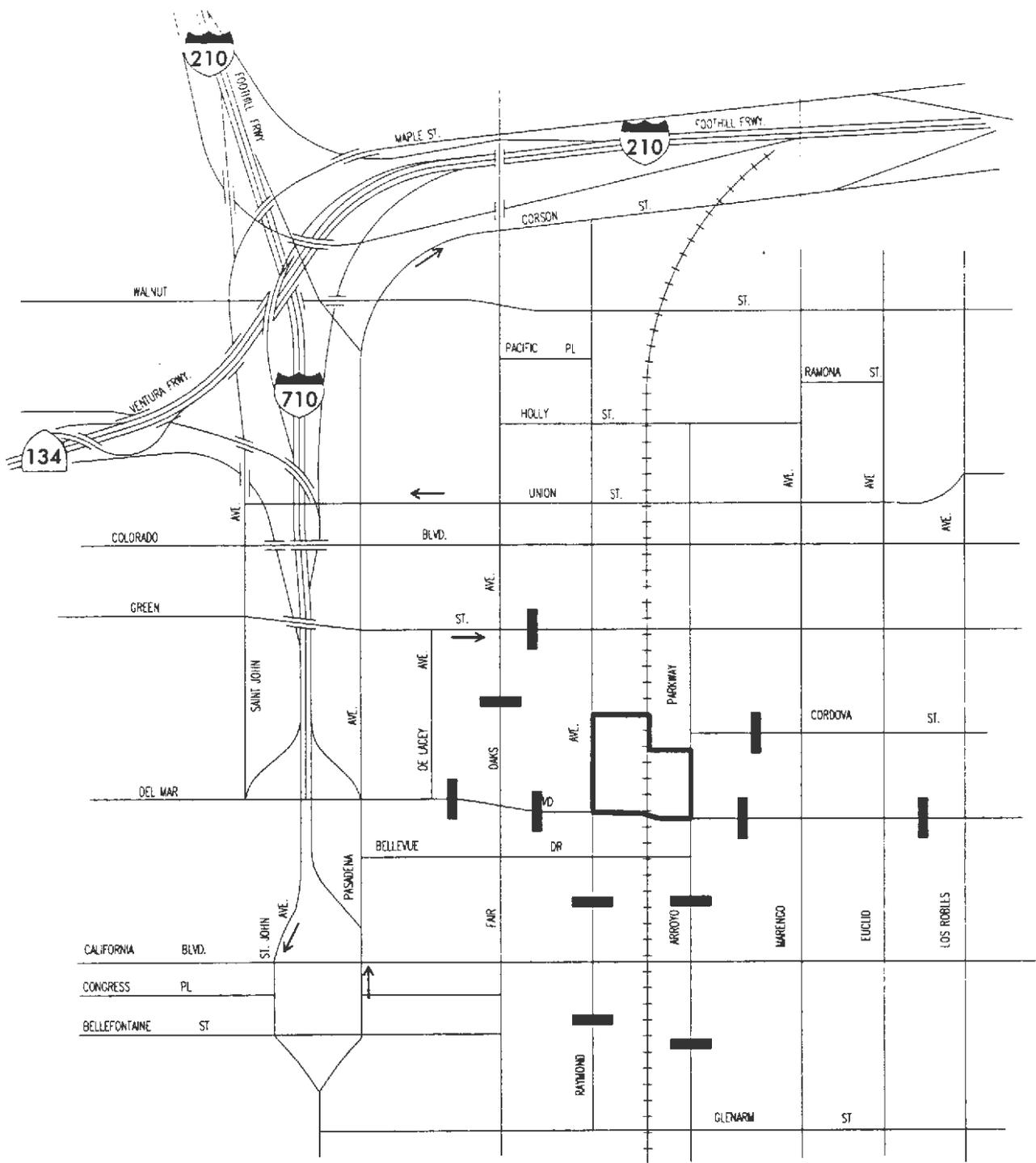


Figure 10
Study Intersections

no scale
 North
 Source: Crain & Associates, July 2001



— Street Segments

no scale



Source: Crain & Associates, July 2001

Figure 11
Street Segments

**Table 2
LEVEL OF SERVICE AS A FUNCTION OF ICU VALUES**

Level of Service	Description of Operating Characteristics	Range of ICU Values
A	Uncongested operations; all vehicles clear in a single cycle.	<0.60
B	Same as above.	0.60 to 0.70
C	Light congestion; occasional backups on critical approaches.	0.71 to 0.80
D	Congestion on critical approaches, but intersection functional. Vehicles required to wait through more than one cycle during short peaks. No long-standing lines formed.	0.81 to 0.90
E	Severe congestion with some long-standing lines on critical approaches. Blockage of intersection may occur if traffic signal does not provide for protected turning movements.	0.91 to 1.00
F	Forced flow with stoppages of long duration.	>1.00

Source: Crain & Associates. *Traffic Analysis For the Pasadena Del Mar Station Project in the City of Pasadena*. July 2001.

Based on this classification system, the study intersections were assigned an LOS which is summarized in Table 3.

**Table 3
INTERSECTION CAPACITY ANALYSIS SUMMARY EXISTING CONDITIONS (2001)**

No.	Intersection	AM Peak Hour		PM Peak Hour	
		ICU	LOS	ICU	LOS
1	Holly Street and Raymond Avenue	0.123	A	0.166	A
2	Holly Street and Marengo Avenue	0.388	A	0.461	A
3	Union Street and Raymond Avenue	0.199	A	0.333	A
4	Colorado Boulevard and Raymond Avenue	0.275	A	0.403	A
5	Colorado Boulevard and Arroyo Parkway	0.328	A	0.588	A
6	Green Street and Raymond Avenue	0.258	A	0.381	A
7	Green Street and Arroyo Parkway	0.392	A	0.455	A
8	Cordova Street and Arroyo Parkway	0.481	A	0.705	C
9	Del Mar Boulevard and Pasadena Avenue	0.833	D	1.151	F
10	Del Mar Boulevard and Fair Oaks Avenue	0.755	C	0.892	D
11	Del Mar Boulevard and Raymond Avenue	0.533	A	0.605	B
12	Del Mar Boulevard and Arroyo Parkway	0.823	D	1.004	F
13	Del Mar Boulevard and Marengo Avenue	0.723	C	0.867	D
14	Del Mar Boulevard and Euclid Avenue	0.467	A	0.549	A
15	Del Mar Boulevard and Los Robles Avenue	0.830	D	0.751	C
16	California Boulevard and Fair Oaks Avenue	0.848	D	0.921	E
17	California Boulevard and Raymond Avenue	0.526	A	0.550	A
18	California Boulevard and Arroyo Parkway	1.044	F	1.248	F
19	California Boulevard and Marengo Avenue	0.879	D	0.841	D
20	Glenarm Street and Raymond Avenue	0.405	A	0.413	A
21	Glenarm Street and Arroyo Parkway	0.743	C	0.900	E
22	Glenarm Street and Marengo Avenue	0.570	A	0.441	A

Source: *Traffic Analysis for the Pasadena Del Mar Station Project in the City of Pasadena*. Crain & Associates. July 2001.

As shown in Table 3, the majority of the study intersections currently operate at an acceptable LOS with an LOS between A and D for both AM and PM peak periods. However, 5 of the 22 study intersections operate at LOS E or F during one or both of the peak hours. These intersections are along Del Mar Boulevard, Arroyo Parkway, and California Boulevard, which are major area commuter thoroughfares.

Average daily traffic volumes for the 11 roadway segments were obtained from 24-hour automated counts. These volumes are detailed on Figure 12 (figure 6 of traffic study) and the AM and PM peak-hour traffic volumes are shown on Figure 13 and Figure 14 (figure 5a and 5b of traffic study).

An examination was also made of freeway conditions on the four regional facilities within the project study area. Five freeway segments were selected for this analysis. These segments are:

- Long Beach Freeway north of Colorado Boulevard
- Ventura Freeway west of Orange Grove Boulevard
- Foothill Freeway east of Los Robles Avenue
- Foothill Freeway north of Orange Grove Boulevard
- Pasadena Freeway south of Glenarm Street

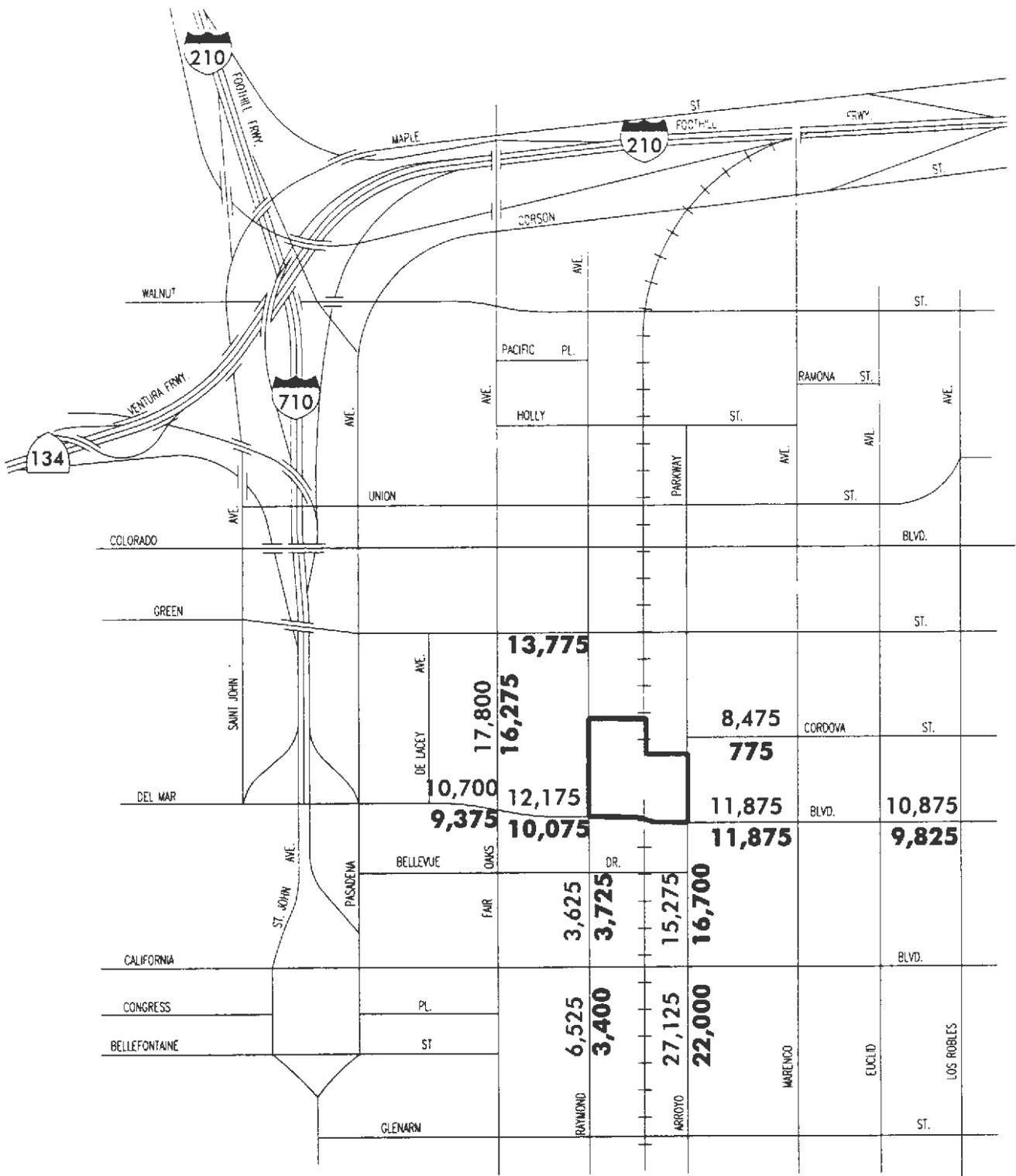
The sources for current traffic volumes on these freeway segments were obtained from several sources, which are fully described on page 24 of Appendix C. As shown in Table 4, the Ventura Freeway west of Orange Grove Boulevard and the Foothill Freeway east of Los Robles Avenue currently operate at or above their design capacities during at least one of the peak hours, resulting in severe congestion and travel speeds of less than 25 miles per hour. The remaining freeway study segments operate at acceptable levels of service during both of the peak hours.

**Table 4
EXISTING FREEWAY VOLUMES (2001)**

Location	Peak Hour	Direction	No. Lanes	Freeway Capacity	Daily Volume	Peak Hour Volume	D/C Ratio	LOS
Long Beach Freeway north of Colorado Blvd.	AM	N/B	2	4,000	63,900	3,290	0.823	D
		S/B	3	6,000		2,300	0.383	B
	PM	N/B	2	4,000		2,500	0.625	C
		S/B	3	6,000		3,580	0.597	C
Ventura Freeway west of Orange Grove Blvd.	AM	W/B	5*	9,600	205,000	10,480	1.092	F(0)
		E/B	5*	9,600		7,510	0.782	D
	PM	W/B	5*	9,600		7,320	0.763	C
		E/B	5*	9,600		8,320	0.867	D
Foothill Freeway north of Orange Grove Blvd.	AM	W/B	5	10,000	205,000	13,310	1.331	F(1)
		E/B	5	10,000		9,640	0.964	E
	PM	W/B	5	10,000		11,270	1.127	F(0)
		E/B	5	10,000		13,670	1.367	F(2)
Foothill Freeway north of Orange Grove Blvd.	AM	N/B	4	8,000	124,600	6,060	0.758	C
		S/B	4	8,000		4,270	0.532	B
	PM	N/B	4	8,000		4,640	0.580	C
		S/B	4	8,000		6,600	0.825	D
Pasadena Freeway south of Glenarm Street	AM	N/B	3	6,000	36,000	1,887	0.315	A
		S/B	2	4,000		1,855	0.471	B
	PM	N/B	3	6,000		2,554	0.426	B
		S/B	2	4,000		1,465	0.366	B

Source: Traffic Analysis for the Pasadena Del Mar Station Project in the City of Pasadena. Crain & Associates. July 2001.

* Includes HOV lane.



XX W/B OR S/B*
 XX E/B OR N/B*

* VALUES ROUNDED TO NEAREST 25 VEH./DAY

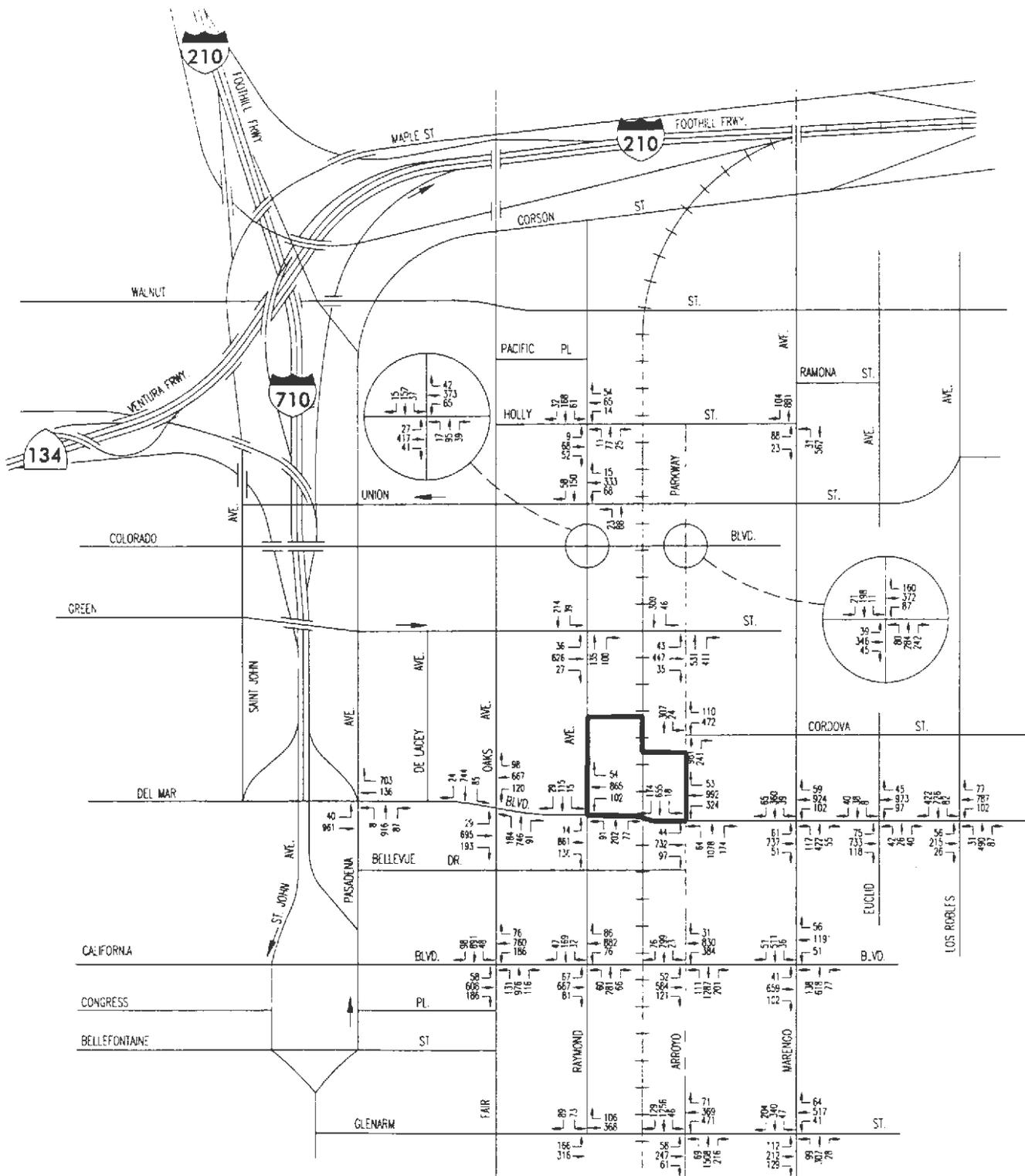
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North

Source: Crain & Associates, July 2001

Figure 12
Existing Daily Volumes

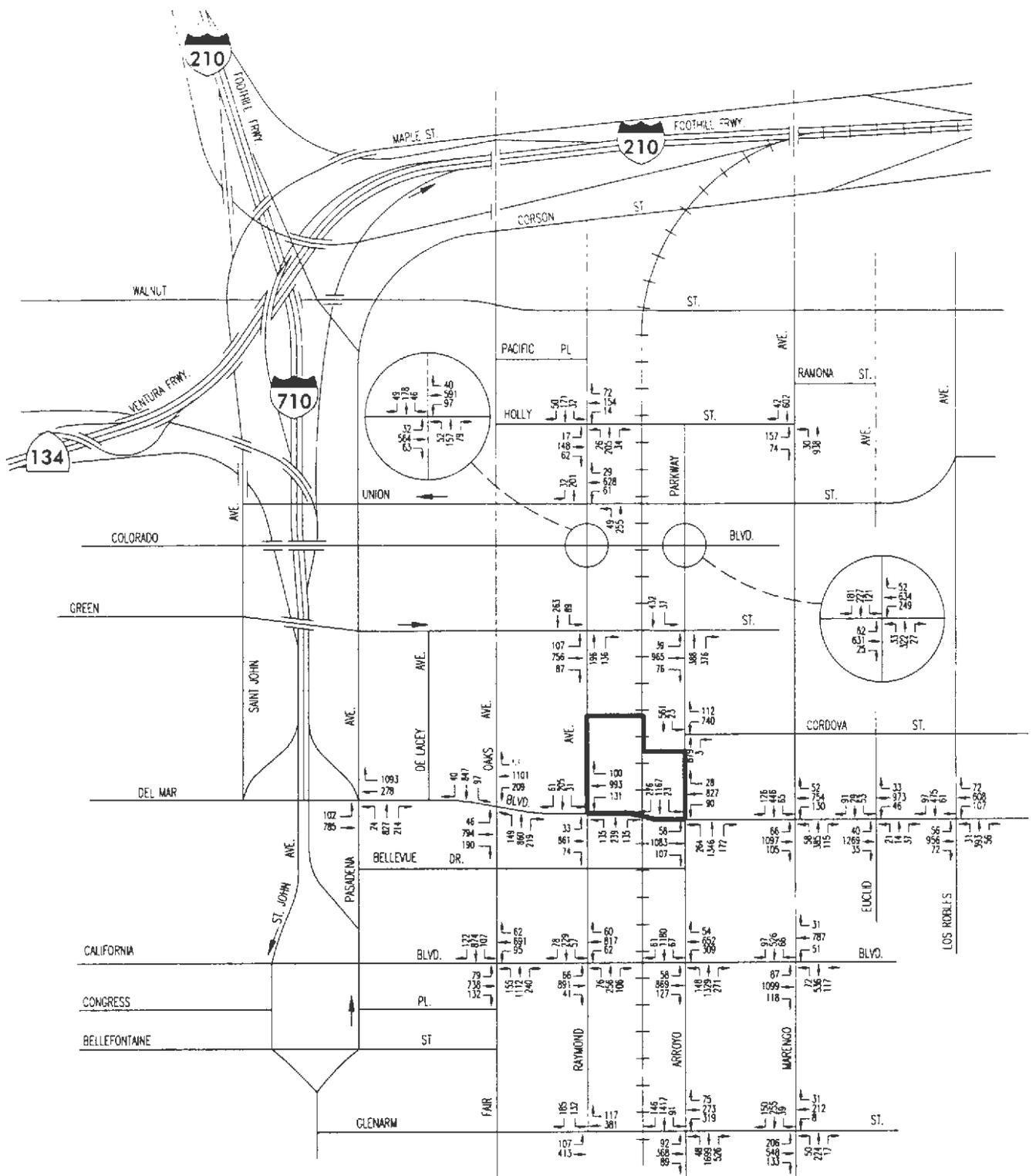


no scale



Source: Crain & Associates, July 2001

Figure 13
Existing AM Peak Hour
Traffic Volumes



no scale



North

Source: Crain & Associates, July 2001

Figure 14
**Existing PM Peak Hour
 Traffic Volumes**

Existing Pedestrian Traffic

The City’s Mobility Element identifies Pasadena as a place where walking is encouraged; where all streets are pedestrian-friendly; and where safety, education, and facilities are provided as an ongoing part of transportation and recreation planning and programs. The current pedestrian environment around the project is conducive to walking. Street trees and pedestrian signals at intersections are provided.

Similar to intersection level of service for vehicular traffic, LOS can be calculated for pedestrian traffic. Pedestrian LOS is measured by determining the fixed amount of space available to pedestrians, calculating how many pedestrians use that space, and measuring pedestrian flow rates. Pedestrian LOS definitions are displayed in Table 5.

**Table 5
PEDESTRIAN WALKWAY LOS**

LOS	Description of Operating Characteristics	Pedestrian Space and Flow Rate
A	Movement in desired paths without alteration in response to others. Speeds freely selected and conflicts unlikely.	Space>60 ft ² /p Flow Rate ≤5p/min/ft
B	Same as above. At this level, pedestrian begin to be aware of to others and respond to their presence when selecting a pace.	Space>40-60 ft ² /p Flow Rate>5-7 p/min/ft
C	Enough space for normal walking speeds and by passing others. Reverse direction or crossing movements can cause minor conflicts.	Space>24-40 ft ² /p Flow Rate>7-10 p/min/ft
D	Individual walking speed and ability to pass other restricted. High probability of conflict when crossing or traveling in reverse flow. Provides reasonably fluid flow, but friction and interaction likely.	Space>15-24 ft ² /p Flow Rate>10-15 p/min/ft
E	Walking speed restricted. Space is not sufficient for passing slower pedestrians. Cross or reverse flow movements difficult. Volumes approach the limit of the walkway capacity with stoppages and interruptions to flow.	Space>8-15 ft ² /p Flow Rate>15-23 p/min/ft
F	Walking speed severely restricted. Frequent unavoidable contact with other pedestrians. Cross and reverse flow movements virtually impossible. Flow is sporadic and unstable. Space characteristic of queued pedestrians rather than moving streams.	Space ≤8 ft ² /p Flow Rate varies

Source: *Traffic Analysis for the Pasadena Del Mar Station Project in the City of Pasadena*. Crain & Associates. July 2001.

P = Person(s); Min = Minute; Ft = Feet

No measure of pedestrian LOS has been made for the project vicinity, but visual observation indicates there is not a high volume of pedestrians around the site during peak hours. This is due largely to lack of businesses or residences on the site.

Parking and Loading

The Pasadena Zoning Ordinance (Title 17 of the Municipal Code) establishes parking and loading regulations for all uses. The following parking standards apply:

- 1.5 parking spaces per residential unit
- 4 spaces per 1,000 square feet of personal service retail space
- 2.5 spaces per 1,000 square feet of general retail space

- 20 spaces per 1,000 square feet of dining area at restaurants

With regard to stall size, the standard stall size requirement is 9 feet by 18 feet. Compact spaces measuring 7-1/2 feet by 16 feet are permitted. Also, the ordinance provides for low turn-over (employee) spaces measuring 8-1/2 feet by 18 feet.

Loading space requirement depend upon the use proposed. Loading is only required for the commercial uses. For the subject project, 1 loading space of minimum dimensions 12 by 30 feet is required.

Threshold Used to Determine Level of Impact

Vehicular Traffic

According to the CEQA Guidelines, project traffic impact can be considered significant if the project causes an increase in traffic that is substantial in relation to the existing traffic load and capacity of the circulation system at project completion.

City of Pasadena Standards

The City of Pasadena has established threshold criteria which are used to determine whether a project will have a significant impact on level of service at intersections. Per the City's standards, traffic impact would be significant if the following conditions were met:

**Table 6
THRESHOLDS OF SIGNIFICANCE FOR INCREASES IN LOS – CITY OF PASADENA**

Existing LOS	Increase in LOS Due to Project
A	0.06 or greater
B	0.05 or greater
C	0.04 or greater
D	0.03 or greater
E	0.02 or greater
F	0.01 or greater

Source: City of Pasadena, 1999.

The City has also established triggers for mitigation for project impact on street segments due to growth in average daily traffic (ADT), as presented in Table 7.

**Table 7
TRIGGERS FOR MITIGATION FOR ADT GROWTH**

ADT Growth on Street Segment	Required Traffic Mitigation
0.0% - 2.4%	Staff Review and Conditions
2.5% - 4.9%	Soft Mitigation Required (TDM, Rideshare, etc.)
4.0% - 7.4%	Soft Mitigation Required Physical Mitigation Required
7.5% +	Soft Mitigation Required Extensive Physical Mitigation Required

Source: City of Pasadena, 1999.

Los Angeles County Congestion Management Plan (CMP)

The Los Angeles County Metropolitan Transportation Authority (MTA) utilizes a CMP to coordinate regional transportation needs. The CMP requires a traffic impact analysis (TIA) to include a regional analysis of the project's impact on CMP-designated intersections where the project will add 50 or more trips during the peak hour. For the purpose of a CMP TIA, impact due to the project would be significant if the project caused an increase in V/C of more than 0.02 on facilities operating at LOS F or worse. For example, a project would not be considered to have a regionally significant impact if the analyzed facility operated at LOS E or better after the addition of project traffic. However, if the facility operated at an LOS F with project traffic, and the incremental change in the V/C ratio caused by the project were 0.02 or greater, then the project would be considered to have a significant impact.

In the project area, the intersections of Arroyo Parkway and California Boulevard, St. John Avenue and California Boulevard, and Pasadena Avenue and California Boulevard are designated as CMP intersections.

The CMP requires a regional freeway mainline impact analysis if a proposed project adds 150 or more trips, in each direction during the peak hour.

Pedestrian Traffic

The proposed project would significantly impact the pedestrian environment if the project impeded pedestrian movement.

Parking

The proposed project would create significant impact if the project would provide inadequate parking both in terms of spaces provided and parking facility design in such a manner to affect surrounding uses.

Hazards

According to CEQA Guidelines, a significant impact will result if the project substantially increases traffic safety hazards due to incompatible uses.

Environmental Impact

Vehicular Traffic

Cumulative Base Traffic Forecast

To evaluate project traffic impacts, future traffic conditions have been estimated to forecast probable LOS for the 22 study intersections absent the project. This forecast — the cumulative base traffic scenario — represents future traffic conditions without development of the proposed project. The cumulative base traffic scenario was developed by adding traffic loads expected from other known projects within the study area to existing traffic volumes on streets within the study area. The methodology for this procedure is included in the traffic study in Appendix C beginning on page 45.

Table 8 shows the cumulative base traffic forecast for the 22 study intersections. Figures showing peak hour movements under the cumulative base traffic scenario are contained in Appendix C. As shown, intersections anticipated to experience poor operating conditions (LOS E or worse) in the future, absent the proposed project traffic, include:

- Cordova Street and Arroyo Parkway
- Del Mar Boulevard and Pasadena Avenue
- Del Mar Boulevard and Fair Oaks Avenue
- Del Mar Boulevard and Raymond Avenue
- Del Mar Boulevard and Marengo Avenue
- Del Mar Boulevard and Los Robles Avenue
- California Boulevard and Fair Oaks Avenue
- California Boulevard and Arroyo Parkway
- California Boulevard and Marengo Avenue
- Glenarm Street and Arroyo Parkway

Future Traffic Conditions with Proposed Project

The proposed project consists largely of residential development, with up to 11,000 square feet of commercial use. Trip generation rates from the Institute of Transportation Engineers' *Trip Generation, 6th Edition* have been applied to the proposed uses to estimate the number of trips associated with the proposed project. Transit trips, walk trips, and internal capture reductions were applied to the different land uses, thereby reducing the trip generation number. For a complete explanation of the methodology, refer to Appendix C beginning on page 27. As shown on Table 7 in Appendix C, the proposed project is expected to result in 2,867 net daily trips, including 204 trips in the morning peak hour and 250 trips in the afternoon peak hour.

**Table 8
INTERSECTION CAPACITY ANALYSIS SUMMARY
FUTURE (2003) TRAFFIC CONDITIONS – WITHOUT AND WITH PROJECT**

No.	Intersection	Peak Hour	Future (2003)				
			Without Project		With Project		
			ICU	LOS	ICU	LOS	Impact
1	Holly Street and Raymond Ave	AM	0.156	A	0.156	A	0.000
		PM	0.228	A	0.232	A	0.004
2	Holly Street and Marengo Ave	AM	0.467	A	0.470	A	0.003
		PM	0.592	A	0.593	A	0.001
3	Union Street and Raymond Ave	AM	0.246	A	0.258	A	0.012
		PM	0.420	A	0.429	A	0.009
4	Colorado Blvd and Raymond Ave	AM	0.396	A	0.401	A	0.008
		PM	0.624	B	0.634	B	0.013
5	Colorado Blvd and Arroyo Pkwy	AM	0.467	A	0.471	A	0.004
		PM	0.868	D	0.877	D	0.009
6	Green St and Raymond Ave	AM	0.379	A	0.398	A	0.023
		PM	0.556	A	0.573	A	0.019
7	Green Street and Arroyo Pkwy	AM	0.465	A	0.466	A	0.001
		PM	0.549	A	0.551	A	0.002
8	Cordova St and Arroyo Pkwy	AM	0.621	B	0.625	B	0.004
		PM	0.898	D	0.917	E	0.019
9	Del Mar Blvd and Pasadena Ave	AM	1.268	F	1.276	F	0.008
		PM	1.743	F	1.748	F	0.005
10	Del Mar Blvd and Fair Oaks Ave	AM	0.996	E	0.998	E	0.002
		PM	1.186	F	1.194	F	0.008
11	Del Mar Blvd and Raymond Ave	AM	0.704	C	0.700	C	-0.046
		PM	0.931	E	0.913	E	-0.037
12	Del Mar Blvd and Arroyo Pkwy	AM	1.037	F	0.987	E	-0.037
		PM	1.358	F	1.216	F	-0.155
13	Del Mar Blvd and Marengo Ave	AM	0.917	E	0.931	E	0.014
		PM	1.126	F	1.140	F	0.014*
14	Del Mar Blvd and Euclid Ave	AM	0.643	B	0.647	B	0.004
		PM	0.748	C	0.755	C	0.007
15	Del Mar Blvd and Los Robles Ave	AM	1.028	F	1.036	F	0.008
		PM	0.976	E	0.982	E	0.006
16	California Blvd and Fair Oaks Ave	AM	1.014	F	1.014	F	0.000
		PM	1.112	F	1.116	F	0.004
17	California Blvd and Raymond Ave	AM	0.638	B	0.646	B	0.008
		PM	0.682	B	0.691	B	0.009
18	California Blvd and Arroyo Pkwy	AM	1.219	F	1.223	F	0.004
		PM	1.508	F	1.512	F	0.004
19	California Blvd and Marengo Ave	AM	1.020	F	1.077	F	0.004
		PM	1.008	F	1.013	F	0.005
20	Glenarm St and Raymond Ave	AM	0.497	A	0.502	A	0.005
		PM	0.509	A	0.513	A	0.004
21	Glenarm St and Arroyo Pkwy	AM	0.854	D	0.864	D	0.007
		PM	1.056	F	1.069	F	0.006
22	Glenarm St and Marengo Ave	AM	0.665	B	0.667	B	0.002
		PM	0.549	A	0.552	A	0.003

* A significant impact prior to mitigation.

Source: Traffic Analysis for the Pasadena Del Mar Station Project in the City of Pasadena. Crain & Associates. July 2001.

Cumulative Base Year Plus Project Traffic Impact

To determine how these new trips will impact the local road system, trips were distributed (assigned) to various roads and routes based on previous analyses of similar projects proposed at the site and the Mobility Element of the General Plan. Based on consultation with City of Pasadena staff, the project traffic engineer assigned the project trips to specific routes. The net new trips due to the proposed project were added to the cumulative base traffic projection, as shown in Figure 15 and Figure 16.

The following roadway improvements will be constructed simultaneously with project construction and therefore were assumed complete for this portion of the analysis:

- A southbound and eastbound right-turn lane at Arroyo Parkway and Del Mar Boulevard;
- A westbound right-turn lane on Del Mar Boulevard at Raymond Avenue; and
- A third westbound through lane on Del Mar Boulevard west of Arroyo Parkway to the rail tracks.

Several off-site development projects also propose improvements. However, these improvements are not assumed to be completed in this analysis in order to evaluate the project under the “worst-case scenario” conditions.

City of Pasadena LOS Threshold Criteria

The trip distribution described above allows future LOS conditions for the 22 study intersections to be forecast. Table 8 shows the cumulative base plus the proposed project AM and PM peak-hour LOS forecast for the 22 intersections. Table 8 also shows how much of an LOS change is due to the proposed project, as well as for which intersections the change in LOS is considered significant. The proposed project will create a significant impact at the following intersection:

- Del Mar Boulevard and Marengo Avenue

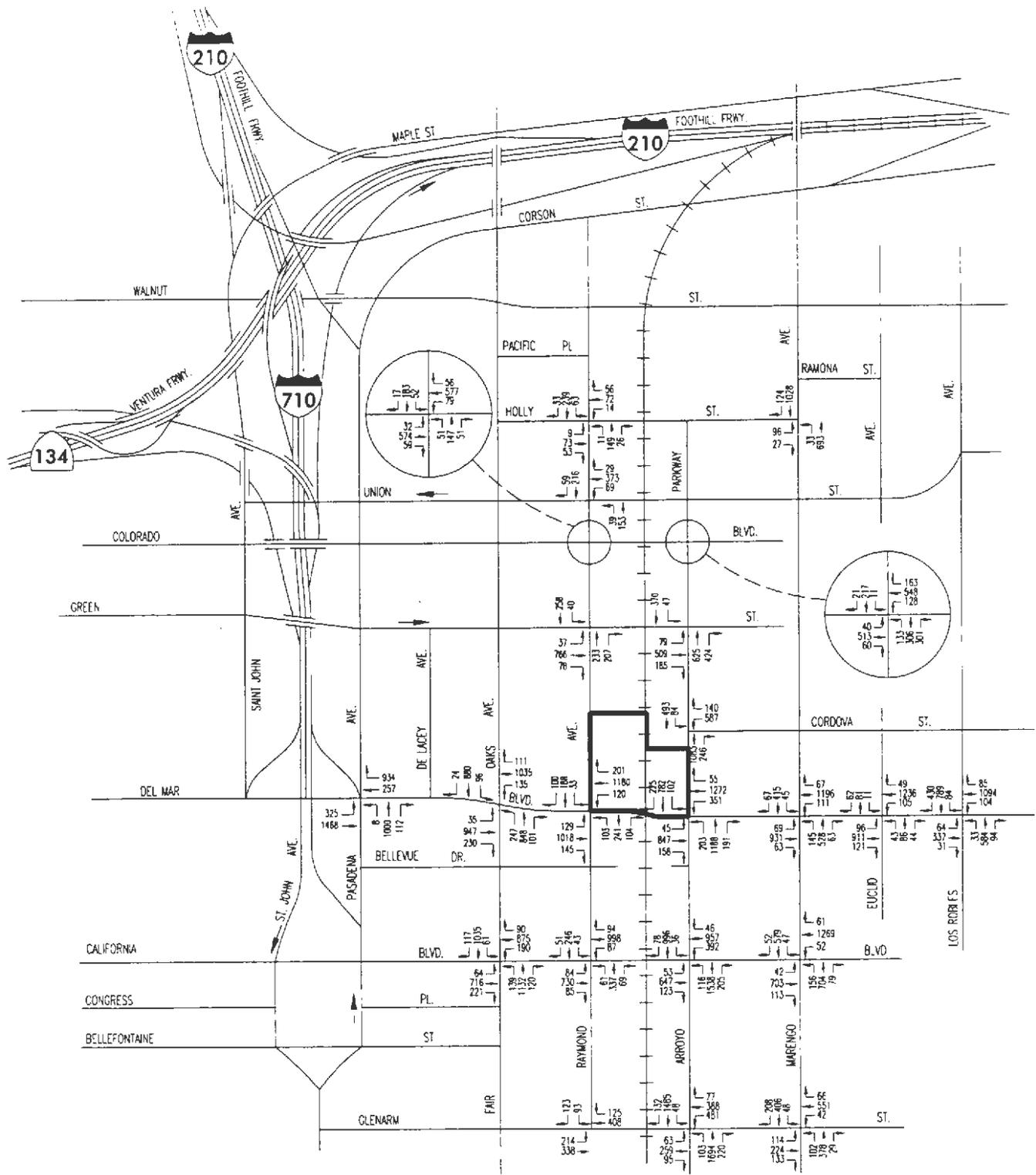
City of Pasadena ADT Threshold Criteria

Table 9 shows the impact of the proposed project due to an increase in ADT volumes. The project will result in one significant street segment impact:

- Raymond Avenue between Del Mar Boulevard and California Boulevard.

CMP Analysis

According to the traffic analysis, the project will not contribute 50 or more trips to CMP intersections during the AM or PM peak hour in the vicinity of the project. And, as shown in Table 18 in Appendix C, the project will not contribute 150 or more trips to freeway segments. Therefore, project traffic falls below the threshold for traffic impact analysis. Impact is therefore considered less than significant.



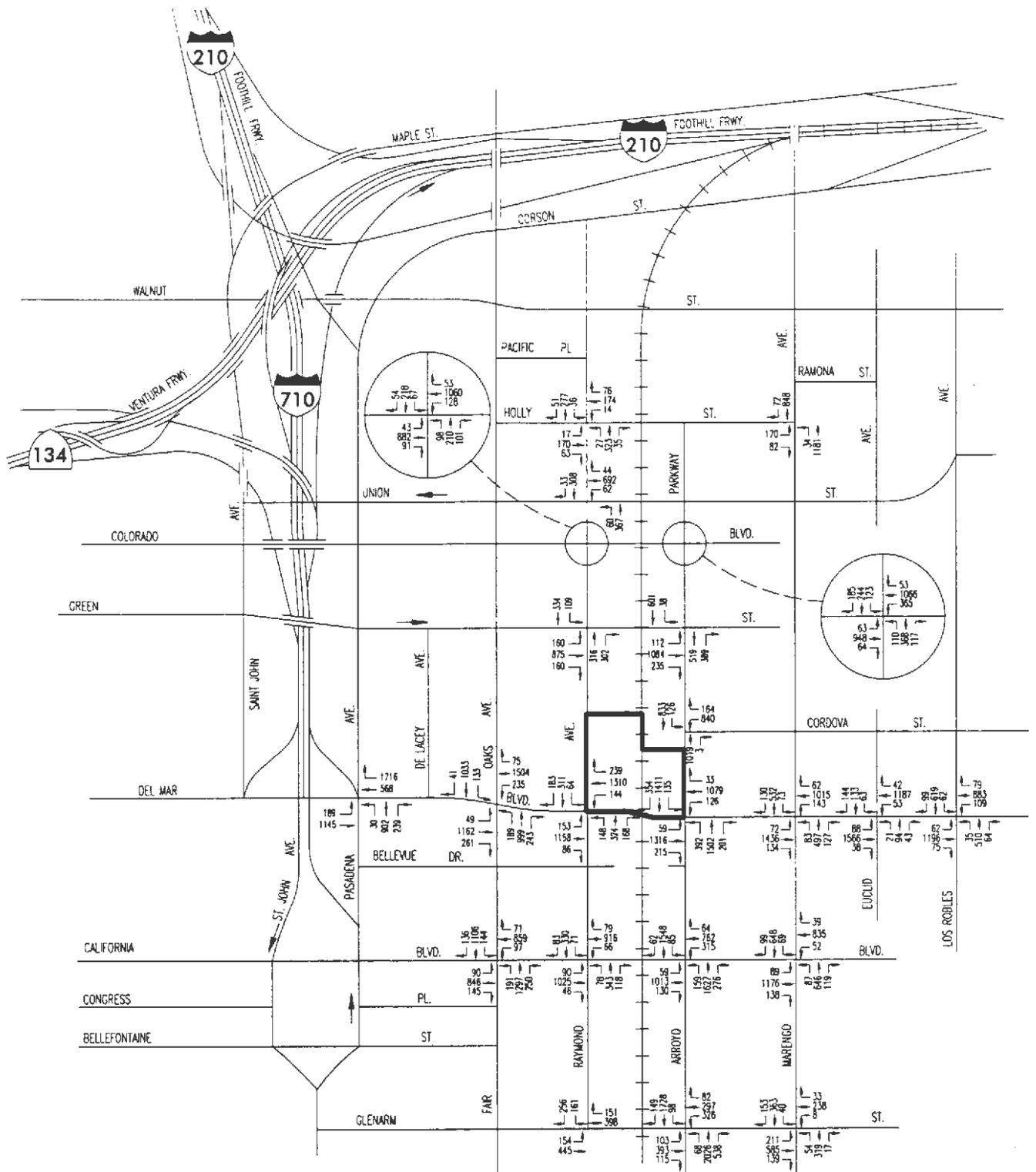
no scale



North

Source: Crain & Associates, July 2001

Figure 15
**Future AM Peak Hour Volumes
 with Project**



no scale



North

Source: Crain & Associates, July 2001

Figure 16
**Future PM Peak Hour Volumes
 with Project**

**Table 9
STREET SEGMENT ANALYSIS SUMMARY**

No.	Segment	From/To	ADT				Percent Increase
			Existing (2001)	Without Project (2003)	Project Only	With Project (2003)	
1	Green St	Fair Oaks Ave to Raymond Ave	13,787	15,933	215	16,148	1.35%
2	Cordova St	Arroyo Pkwy to Marengo Ave	9,239	11,419	244	11,663	2.14%
3	Del Mar Blvd	DeLacey Ave to Fair Oaks Ave	20,069	27,865	315	28,180	1.13%
4	Del Mar Blvd	Fair Oaks Ave to Raymond Ave	22,257	29,817	315	30,132	1.06%
5	Del Mar Blvd	Arroyo Pkwy to Marengo Ave	23,755	29,310	501	29,811	1.71%
6	Del Mar Blvd	Euclid Ave to Los Robles Ave	20,688	25,387	358	25,745	1.41%
7	Fair Oaks Ave	Green St to Del Mar Blvd	34,086	37,673	29	37,702	0.08%
8	Raymond Ave	Del Mar Blvd to California Blvd	7,343	9,075	488	9,563	5.38%*
9	Raymond Ave	California Blvd to Glenarm St	9,917	11,565	258	11,823	2.23%
10	Arroyo Pkwy	Del Mar Blvd to California Blvd.	31,961	37,750	258	38,008	0.68%
11	Arroyo Pkwy	California Blvd to Glenarm St.	49,104	54,856	286	55,142	0.52%

* Significant impact.

Source: *Traffic Analysis for the Pasadena Del Mar Station Project in the City of Pasadena.* Crain & Associates. July 2001.

Pedestrian Traffic

The project will provide for extensive site access by pedestrians and person using other modes of transportation. Users of the transit system with planned stops on Raymond Avenue will be able to access the site via a visually inviting open corridor linking the sidewalks and crosswalk to the bus systems. The pedestrian facilities will conform to the American with Disabilities Act and will be designed to provide connections between transit facilities and site uses. The City will require installation of a midblock signalized crosswalk on Raymond Avenue near the project driveway. Bicycle storage facilities will be provided for residents, transit riders, and project guests throughout the site.

An evaluation of off-site pedestrian facilities was conducted along Arroyo Parkway, Raymond Avenue, and Del Mar Boulevard. The analysis reflects ridership as anticipated by the Pasadena Blue Line EIR and West Gateway Specific Plan and the pedestrians associated with the proposed project. A complete description of the methodology starts on page 39 of Appendix C. Most pedestrians will access the site during the morning peak hour and exit during the evening peak-hour. The peak hour pedestrian volumes are estimated as approximately 825 on Raymond Avenue, 296 on Arroyo Parkway, and 236 on Del Mar Boulevard, Appendix C details the anticipated future 2003 pedestrian environment in terms of free flow and characteristics.

**Table 10
FUTURE 2003 PEDESTRIAN LOS**

Street Segment	Unit Flow Rate ¹	Free Flow Volume LOS	Platoon Volume LOS
Arroyo Pkwy between Del Mar Blvd and Project Driveway	1.6	A	B
Del Mar Blvd between Arroyo Pkwy and Raymond Ave	1.3	A	B
Raymond Ave between Del Mar Blvd and Project Driveway	4.4	A	C

¹ = Volume of persons per minute per foot

Source: *Traffic Analysis for the Pasadena Del Mar Station Project in the City of Pasadena*. Crain & Associates. July 2001.

As shown in Table 10, the proposed project will not impede pedestrian movement.

Parking and Loading

Based on the zoning ordinance parking standards presented earlier in this section, the project is required to provide 524 spaces for the residential component (1.5 spaces times 349 units) and 86 commercial spaces. Thus, a total of 610 spaces is required for nontransit uses.

The 600 spaces provided for the Blue Line Station will be reserved for transit users. A 1,200-space garage is proposed to accommodate transit station and project parking needs. The parking proposed to be provided does not meet City ordinance requirements in terms of number of spaces. The applicant has requested a Variance from parking requirements and proposes 46 commercial spaces, with 570 residential spaces (more than the 524 minimum required) separated by a gate from the commercial uses.

In addition to the Variance from number of required spaces, the applicant has also requested variance from the standard 9- by 18-foot stall size. Of the 600 nontransit spaces, approximately one-third (212 spaces) are proposed to measure 8-1/2 by 18 feet, and 19% (113) are proposed to be compact stalls. For the transit-dedicated stalls, 58% (348) are proposed as 8-1/2 by 18-foot stalls, and one-third are compact.

The zoning ordinance does not provide for non-employee low-turnover stalls, hence the Variance application. In granting a Variance, the responsible hearing body is required to make specific findings, including the finding that exceptional or extraordinary circumstances or conditions apply to the project (e.g. location at a transit station) that justify the granting of a Variance. In this instance, findings will be required relative both to stall size and total number. If required findings cannot be made for this project, the project must be revised to conform to zoning requirements and thus avoid impact. If findings are made, the responsible hearing body will have thereby deemed the project to comply, and impact is considered less than significant.

With regard to loading, the applicant proposes two 10-foot by 20-foot loading areas in place of the one required 12- by 30-foot space. The discussion regarding Variances above applies to loading areas as well.

Access

Two driveways are proposed for access to the underground garage: on Arroyo Parkway at the north end of the site and on Raymond Avenue, near the north end. The City will require that a traffic signal be placed at or near the Raymond Avenue driveway, to be coordinated with a planned mid-block pedestrian crossing.

The project traffic engineer has analyzed these driveway locations and anticipated traffic volumes to identify whether any driveway activity will conflict with through traffic movements along Arroyo Parkway and Raymond Avenue. The analysis contained in the traffic study (Appendix C) concludes that driveways will operate at acceptable levels. The Raymond Avenue driveway will be signalized and will be designed to work with pedestrians crossing Raymond Avenue mid-block from bus stops on the west side of Raymond Avenue to the light rail station.

Hazards

The proposed project will introduce residential and commercial uses immediately adjacent to an at-grade Blue Line train stop. The intensity of uses in such close proximity to an at-grade train stop could create a hazard for pedestrians crossing from one side of the tracks to the other. The Public Utilities Commission has established standards for at-grade crossings to ensure that the highest level of pedestrian safety is achieved. Although detailed plans for the at-grade crossing have not been finalized, the crossing will be required to comply with PUC standards. Compliance will avoid impact.

Mitigation Measures

Vehicular Traffic

The proposed project will create a significant impact at the intersection of Del Mar Boulevard and Marengo Avenue. The traffic study recommends installation of a new traffic signal control system at this intersection, to be coordinated with systemwide improvements. The study indicates that the new control at Del Mar/Marengo will mitigate the impact, presuming that the balance of the system is in place. However, the City has no program to collect mitigation funds to finance the overall system and no timeline for implementation. Therefore, this mitigation measure is unrealistic for the project time frame.⁵

The Del Mar/Marengo intersection is fully constructed, with no additional right-of-way available to provide physical improvements. Also, all four intersection corners are fully developed, with little or no space available for additional right-of-way acquisition for improvements. Thus, no feasible mitigation is available to mitigate the significant impact at the Del Mar/Marengo intersection.

With regard to the significant segment impact on Raymond Avenue from Del Mar Boulevard to California Boulevard, sufficient right-of-way is not available for physical roadway improvements. Restriping of Raymond Avenue to increase capacity would require removal of on-street parking, which would create secondary impacts on Raymond Avenue given the lack of available off-street parking. Therefore, no mitigation measure is available to reduce the impact to a less-than-significant level on Raymond Avenue from Del Mar Boulevard to California Boulevard.

Pedestrian Traffic

No significant impact will result; no mitigation is required.

⁵ The Final EIR for redevelopment of the Ambassador College campus in Pasadena includes a mitigation measure requiring the project developer to fund improvements to all intersections planned to be integrated into the traffic control system. However, the City has not taken any action on the Ambassador College project, and there is no guarantee that the project and the associated mitigation measure will proceed. In the absence of the Ambassador project mitigation program, no other mechanism is in place to fund the systemwide improvements.

Parking and Loading

The Variance determinations will result in either compliance with existing zoning ordinance requirements or a finding that the Variances are acceptable under existing conditions and no mitigation is required.

Access

No significant impact will result, no mitigation is required.

Hazards

No significant impact will result; no mitigation is required.

Level of Impact with Mitigation

Vehicular Traffic

No mitigation is feasible within the project time frame to mitigate the impact on the Del Mar Boulevard/Marengo Avenue intersection. Impact is significant and unavoidable.

No mitigation measure is available to reduce the impact on Raymond Avenue from Del Mar Boulevard to California Boulevard. Impact is significant and unmitigable.

Pedestrian Traffic

Impact is less than significant.

Parking and Loading

Impact is less than significant.

Access

Impact is less than significant.

Hazards

Compliance with Public Utilities Commission standards regarding at-grade crossings will ensure potential impact will be avoided.

References

Traffic Analysis for the Pasadena Del Mar Station Project in the City of Pasadena. Crain & Associates. July 2001.



2.4 Air Quality

This section examines long-term air quality impacts that might result from the proposed project. Long-term effects primarily will result from intensified use of the property, which leads to higher energy use, and thus pollution generation; from heating, lighting, and cooking; and travel to and from the site. Short-term air quality impact during construction is examined in Section 2.8, Construction Effects.

Environmental Setting

Pasadena is located within the South Coast Air Basin (Basin). The Basin is a 6,600-square-mile area bounded by the Pacific Ocean on the west and the San Gabriel, San Bernardino, and San Jacinto mountains on the north and east. The Basin includes all of Orange County and non-desert portions of Los Angeles, Riverside, and San Bernardino counties.

The topography and climate of Southern California combine to make the Basin an area of high air pollution potential. During the summer months, a warm air mass frequently descends over the cool, moist marine layer produced by the interaction between the ocean's surface and the lowest layer of the atmosphere. The warm upper layer forms a cup over the cool marine layer, which prevents pollution from dispersing upward. This inversion allows pollutants to accumulate within the lower layer. Light winds during the summer further limit ventilation.

Because of the low average wind speeds in the summer and a persistent daytime temperature inversion, emissions of hydrocarbons and oxides of nitrogen have an opportunity to combine with sunlight in a complex series of reactions. These reactions produce a photochemical oxidant, more commonly known as smog. Because the Los Angeles region experiences more days of sunlight than any other major urban area in the United States except Phoenix, the smog potential in the region is higher than in most other major metropolitan areas in the country.

Climate and Meteorology

The climate in and around Pasadena, as well as most of Southern California, is controlled largely by the strength and position of the subtropical high-pressure cell over the Pacific Ocean. This high-pressure cell produces a typical Mediterranean climate with warm summers, mild winters, and moderate rainfall. Cyclic land and sea breezes are the primary factors affecting the region's mild climate. The daytime winds are normally sea breezes, predominantly from the west, that flow at relatively low velocities. Temperatures are normally mild with rare exceptions. This pattern is infrequently interrupted by periods of extremely hot weather brought in by Santa Ana winds.

The average annual daytime temperature in Pasadena is 76 degrees Fahrenheit. The average nighttime temperature is 54 degrees. The overall average temperature is 66 degrees, and the highest recorded temperature was 113 degrees, while the lowest was 21 degrees. The average

yearly rainfall is 20 inches. Almost all precipitation occurs between November and March, although during these months, it is sunny or partly sunny 75% of the time.

Air Pollution Control Efforts

Both the federal and state governments have set health-based ambient air quality standards for the following six pollutants:

- Sulfur dioxide (SO₂)
- Lead (Pb)
- Carbon monoxide (CO)
- Fine particulate matter (PM₁₀)
- Nitrogen dioxide (NO₂)
- Ozone (O₃)

The standards have been designed to protect the most sensitive persons from illness or discomfort with a margin of safety. The California standards are more stringent than federal standards, and in the case of PM₁₀ and sulfur dioxide, far more stringent. Table X outlines current federal and state ambient air quality standards.

Despite the existence of many strict controls, the South Coast Air Basin still fails to meet federal air quality standards for 4 of the 6 criteria pollutants including ozone, nitrogen dioxide, carbon monoxide, and PM₁₀. Because lead-based gasolines have been phased out in California, airborne lead pollution is no longer a problem in the Basin, nor is sulfur dioxide pollution.

Nearly all pollution control programs developed to date have relied on development and application of cleaner technology and add-on emission control devices to vehicular and industrial sources, such as catalytic converters for automobiles. Only recently have efforts been directed at how emission sources are used [e.g. the Inspection and Maintenance Program, High Occupancy Vehicle (HOV) Lanes, and mandatory maintenance procedures on industrial sources].

Past air quality programs have been effective in improving the Basin's air quality. Although the magnitude of the problem depends heavily on the weather conditions in a given year, and improvements can only be compared for the same air monitoring station, ozone levels have declined by almost half over the past 30 years. However, they remain at or near the top of all pollution concentrations in the United States.

Monitored Air Quality

The South Coast Air Quality Management District (SCAQMD) monitors air quality throughout the South Coast Air Basin at various monitoring stations. The West San Gabriel Valley station in Pasadena reports data most descriptive of conditions at the project site. Table X shows monitored air quality for carbon monoxide (CO), ozone (O₃), and nitrogen dioxide (NO₂) at this location. The data indicate that state standards are rarely exceeded for CO or NO₂. However, state standards for O₃ are exceeded often.

The West San Gabriel Valley station does not provide consistent data records for particulate matter, or PM₁₀. Table 11 shows the emissions monitoring of PM₁₀ at another nearby air quality monitoring station in the East San Gabriel Valley (in Azusa). As shown, the state standard for PM₁₀ is exceeded often at this station.

Air Quality Management Plan

Both California and the federal government require non-attainment areas, such as the South Coast Air Basin, to prepare an Air Quality Management Plan (AQMP) to reduce air pollution to healthful levels. The California Clean Air Act of 1988 and amendments to the federal Clean Air Act in 1990 required stricter air pollution control efforts than ever before. For example, the state of California must submit plans to the federal government showing how non-attainment areas in California will meet federal air quality standards by specific deadlines.

Table 11
AIR POLLUTION SOURCES, EFFECTS, AND STANDARDS

Air Pollutant	State Standard	Federal Primary Standard	Sources	Primary Effects
Ozone (O ₃)	0.009 ppm, 1-hour average	0.12 ppm, 1-hour average	Atmospheric reaction of organic gases with nitrogen oxides in sunlight	Aggravation of respiratory and cardiovascular diseases, irritation of eyes, impairment of cardiopulmonary function, plant leaf injury
Carbon Monoxide (CO)	9.0 ppm, 8-hour average 35 ppm, 1-hour average	9.0 ppm, 8-hour average 35 ppm, 1-hour average	Incomplete combustion of fuels and other carbon-containing substances such as motor vehicle exhaust, natural events, such as decomposition of organic matter	Reduced tolerance for exercise, impairment of mental function, impairment of fetal development, death at high levels of exposure, aggravation of some heart diseases (angina)
Nitrogen Dioxide (NO ₂)	0.25 ppm, 1-hour average	0.053 ppm, annual avg.	Motor vehicle exhaust, high-temperature stationary combustion, atmospheric reactions	Aggravation of respiratory illness, reduced visibility, reduced plant growth, formation of acid rain
Sulfur Dioxide (SO ₂)	0.25 ppm, 1-hr. avg. 0.05 ppm, 24-hr. avg.	0.14 ppm, 24-hour average	Combustion of sulfur-containing fossil fuels, smelting of sulfur-bearing metal ores, industrial processes	Aggravation of respiratory diseases (asthma, emphysema), reduced lung function, irritation of eyes, reduced visibility, plant injury, deterioration of metals, textiles, leather finishes, coatings, etc.
Fine Particulate Matter (PM ₁₀)	50 µg/m ³ (24 hr.)	150 µg/m ³ , 24-hr. avg.	Stationary combustion of solid fuels, construction activities, industrial processes, industrial chemical reactions	Reduced lung function, aggravation of the effects of gaseous pollutants, aggravation of respiratory and cardio-respiratory diseases, increased coughing and chest discomfort, soiling, reduced visibility
Lead	1.5 µg/m ³ , 30-day average	1.5 µg/m ³ , calendar quarter	Contaminated soil	Increased body burden, impairment of blood formation and nerve conduction
Visibility Reducing Particles	Reduces visual range to less than 10 miles at relative humidity less than 70%, 8-hour avg (9am - 5pm). 10 miles (8-hour) w/humidity <70%.	none		Visibility impairment on days when relative humidity is less than 70 percent

µg/m³=micrograms per cubic meter of air

ppm=parts per million parts of air, by volume

Source: South Coast Air Quality Management District, *CEQA Air Quality Handbook*, 1993, Chapter 3 tables 3-1 and 3-2, November 2001 (Version 3) update.

**Table 12
NUMBER OF DAYS STATE AMBIENT AIR QUALITY STANDARDS EXCEEDED
WEST SAN GABRIEL VALLEY STATION**

Year	Carbon Monoxide ¹			Ozone ²		Nitrogen Dioxide ³	
	Maximum 1-hour concentration (ppm)	Maximum 8-hour concentration (ppm)	*Days standard exceeded 8-hr standard	Maximum 1-hour concentration (ppm)	*Days standard exceeded	Maximum 1-hour concentration (ppm)	*Days standard exceeded
1990	16	10.0	1	0.26	118	0.23	0
1992	11	7.3	0	0.27	128	0.19	0
1994	12	8.5	0	0.26	106	0.18	0
1996	11	7.1	0	0.17	54	0.19	0
1998	8	6.3	0	0.17	31	0.16	0
1999	9	6.6	0	0.12	15	0.16	0

* Number of days state standard was exceeded in calendar year.

ppm=parts per million parts of air, by volume

¹ State standard for carbon monoxide: 20 ppm 1-Hour; 9.0 ppm 8-Hour

² State standard for ozone: 0.09 ppm 1-Hour

³ State standard for nitrogen dioxide: 0.25 ppm 1-Hour

Source: South Coast Air Quality Management District. *Air Quality Data 1990-1999.*

**Table 13
PM10 MEASUREMENTS
EAST SAN GABRIEL VALLEY STATION**

Fine Particulate Matter (PM10)		
Year	Maximum Concentration ($\mu\text{g}/\text{m}^3$)	Days (% of) Samples Exceeding California standard*
1990	127	30 (50)
1992	107	24 (39)
1994	127	25 (40)
1996	100	24 (41)
1998	87	16 (28)
1999	103	35 (58)

$\mu\text{g}/\text{m}^3$ = micrograms per cubic meter of air

*State standard for PM10 >50 $\mu\text{g}/\text{m}^3$, 24-hour. Collected every 6 days.

Source: South Coast Air Quality Management District. *Air Quality Data 1990-1999.*

The 1997 and 1994 South Coast Air Basin AQMPs incorporates a number of measures to reduce air pollution in the Basin and meet federal and state requirements. These measures include strategies to meet federal and state standards for CO, PM10, NO₂, and ozone; control of toxic air contaminants and acutely hazardous emissions; and control of global warming and ozone-depleting gases. These measures are updated periodically.

Carbon Monoxide Hot Spot

The young, old, and infirm are especially susceptible to the adverse effects of air pollution. Sensitive receptors to air pollution are facilities or places where concentrations of people gather, especially the young, old, and infirm. Residences, schools, child care facilities, hospitals, convalescent homes, and parks are examples of such receptors. The potential for carbon monoxide hot spots to impact sensitive receptors is a primary concern. A variety of sensitive receptors, including a school, residences, and a park, are located adjacent to intersections within the project study area. In addition, the proposed project will contain residences that are considered sensitive receptors.

To identify potential CO hot spots, SCAQMD recommends analyzing intersections where an existing level of service (LOS) C will deteriorate one full LOS level or more, or where an existing LOS D will deteriorate to any degree. As shown on Table 8 in Section 2.3 - Transportation/Traffic, 12 of the 22 intersections evaluated in the Traffic Study meet this criteria:

- Colorado Boulevard and Arroyo Parkway
- Cordova Street and Arroyo Parkway
- Del Mar Boulevard and Pasadena Avenue
- Del Mar Boulevard and Fair Oaks Avenue
- Del Mar Boulevard and Raymond Avenue
- Del Mar Boulevard and Arroyo Parkway
- Del Mar Boulevard and Marengo Avenue
- Del Mar Boulevard and Los Robles Avenue
- California Boulevard and Fair Oaks Avenue
- California Boulevard and Arroyo Parkway
- California Boulevard and Marengo Avenue
- Glenarm Street and Arroyo Parkway

No sensitive receptors are located at 3 of the intersections: Arroyo Parkway/Colorado Boulevard, California Boulevard/Fair Oaks Avenue, and Del Mar/Pasadena Avenue. A CALINE-4 analysis was conducted to identify existing CO concentrations at the 9 intersections where sensitive receptors are located in close proximity. The downwind concentrations of CO were estimated using a gaussian plume model. Dispersion was estimated for typical worst-case atmospheric conditions, which would result in the least dispersion of pollutants. These atmospheric conditions typically occur during the morning hours from 7 AM to 10 AM or 11 AM, when low wind speeds (less than 1 yard, or 1 meter per second), stable air, and constant wind direction combine to minimize dispersal of pollutants. These conditions are expected to occur in combination for 2 hours or more only on a few mornings per year. In more typical conditions, less stable air and substantially more variation in wind direction disperse pollutants over a much wider area, minimizing the area exposed to the highest pollutant levels. During other times of the day, much lower stability and higher wind speeds are typical. Table 14 summarizes the CALINE-4 worksheets included in Appendix D.

**Table 14
EXISTING CARBON MONOXIDE CONCENTRATION AT SENSITIVE RECEPTORS**

Intersection	Sensitive Receptor	Existing 1-hr CO Concentration (ppm) at Sensitive Receptor	Exceed State Standard (20 ppm)?
Cordova St. and Arroyo Pkwy	MFR	11.8	No
	MFR	11.8	No
Del Mar Blvd and Fair Oaks Ave	Park	18.8	No
Del Mar Blvd and Raymond Ave	Proposed Project	18.0	No
	Park	18.0	No
Del Mar Blvd and Arroyo Pkwy	Proposed Project	37.6	Yes
Del Mar Blvd and Marengo Ave	MFR	16.8	No
	MFR	28.0	Yes
	MFR	31.9	Yes
Del Mar Blvd and Los Robles Ave	SFR	17.0	No
	SFR	29.4	Yes
California Blvd and Arroyo Pkwy	SFR	32.1	Yes
California Blvd and Marengo Ave	MFR	17.0	No
	MFR	32.9	Yes
	MFR	32.9	Yes
Glenarm St and Arroyo Pkwy	School	41.5	Yes

As shown in Table 14, 6 intersections currently experience CO hot spots, exceeding the 1-hour CO standard of 20 ppm.

Threshold Used to Determine Level of Impact

The state of California and the federal government have established air quality standards and emergency episode criteria for various pollutants. These standards are used to determine attainment of state and federal air quality goals and plans. Generally, state regulations have stricter standards than those at the federal level.

Air quality standards are set at concentrations that provide a sufficient margin of safety to protect the public health and welfare. Episode criteria define air pollution concentrations at the level where short-term exposures may begin to affect the health of a portion of the population especially susceptible to air pollutants. The health effects are progressively more severe and widespread as pollutant concentrations increase. The current State and federal standards for the most important pollutants are presented in previous Table 11.

Long-Term Operational Threshold

The SCAQMD has prepared significance thresholds for specific projects. These thresholds are shown in Table 15. A project's effects would be considered significant if the long-term operational emissions due to combined stationary and vehicular emissions exceed these thresholds. A project's air quality effects would also be considered significant if the emissions affect sensitive receptors such as schools or nursing homes, or if the project will conflict with the regional AQMP and/or local air quality plans.

Table 15
SCAQMD LONG-TERM OPERATIONAL THRESHOLD FOR SIGNIFICANT
CONTRIBUTION TO REGIONAL AIR POLLUTION

Pollutant	Threshold of Significant Effect
Reactive Organic Compounds (ROC)	55 pounds per day
Oxides of Nitrogen (NOx)	55 pounds per day
Carbon Monoxide (CO)	550 pounds per day
Fine Particulate Matter (PM10)	150 pounds per day

Source: South Coast Air Quality Management District, *CEQA Air Quality Handbook*, May 1993 with November 1993 update.

Carbon Monoxide Hot Spot Threshold

The project would result in a significant impact related to CO hot spots if:

- 1) The proposed project includes sensitive receptors that will be exposed to CO hot spots, and/or
- 2) The proposed project results in localized carbon monoxide concentrations at sensitive receptors.

The State of California CO concentration standards, shown in Table 14, are 9 parts per million (ppm) during an 8-hour period and 20 ppm during a 1-hour period. If CO hot spots currently exist, then a 1 ppm increase attributable to the project over "no project" conditions for the one-hour period is considered a significant impact.

Environmental Impact

Consistency with Regional Plans

The proposed project can be considered noncompliant with the AQMP if it runs counter to the assumptions of the AQMP. The AQMP assumes that development throughout the region will occur as outlined in SCAG's Regional Comprehensive Plan and Guide. As discussed in Section 2.6 (Population and Housing), changes in employment, population, and housing due to the project will not conflict with SCAG's *Regional Comprehensive Plan and Guide* and by association, the AQMP, which is based on SCAG's projections.

Consistency with Local Plans

According to the Pasadena General Plan, the City will promote programs to improve air quality to enhance the environment and protect the health and welfare of City residents. A variety of programs currently are part the City's development process, including requiring Title 24 compliance to ensure that energy-efficient building design is followed. The project will be required to comply with existing regulations and will thereby achieve consistency with local programs aimed toward reducing pollutant emissions. Furthermore, the project involves development of a transit-oriented mixed-use project whereby residents of the project may make

fewer vehicle trips because shopping and entertainment opportunities are within walking distance (in Old Pasadena), local- and transit- serving retail are proposed on the project site, and the Blue Line station is on the project site, providing high transit accessibility. Bus stops will be located across Raymond Avenue. In this manner, the project promotes local programs and efforts to improve air quality.

Carbon Monoxide Hot Spot

A CALINE-4 analysis was conducted to identify potential CO concentrations at the 9 intersections discussed in this chapter's environmental setting section. Appendix D includes worksheets documenting the methods used to estimate air pollutant emissions and atmospheric dispersion of pollutants from traffic generated with and without the proposed project. Table 16 summarizes the results from the CALINE-4 analysis.

Table 16
EXISTING AND FUTURE CARBON MONOXIDE CONCENTRATION AT SENSITIVE RECEPTORS

Intersection	Sensitive Receptor	1-hr CO Concentration (ppm) at Sensitive Receptor			Project Contribution	Exceed Threshold 1ppm?
		Existing	Future Without Project	Future With Project		
Cordova St. and Arroyo Pkwy	MFR	11.8	11.8	11.8	0.0	No
	MFR	11.8	11.8	11.8	0.0	No
Del Mar Blvd and Fair Oaks Ave	Park	18.8	21.6	21.7	0.1	No
Del Mar Blvd and Raymond Ave	Proposed Project	18.0	20.9	20.9	0.0	No
	Park	18.0	20.9	20.9	0.0	No
Del Mar Blvd and Arroyo Pkwy	Proposed Project	37.6	44.4	44.8	0.4	No
Del Mar Blvd and Marengo Ave	MFR	16.8	18.9	19.0	0.1	No
	MFR	28.0	33.0	33.3	0.3	No
	MFR	31.9	37.6	37.8	0.2	No
Del Mar Blvd and Los Robles Ave	SFR	17.0	18.7	18.8	0.1	No
	SFR	29.4	33.7	33.8	0.1	No
California Blvd and Arroyo Pkwy	SFR	32.1	34.7	34.7	0.0	No
California Blvd and Marengo Ave	MFR	17.0	17.5	17.5	0.0	No
	MFR	32.9	34.6	34.7	0.1	No
	MFR	32.9	34.5	34.6	0.1	No
Glenarm St and Arroyo Pkwy	School	41.5	45.7	45.9	0.2	No

As shown in Table 16, 8 of the 9 intersections will experience CO concentrations in excess of the State 1-hour standard (20 ppm) a few mornings per year when low wind speeds, stable air, and constant wind direction combine to minimize the dispersal of pollutants. The project's contribution to these conditions is less than 1 ppm at each of the 8 intersections in excess of the State 1-hour standard. Therefore, the project impact on creating these conditions is considered less than significant.

The proposed project includes residential use, which is considered a sensitive receptor. Two intersections adjacent to the project site currently experience or will experience in the future a CO hot spot: 1) Del Mar Boulevard and Arroyo Parkway and 2) Del Mar Boulevard and Raymond Avenue. The project's introduction of a sensitive receptor to these conditions is considered significant.

Project Specific Impact

Long-term air pollution emissions associated with the project have been estimated using the emissions model URBEMIS7G. This analysis considers a "worst-case" scenario in estimating the project's air quality impact. Emissions are calculated for both winter and summer, and the higher emission rate is used. Table 17 reports the estimated future new stationary and mobile source emissions associated with the project. The supporting worksheets and calculations are contained in Appendix D.

Table 17
ESTIMATED PEAK NET NEW DAILY LONG-TERM EMISSIONS
FOR PROPOSED PROJECT (POUNDS PER DAY)

Source	Reactive Organic Compounds (ROC)	Oxides of Nitrogen (NOx)	Carbon Monoxide (CO)	Fine Particulate Matter (PM10)
Stationary Emission	18	3	3	0
Mobile Emissions	43	58	330	22
Total Emissions	61	61	333	22
SCAQMD Threshold	55	55	550	150
Exceeds Threshold?	Yes	Yes	No	No

As shown in Table 17, the proposed project will generate significant pollutant emissions, with reactive organic compounds and oxides of nitrogen exceeding SCAQMD thresholds. Thresholds for carbon monoxide and fine particulate matter will not be exceeded.

Mitigation Measures

Carbon Monoxide Hot Spot

Two intersections adjacent to the project site will experience CO hot spots a few morning a year: 1) Del Mar Boulevard and Arroyo Parkway and 2) Del Mar and Raymond Avenue. To avoid exposing residents of the proposed project to these conditions, the following mitigation measures will be implemented:

AQ-1. All project construction will consist of air-tight construction in the residential units.

AQ-2. Air conditioning must be provided so that open windows will not be relied upon for cooling in the summer.

Project-Specific Impact

Emissions due to the project will largely result from additional vehicular travel by project residents and retail patrons. The following mitigation measures will work to reduce vehicle trips and consequently reduce emissions to a degree.

- AQ-3. The project applicant will cooperate with the City of Pasadena to provide convenient electric vehicle recharging stations within the underground parking structure.
- AQ-4. The project applicant shall participate on a fair-share basis in the City's program to increase City-owned shuttle bus service.
- AQ-5. Bicycle parking shall be provided at convenient locations to facilitate residents, patrons, and employees to bike to and from the project site beyond the minimal requirements set forth in the Pasadena Municipal Code.

Level of Impact with Mitigation

Carbon Monoxide Hot Spots

Incorporation of the mitigation measures will reduce impact on sensitive receptors at the project site to a less-than-significant level.

Project-Specific Impact

Implementation of the identified mitigation measures will reduce air pollutant emissions. Nonetheless, within the context of the South Coast Air Basin, any project of considerable size will result in significant long-term air quality impact. The proposed project is no exception despite the fact that it will have many pedestrian- and transit-oriented characteristics; long-term air quality impact will be significant, even after mitigation.

References

CEQA Air Quality Handbook South Coast Air Quality Management District. May 1993, with November 1993 update.

2.5 Noise

This section examines potential noise impacts on the existing environment that may result from the project. Project components that may raise noise concerns include, increased intensity of use, noise from mechanical equipment, and increased traffic noise associated with project-related trips. Short-term noise impact from construction activity is discussed in Section 2.8, Construction Impacts.

The analysis does not address noise associated with Blue Line light rail operations. Construction and operation of the Blue Line are not part of this project. Noise impacts associated with the Blue Line have been examined in several prior CEQA documents.⁶ Operation of the Blue Line will contribute to future ambient noise conditions at the project site, and these conditions are taken into account in the following analysis.

Environmental Setting

Noise Measurements and Noise Standards

Noise is often defined as “unwanted sound.” Sound is measured by measuring the energy in pressure waves in the air. The measured sound energy is compared to the amount of energy produced by a reference pressure near the threshold of audibility, and the resulting ratio expressed as a sound level. Because of the wide range of sound energy that is audible to humans, sound levels are expressed on a logarithmic scale of “decibels” (abbreviated as dB), in which a change of 10 units on the decibel scale reflects a tenfold increase in sound energy. A tenfold increase in sound energy roughly translates to a doubling of perceived loudness to humans.

In evaluating human response to noise, acousticians also compensate for the response of people to varying frequency or pitch components of sound. The human ear is most sensitive to sounds in the middle frequency range used for human speech, and is less sensitive to low and high-pitched sounds. The “A” weighting scale is used to account for this sensitivity. Thus most community noise standards are expressed in decibels on the “A”-weighted scale. Zero on the decibel scale is set roughly at the threshold of human hearing. Noise levels of common sounds in the environment include office background noise at about 50 dB(A), human speech at 10 feet at about 60 to 70 dB(A), cars driving by at 50 feet at 65 to 70 dB(A), trucks at 50 feet at 75 to 80 dB(A), and aircraft overflights a mile from the approach at about 95 to 100 dB(A). Table 18 shows typical sound levels according to the A-weighted decibel scale.

⁶ Interested readers may consult documents prepared by the Los Angeles County MTA and its predecessor agencies, including the February 1990 FEIR, the 1993 and 1994 Supplemental EIRs, and the July 29, 1996 Addendum No. 2 for the Del Mar Transportation Center.

**Table 18
TYPICAL NOISE LEVELS**

Overall Level (Noise level, dB(A))		Community (Outdoor)	Home or Industry (Indoor)	Loudness (Human Judgement of Different Sound Levels)
120-130	Uncomfortably Loud	Military Jet Aircraft Take-Off With After-Burner From Aircraft Carrier @ 50 ft. (130)	Oxygen Torch (121)	32 Times As Loud As 70 dB(A)
110-119		Turbo Fan Aircraft @ Take-Off Power @ 200 ft. (118)	Riveting Machine (110) Rock and Roll Band (108-114)	16 Times As Loud As 70 dB(A)
100-109		Boeing 707, DC-8 @ 6080 ft. Before Landing (106), Jet Flyover @ 1000 ft. (103), Bell J-2A Helicopter @ 100 ft. (100)		8 Times As Loud As 70 dB(A)
90-99	Very Loud	Power Mower (96) Boeing 707, CD-8 @ 6080 ft. Before Landing (97) Motorcycle @ 25 ft. (90)	Newspaper Press (97)	4 Times As Loud As 70 dB(A)
80-89		Car Wash @ 20 ft. (89) Propellor Plane Flyover @ 1000 ft. (88) Diesel Truck, 40 mph @ 50 ft. (84) Diesel Train, 45 mph @ 100 ft. (83)	Food Blender (88) Milling Machine (85) Garbage Disposal (80)	2 Times As Loud As 70 dB(A)
70-79	Moderately Loud	High Urban Ambient Sound (80) Passenger Car, 65 mph @ 25 ft. (77) Freeway @ 50 ft. From Pavement Edge @ 10 A.M. (76 +/- 6)	Living Room Music (76) TV-Audio, Vacuum Cleaner (70)	
60-69		Air Conditioning Unit @ 100 ft. (60)	Cash Register @ 10 ft. (65-70)	1/2 As Loud As 70 dB(A)
50-59	Quiet	Large Transformers @ 100 ft. (50)		1/4 As Loud As 70 dB(A)
40-49		Bird Calls (44) Lower Limit of Urban Ambient Sound in daytime (40)		1/8 As Loud As 70 dB(A)
	Just Audible	dB(A) Scale Interrupted		
0-10	Threshold of Hearing			

Source: Adapted by CBA from Melville C. Branch and R. Dale Beland. *Outdoor Noise in the Metropolitan Environment*. City of Los Angeles. 1970.

Community noise consists of a wide variety of sounds, some near and some far away, some of which are short and some of long duration, some constant and some infrequent, which vary over the 24-hour day. Scientists and planners have found that humans respond generally to the 24-hour variation in noise based on the total energy content of the sound over the day, with a greater sensitivity to noise at night. California standards for community noise use the Community Noise Equivalent Level (CNEL), in which the energy is averaged over a 24-hour day with a 5-decibel penalty from 7:00 P.M. to 10:00 P.M. and a 10-decibel penalty from 10:00 P.M. to 7:00 A.M. The U.S. Environmental Protection Agency uses the Day-Night Noise Level (L_{dn}) measure, which is identical to the CNEL but without the evening noise weighting, in comparing noise environments.

Quantitative standards limiting the amount of noise that one is permitted to produce on a property are established in the City's noise ordinance. The City has not adopted standards for suitability of various land uses in urban noise environments from transportation noise and other general urban background noise. The City's Noise Element of the General Plan states that an L_{dn} noise level of 65 to 85 dB at residential locations "compromises the welfare of citizens in these areas (Pasadena General Plan Noise Element, p-IV-15)."

Figure 17 shows commonly accepted guidelines for suitability of various land uses and activities in various noise environments, and is consistent with the general statement regarding noise levels in the City's Noise Element. The U.S. Environmental Protection Agency has found that the point where noise becomes a significant contributor to what most people perceive as the environmental quality of their residential area is 55 decibels L_{dn} . At 65 decibels CNEL or L_{dn} , noise clearly has a significant adverse effect on environmental quality in residential areas.

The State of California uses a similar standard to set requirements for sound insulation in newly constructed multi-family dwellings. All such residences are required to provide a noise level of no greater than 45 dB CNEL in habitable rooms from exterior noise sources. For areas with exterior noise levels above 60 dB CNEL, a noise evaluation is required to determine if additional sound insulation is required to meet this standard.

The City of Pasadena Noise Ordinance (Chapter 9.36 of the Municipal Code), adopted in 1973, establishes three noise districts and sets forth maximum daytime and nighttime ambient noise levels permitted at the property lines within each noise district. The project area is located within Noise District 3, in which the assumed ambient noise level is 60 dB(A) during the daytime and 50 dB(A) at night. The noise ordinance places limits on noise levels. Noise levels, measured at the property line, are restricted to the ambient noise level, which is defined to be the assumed ambient or the actual measured ambient noise level, whichever is louder. During the day, noise intrusions are permitted to be 5 decibels greater than the ambient for any period less than 15 minutes per hour, 10 decibels greater than the ambient for any period less than 5 minutes per hour, or 20 decibels greater than the ambient for any period less than 1 minute per hour. Continuous tone noise must be 5 decibels below the ambient. At night, no such allowances are made for intruding noise.

The City is currently in the process of undertaking a comprehensive update of its General Plan Noise Element and the noise ordinance to better reflect conditions citywide and to address a more diverse range of sound environments.

Land Use Category	Community Noise Equivalent Level (CNEL) or Day-Night Level (Ldn), dB						
	55	60	65	70	75	80	85
Residential- Low-Density Single-Family, Duplex, Mobile Homes			///	///	///	///	///
Residential- Multiple Family			///	///	///	///	///
Transient Lodging - Motels, Hotels			///	///	///	///	///
Schools, Libraries, Churches, Hospitals, Nursing Homes			///	///	///	///	///
Auditoriums, Concert Halls, Amphitheaters	///	///	///	///	///	///	///
Sports Arenas, Outdoor Spectator Sports	///	///	///	///	///	///	///
Playgrounds, Neighborhood Parks					///	///	///
Golf Courses, Riding Stables, Water Recreation, Cemeteries					///	///	///
Office Buildings, Business, Commercial and Professional				///	///	///	///
Industrial, Manufacturing, Utilities, Agriculture				///	///	///	///

Nature of the noise environment where the CNEL or Ldn level is:

Below 55 dB
Relatively quiet suburban or urban areas, no arterial streets within 1 block, no freeways within 1/4 mile.

55-65 dB
Most somewhat noisy urban areas, near but not directly adjacent to high volumes of traffic.

65-75 dB
Very noisy urban areas near arterials, freeways or airports.

75+ dB
Extremely noisy urban areas adjacent to freeways or under airport traffic patterns. Hearing damage with constant exposure outdoors.

 **Normally Acceptable**

Specified land use is satisfactory, based on the assumption that any buildings are of normal conventional construction, without any special noise insulation requirements

 **Conditionally Acceptable**

New construction or development should be undertaken only after a detailed analysis of noise reduction requirements is made and needed noise insulation features included in design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning, will normally suffice.

 **Normally Unacceptable**

New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of noise reduction requirements must be made and needed noise insulation features included in design.

 **Clearly Unacceptable**

New construction or development should generally not be undertaken.

The Community Noise Equivalent Level (CNEL) and Day-Night Noise Level (Ldn) are measures of the 24-hour noise environment. They represent the constant A-weighted noise level that would be measured if all the sound energy received over the day were averaged. In order to account for the greater sensitivity of people to noise at night, the CNEL weighting includes a 5-decibel penalty on noise between 7:00 p.m. and 10:00 p.m. and a 10-decibel penalty on noise between 10:00 p.m. and 7:00 a.m. of the next day. The Ldn includes only the 10-decibel weighting for late-night noise events. For practical purposes, the two measures are equivalent for typical urban noise environments.

Source: Cotton/Beland/Associates, adapted from U.S. Department of Housing and Urban Development and State of California Guidelines and U.S. EPA, Report on Levels of Environmental Noise Requisite to Protect the Public Health and Welfare with an Adequate Margin of Safety, 1974.

Figure 17

**Land Use Compatibility Guidelines
for Urban Noise Environments**

Conditions in Project Area

The project site is located within an intensely developed urban district in Old Pasadena. The major sources of noise are traffic from local freeways and streets, and commercial and industrial activities. Within the area adjacent to the project site, higher sound levels result primarily from traffic on the most heavily used arterial streets, including Arroyo Parkway and Del Mar Boulevard. Traffic noise modeling based on existing traffic levels indicates that noise levels at the project site from Arroyo Parkway and Del Mar Boulevard currently exceed levels considered acceptable for residential uses. Noise generated on Raymond Avenue is currently within the acceptable range (Table 19).

Noise is particularly problematic when noise-sensitive land uses are affected. Noise-sensitive land uses are defined as activities that are interrupted by noise, such as residences, schools, churches, and parks. Residences, a school, a park, a hotel, and day care center are located in the vicinity of the proposed project. Using existing traffic volume data, existing CNEL was determined on roadway segments adjacent to sensitive receptors. The following segments exceed conditionally acceptable noise levels as shown in Table 19:

- Arroyo Parkway: a) south of Glenarm Street, b) between California Boulevard and Del Mar Boulevard, and c) between Del Mar Boulevard and Green Street.
- Marengo Avenue: a) between Glenarm Street and California Boulevard, b) between California Boulevard and Del Mar Boulevard, and c) north of Del Mar Boulevard
- Glenarm Street east of Marengo
- Del Mar Boulevard: a) between Raymond Avenue and Arroyo Parkway, b) between Arroyo Parkway and Marengo Avenue, c) between Marengo Avenue and Euclid Avenue, d) between Euclid Avenue and Los Robles Avenue, and e) east of Los Robles
- California Boulevard: a) between Arroyo Parkway and Marengo Avenue, and b) east of Marengo Avenue.

Threshold Used to Determine Level of Impact

Noise impacts are considered significant if the project will increase sound levels to a level considered "normally unacceptable" for residences, schools, and other noise-sensitive uses in the vicinity of the site, using the criteria set forth in Figure 10, which is consistent with the City's Noise Element guidelines. If ambient noise levels already exceed the "normally unacceptable" levels for these uses and the proposed project will contribute three (3.0) decibels or more to a cumulative increase in noise from all sources, including the project, the project's noise impact is also considered significant. The three-decibel threshold has been chosen because a three-decibel increase in the sound level generally is accepted as the level at which a person perceives a change.

Noise impact is also considered significant if the proposed project would result in a substantial violation of a noise ordinance or standard, or would result in a noise exposure injurious to health.

Table 19
Noise Impact from Project and Cumulative Traffic on Area Roadways

Roadway Segment	S.R.	Use of Road	24-hour Traffic Volume			Noise Level (CNEL or Ldn) at Distance from Roadway											Cond. Accept. CNEL	
			Existing	Future Without Project	Future With Project	Existing			Future without Project			Future with Project			Change From Existing	Change due to Project		
						0 feet	0 feet	0 feet	0 feet	0 feet	0 feet	0 feet	0 feet	0 feet				
Fair Oaks	b/t Green and Del Mar	Park	35	19,700	23,300	23,300	68.7	61.1	55.0	69.5	61.9	55.7	69.5	61.9	55.7	+0.7	---	<70
Raymond Ave	b/t California and Del Mar	Daycare	35	7,350	11,360	11,810	64.5	56.9	50.7	66.3	58.7	52.6	66.5	58.9	52.8	+2.1	+0.2	<70
	b/t Del Mar and Green	Project	35	6,690	11,680	12,740	64.0	56.4	50.3	66.5	58.9	52.7	66.8	59.2	53.1	+2.8	+0.4	<65
	b/t Union and Holly	MFR	30	5,120	7,250	7,390	62.2	54.6	48.5	63.7	56.1	50.0	63.8	56.2	50.1	+1.6	+0.1	<65
	n/o Holly	Sr. Ctr.	30	5,470	7,660	7,800	62.5	54.9	48.8	64.0	56.4	50.2	64.0	56.4	50.3	+1.5	+0.1	<70
Arroyo Parkway	s/o Glenarm	School	35	40,980	47,630	48,010	73.2	64.5	58.2	73.8	65.1	58.8	73.8	65.2	58.9	+0.6	---	<70
	b/t California and Del Mar	Hotel	35	31,975	34,250	34,450	72.1	63.4	57.1	72.4	63.7	57.4	72.4	63.7	57.4	+0.3	---	<70
	b/t Del Mar and Green	Project	35	28,980	34,620	34,940	71.6	63.0	56.7	72.4	63.7	57.5	72.5	63.8	57.5	+0.9	+0.1	<65
Marengo Ave	b/t Glenarm and California	SFR, MFR	30	14,200	16,770	16,900	66.6	59.0	52.9	67.4	59.8	53.6	67.4	59.8	53.7	+0.8	+0.0	<65
	b/t California and Del Mar	MFR	35	13,430	15,720	15,900	67.1	59.5	53.3	67.8	60.2	54.0	67.8	60.2	54.1	+0.7	+0.0	<65
	n/o Del Mar	MFR	35	11,400	13,660	13,660	66.4	58.8	52.6	67.1	59.5	53.4	67.1	59.5	53.4	+0.8	---	<65
Glenarm Ave	b/t Arroyo Pkwy and Marengo Ave	School	35	16,520	17,290	17,340	68.0	60.4	54.2	68.2	60.6	54.4	68.2	60.6	54.5	+0.2	+0.0	<70
	e/o Marengo Ave	SFR, MFR	35	8,550	9,160	9,210	65.1	57.5	51.4	65.4	57.8	51.7	65.4	57.8	51.7	+0.3	+0.0	<65
California Blvd	b/t Arroyo Pkwy and Marengo	MFR	35	22,220	25,070	25,150	69.3	61.7	55.5	69.8	62.2	56.1	69.8	62.2	56.1	+0.5	+0.0	<65
	e/o Marengo Ave	MFR	35	21,510	22,750	22,900	69.1	61.5	55.4	69.4	61.8	55.6	69.4	61.8	55.7	+0.3	+0.0	<65
Del Mar Ave	b/t Fair Oaks and Raymond	Park	35	22,250	30,060	30,380	69.3	61.7	55.5	70.6	63.0	56.8	70.6	63.0	56.9	+1.4	+0.0	<70
	b/t Raymond and Arroyo Pkwy	Project	30	22,510	30,440	30,830	68.6	61.0	54.9	69.9	62.4	56.2	70.0	62.4	56.3	+1.4	+0.1	<65
	b/t Arroyo Parkway and Marengo	MFR	30	23,750	28,290	28,700	68.9	61.3	55.2	69.6	62.0	55.9	69.7	62.1	56.0	+0.8	+0.1	<65
	b/t Marengo and Euclid	MFR	35	22,130	28,240	28,560	69.2	61.6	55.5	70.3	62.7	56.6	70.3	62.8	56.6	+1.1	+0.0	<65
	b/t Euclid and Los Robles	MFR	35	20,700	23,200	23,500	68.9	61.4	55.2	69.4	61.8	55.7	69.5	61.9	55.8	+0.6	+0.1	<65
	e/o Los Robles	MFR	35	18,600	23,730	23,930	68.5	60.9	54.8	69.5	61.9	55.8	69.6	62.0	55.9	+1.1	+0.0	<65

Abbreviations: b/t = between, e/o = east of, n/o = north of, s/o = south of, s.r. = sensitive receptor

Assumptions:

Simplified to 4 lanes
future

9.1 meters = 30.0 feet from centerline*
9.1 meters = 30.0 feet from centerline*

Noise path decay parameter for soft site

*Arroyo Parkway was simplified to 4 lanes, 12.2 meters = 40.0 feet from centerline

Calculations using methods of Federal Highway Administration Highway Traffic Noise Prediction Model.

Fleet Mix 94% Autos
4% Medium Trucks
2% Heavy Trucks
Time of Day: 70% Day
15% Evening
15% Night

A noise impact which would otherwise be significant by these numerical criteria may be found less than significant if only a very small number of noise-sensitive properties are affected, or if noise-sensitive properties are satisfactorily protected from noise impacts by sound insulation or barriers, or have low occupancy, or if noise impacts occur only temporarily for a short period, or on a limited number of days per year.

Environmental Impact

Project noise impact will result from an increase of activity on the site and from increased traffic associated with the project. The project will generate noise from parking lot operations, loading areas, building equipment such as compressors and fans, and potentially from use of outdoor sound systems for events in public plaza areas.

Also, the project involves establishing new residential uses in an area that will be affected by light rail train noise.

Noise from Daily On-Site Activity

Noise from on-site equipment is regulated by Section 9.36.100 of the noise ordinance, which establishes a limit for such equipment to the ambient sound level plus 5 decibels. Compliance with existing standards will avoid impact.

Some day-to-day activities on the project site could produce "nuisance" noise, such as noise from vehicle engines, horns, alarms, loud radios and stereos, and disposal and delivery trucks. Nuisance noise is subject to City noise regulations. Enforcement of existing regulations will avoid impact.

Amplified Sound, Live Performance

The open plaza and other outdoor spaces could be locations for events with live music performance or use of amplified sound outdoors, such as for background music in outdoor dining areas. Any such activity has the potential to result in an increase in the ambient noise environment and could impact on-site residences, as well as the Green Hotel. If such noise is unusually loud or occurs late at night, noise could be audible and disturbing at residences within the one- or two-block area around the site.

Use of amplified sound outdoors within Old Pasadena is regulated by Section 9.36.163 of the noise ordinance. Compliance with existing regulations will avoid impact.

Traffic Noise

The 24-hour existing traffic counts and future traffic volume projections presented in Section 2.3, Transportation/Circulation have been used to identify increases in traffic noise directly attributable to the project. This assumes that traffic will be routed as described in Section 2.3.

Previous Table 19 shows the estimated increase in cumulative and project-related traffic noise along streets serving the project site.

As discussed in the Environmental Setting section of this chapter, 14 segments with sensitive receptors currently exceed conditionally acceptable noise levels. As shown in Table 19, the project's contribution to the future condition is less than 3.0 decibels. Therefore, the project-level impact will be less than significant.

On two segments, (Raymond between Del Mar Boulevard and Green Street, and Del Mar Boulevard between Fair Oaks Avenue and Raymond Avenue) the existing noise level is currently conditionally acceptable for the noise-sensitive uses present. With the project and ambient growth traffic, the noise level will exceed the conditionally acceptable noise level. However, the conditionally acceptable noise level will be exceeded without the project, as well. Given that the project's contribution to noise levels on these segments is less than 3.0 decibels and the segments will experience a significant increase in noise levels without the project, the project-level impact will be less than significant.

The proposed project will be introducing residents to a noise environment that currently exceeds conditionally acceptable levels-along Arroyo Parkway between Del Mar Boulevard and Green Street, and along Del Mar Boulevard between Raymond Avenue and Arroyo Parkway. In addition, the proposed residences will be exposed to a noise environment, along Raymond Avenue between Del Mar Boulevard and Green Street, that will exceed conditionally acceptable levels in the future. Compliance with City Building Code regulations and Title 24 of the State Health and Safety Code will ensure that insulation, appropriate windows, and other features are incorporated into construction to achieve interior maximum sound levels at 45 dB(A). Therefore, impact is less than significant.

Anticipated Future Sound Environment with Train Operations

In July of 2003, the Blue Line Authority plans to initiate commuter rail service along the Blue Line route from downtown Los Angeles to Pasadena. At this time, the Los Angeles County MTA, which will operate the line, estimates that during rush hour trains will run every 8 to 10 minutes. During off-peak hours, trains will run every 15 to 20 minutes.

According to the Final EIR prepared for the Los Angeles to Pasadena Rail project, future noise levels in the immediate project vicinity, with the addition of Blue Line operations, are projected to be 72.8 CNEL south of Del Mar Boulevard and at the project site, and 71.7 CNEL immediately north of the train platform. The Final EIR states that "Because the noise of light rail vehicles emanates primarily from the interaction of the wheel on the rail, noise levels increase with operating speeds. For this reason, in the immediate vicinity of passenger stations, noise levels would be considerably less than expected if the rail vehicles were to pass through the station without stopping" (Final EIR, Pasadena-Los Angeles Light Rail Transit Project, p. 4-101). Thus, noise levels on the site can be expected to be lower than the projected 72.8 CNEL cited above.

As noted above in the Existing Conditions discussion, the City's Noise Element indicates that an L_{dn} (CNEL) noise level of 65 to 85 dB at residential locations "compromises the welfare of citizens in these areas." Thus, allowing up to 349 residential units to be constructed within a noise environment where projected future noise levels will exceed 65 CNEL could result in a

significant impact on future residents. Compliance with City Building Code regulations and Title 24 of the State Health and Safety Code will ensure that insulation, appropriate windows, and other features are incorporated into construction to achieve interior maximum sound levels of 45 dB(A). Therefore, impact is less than significant.

Mitigation Measures

Noise from Daily On-Site Activity

Impact is less than significant; no mitigation is required.

Amplified Sound, Live Performance

Impact is less than significant; no mitigation is required.

Traffic Noise

Impact is less than significant; no mitigation is required.

Anticipated Future Sound Environment with Train Operations

Impact is less than significant; no mitigation is required.

Level of Impact with Mitigation

No mitigation is required.

References

Noise Element, Pasadena General Plan, page IV-15

U.S. Environmental Protection Agency, *Report on Levels of Environmental Noise Requisite to Protect the Public Health and Welfare with an Adequate Margin of Safety*, 1974.

Final Environmental Impact Report, Pasadena-Los Angeles Light Rail Project. Los Angeles County Transportation Commission. February 1990.

2.6 Population and Housing

This section examines potential for the proposed project to induce substantial population and employment growth within the immediate surrounding area, as well as project consistency with local and regional growth plans.

Environmental Setting

The following describes the socioeconomic setting and the applicable land use and housing policies governing project development and use.

Existing and Projected Population

Pasadena's population as of January, 2001 is 134,000 residents. Since 1990, the City has experienced modest population growth, increasing by only 2,345 residents, or less than 2.0% over the decade. Given that the City's housing stock has increased by 1,220 housing units during the same period, the slight increase in population is due to a declining household size. SCAG projects that the City's population will increase by 11.5% over the next 10 years.

The increase in population over time will result from natural population increase, as well as new residents migrating to Pasadena. Due to the limited amount of vacant land remaining in Pasadena, housing to accommodate new residents will result from the recycling of underutilized land, particularly in the commercial districts where mixed-use land use policies encourage new housing. In the Central Business District alone, the City projects a total capacity of 10,000 new multi-family residential units.

Table 20
POPULATION, HOUSEHOLD, AND EMPLOYMENT FORECASTS

City of Pasadena	1990⁽¹⁾	2000⁽²⁾	2010⁽³⁾
Population	131,591	133,936	149,500
Housing Units	53,032	54,132	
Households	50,199	51,844	54,100
Persons Per Household	2.5	2.5	2.8
Employment (#Jobs)	93,600	100,600	112,800

Sources:

1. U.S. Census, 1990. Employment Development Department 1991.
2. U.S. Census, 2000. Employment Development Department 1998.
3. Southern California Association of Governments. Regional Transportation Plan. 1998.

Relevant Land Use and Housing Plans

Several planning documents govern the use and intensity of development permitted on the project site. The General Plan sets forth the location, type, and intensity of future residential development and establishes growth limits within the Santa Fe Transportation Corridor subdistrict. The Housing Element provides further direction regarding the type and location of residential development.

- **General Plan.** The General Plan sets forth overall objectives and specific planning policies for development. The Land Use Element proposes that new higher density residential development be directed into targeted areas, particularly the Central District. Within these targeted areas, the Land Use Element encourages cluster development near light rail stations and along major transportation corridors, creating transit-oriented development “nodes.”
- **Land Use Element.** The Land Use Element provides further guidance on the types of residential development. As described in Section 2.1 - Land Use and Planning, the Central District is comprised of seven subdistricts, one of which is the Santa Fe Transportation Corridor. In this transit-oriented development area, mixed-use development, is strongly encouraged as a means to support light rail use. Mixed-use development is also strongly encouraged. Plan policy calls for a maximum of 350 new residential units within the Santa Fe Transportation Corridor.
- **Housing Element.** The Housing Element provides guidance on housing development. The 1989 Housing Element has the goal of providing for an adequate supply and range of housing types that meet the emerging needs of residents. Moreover, the provision and retention of affordable housing for low and moderate-income residents is encouraged. The 2000 Housing Element supports and reinforces the same housing goals and principles with respect to location, type and affordability of new housing.
- **Regional Comprehensive Plan.** SCAG’s *Regional Comprehensive Plan and Guide* (RCPG) examines the future of the Southern California region through the year 2015. The RCPG contains chapters on numerous planning topics. Of particular interest for this project is the chapters on Housing, Growth Management, the Economy, Growth Management, and Mobility. The RCPG contains policies designed to further a job-housing balance in order to achieve overall quality of life objectives.

Thresholds Used to Determine Level of Impact

According to the State CEQA guidelines, population and housing impacts may be considered significant if the project induces substantial population growth in an area, either directly or indirectly. Through the Initial Study process, the City has already determined that the project will not displace existing housing nor people. Therefore, analysis is restricted to the direct and indirect impacts of the project.

Environmental Impact

This section considers the ways that implementation of the proposed project could directly or indirectly encourage economic or population growth within Pasadena. The CEQA Guidelines refer to growth inducement as ways in which the proposed project would foster economic or population growth, or construction of housing, either directly or indirectly, in the surrounding environment [CEQA Guidelines, Section 15126(g)]. Induced growth is any growth which exceeds planned growth and results from new development (e.g., such as the extension of infrastructure) which would not have taken place in the absence of the proposed project.

The project is located in Pasadena's Central Business District (CBD), and in particular the Santa Fe Transportation Corridor subdistrict. According to the General Plan, the Santa Fe Transportation Corridor subdistrict is allocated a portion of the City's capacity for housing and commercial development. Specifically, the General Plan permits the subdistrict to accommodate 350 new housing units and 325,000 square feet of nonresidential space (from a 1994 baseline). The subdistrict allocation represents 7% of the total housing and 5% of the total non-residential growth allocated for the CBD.

Specifically, the proposed project impacts with respect to housing, employment, and population is summarized as follows:

- Up to 349 new housing units
- 11,000 square feet of commercial space and 33 employees (assuming 3 employees per 1,000 square feet)
- 857 residents, assuming an average household of 2.45 persons⁷

The above projections are consistent with Pasadena General Plan projections and thus have been incorporated into SCAG growth projections established within the 1998 Regional Transportation Plan.

Although the population, employment, and housing growth associated with the project is consistent with the General Plan, the growth may have an indirect impact upon surrounding areas. Surrounding property owners have expressed interest in redeveloping commercial properties along the Corridor route. Induced development cannot exceed the housing and commercial caps already established for the Santa Fe Transportation Corridor. Any growth induced within the Central District at large is subject to the caps within the District at large. Thus, existing land use regulations provide limits on growth.⁸ Impact is less than significant.

⁷ California Department of Finance, 2001.

⁸ Pasadena is in the process of amending the General Plan Land Use Element. Through the process, new limits may be established for the Central District and Santa Fe Transportation Corridor. The City anticipates that action will have been taken on the subject project prior to adoption of General Plan Land Use amendments. All future projects within the area will be subject to any revised limits.

Mitigation Measures

The project will not result in any direct or induced population, housing, and employment. Therefore, no mitigation is required.

Level of Impact After Mitigation

Impact is less than significant.

References

City of Pasadena General Plan. 1994.

City of Pasadena Housing Element. 1989.

California Department of Finance, 2001.



2.7 Utilities and Service Systems

This section addresses the capacity of local and regional utility infrastructure and the ability of these systems accommodate sewer, water, storm drain runoff, and solid waste generated by the proposed Del Mar Station project. The Initial Study determined that the project could present a significant impact to the wastewater treatment provider and/or landfill operator. Because numerous development projects are proposed in the project vicinity and will use the same sewer lines as the proposed project, this section also assesses the cumulative impact of these projects.

Environmental Setting-Sewage

The following overview of sewage treatment facilities for Pasadena is drawn largely from the Pasadena General Plan EIR – Land Use and Mobility Elements, dated April 1994. Also consulted was the City's Sewer System Master Plan, a recent (July, 2001) sewer flow study, and the Sanitation Districts of Los Angeles County.

Regional System

Pasadena is part of District #16 of the Sanitation Districts of Los Angeles County. District #16 includes South Pasadena, San Marino, and Alhambra as well. District #16 is 1 of 17 districts that are parties to a Joint Outfall Agreement, which provides for a system of regional interconnected facilities known as the Joint Outfall System. Under this agreement, sewage from Pasadena is routed to 1 of 4 facilities operated by the Sanitation Districts: the Joint Water Pollution Control Plant, the Los Coyotes Water Reclamation Plant, the Whittier Narrows Water Reclamation Plant, or the San Jose Creek Water Reclamation Plant. Sewage from the Del Mar Station project would likely be treated at the Los Coyotes Plant or Whittier Narrows Plant, which currently operate at 96 and 67 percent of total capacity, respectively. Sewage flow is metered such that should the total flow into either plant approach or exceed that facility's capacity, flow is redirected into other facilities.

Local System

The local sewer system is City-owned and operated and consists of 2 pumping stations and 300 miles of pipe. Because of its location at the base of the San Gabriel Mountains, the system relies mostly on gravity flow. Local sewers are generally 8 inches in diameter, while trunk lines range from 12 to 30 inches in diameter. The City's sewer system is over 100 years old, and many trunk lines were built between 1886 and 1925. The majority of trunks are vitrified clay pipe, with some portion of the older lines made from reinforced concrete pipe. Despite its age, the system has remained in relatively good condition due to regular maintenance and system-wide corrective repairs.

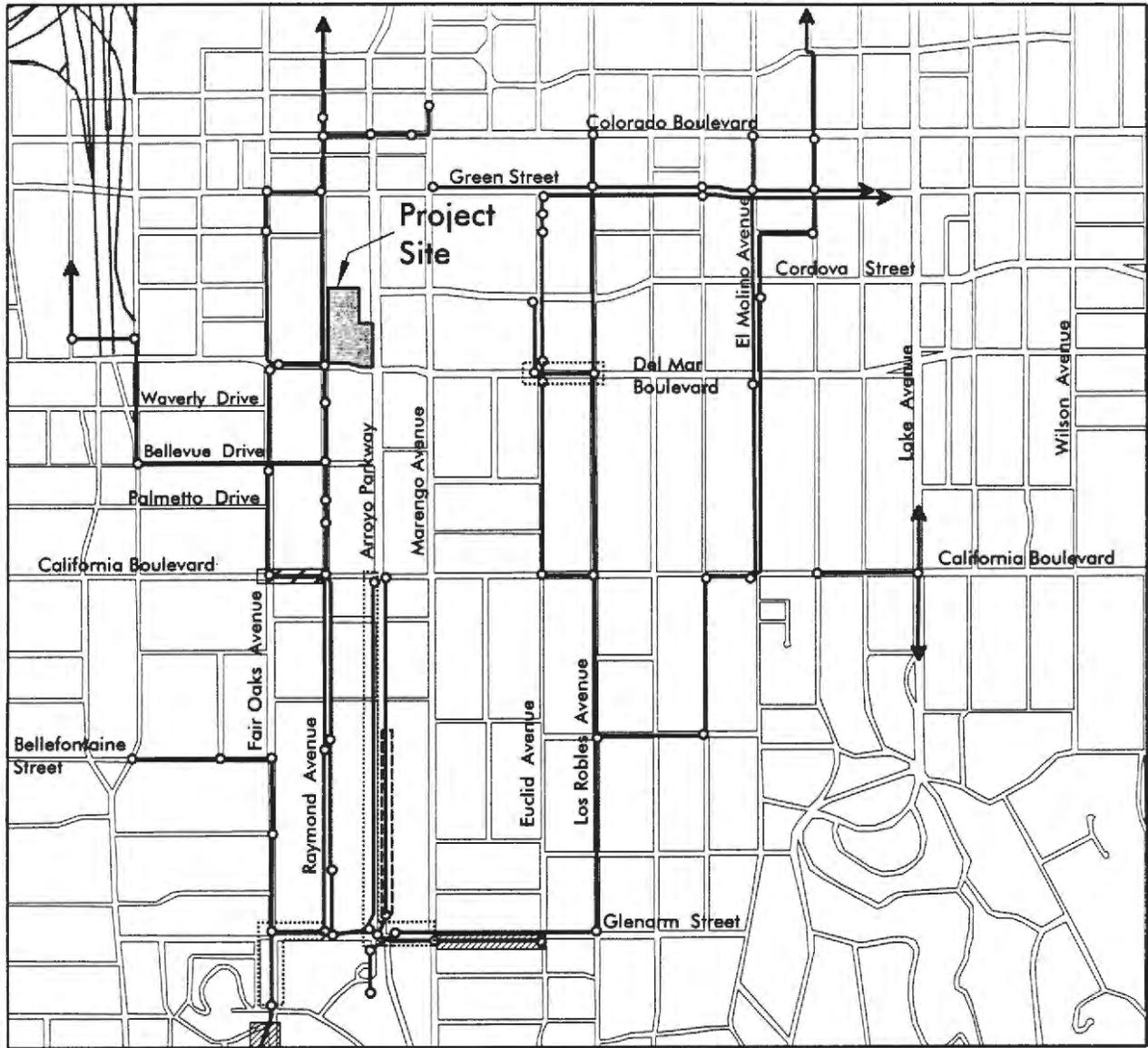
Figure 18 illustrates the location of the project and the sewer trunks that would serve the project. The City's Sewer System Master Plan (1977) identifies that portions of the Raymond Avenue and Arroyo Parkway sewer lines may have the following potential deficiencies:

- South of the project site, the Raymond Avenue sewer trunk extends southward to Glenarm Street. The Raymond trunk begins as a 14-inch diameter pipe to California Boulevard, where it expands to a 16- and 24-inch line after California Boulevard. The 14-inch line from Bellevue to California is identified as having a potential short-range deficiency. Tributaries along Fair Oaks Avenue (e.g., California and Glenarm) that flow into the Raymond Avenue trunk also may have a potential minor short-range deficiency.
- South of the project site, the Arroyo Parkway sewer trunk extends southward to Glenarm Street. The Arroyo Parkway trunk begins as an 8-inch line yet, unlike the Raymond line, does not increase in diameter until it intersects Glenarm. From California Boulevard south to Glenarm, the Arroyo Parkway line has been identified as having a short-range deficiency. A tributary flowing into the Arroyo Parkway line at Glenarm also has a short-range deficiency.

In July of 2001, a sewer flow study of portions of Old Pasadena was conducted to determine whether the conditions reported in the 1977 Sewer System Master Plan still existed. The study prepared by ADS Environmental Services indicated that the Raymond Avenue line does not have a deficiency and in fact has capacity to support substantial additional flows. The Arroyo Parkway line, however, has no remaining capacity and in fact experiences periodic flows at capacity. In addition, the substantial deficiency has been confirmed for the California Boulevard line west of Raymond Avenue.

Pasadena's General Plan contains the following goals and policies to ensure that adequate sewer infrastructure is available to accommodate new development.

- Policy 1.10:** Approve new capital improvements consistent with concentrated development under Specific Plans for targeted development, while emphasizing maintenance and upgrades in areas outside targeted areas.
- Policy 7.4:** Continue to implement capital improvements that will maintain or rehabilitate infrastructure, including improvements related to upgrading the water supply and sewer system.



- | | |
|-------------------------|---------------------------------------|
| —○— Existing Sewer Line | ⋯ Minor Deficiency at Short Range |
| ○ Manhole | - - - Major Deficiency at Short Range |
| | ▨ Minor Deficiency at Long Range |
| | ▩ Major Deficiency at Long Range |

Sources: Jim Lloyd, Public Works and Transportation Department,
 City of Pasadena, August 200
 ADS Environmental Services, July 2001

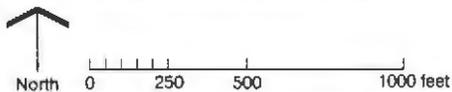


Figure 18
Location of
Sewer Trunk Lines

Thresholds Used to Determine Level of Impacts

The project will result in a significant impact if the project will result in the following regional and local-specific impacts:

- Result in the determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's forecasted demand; or
- Require the construction of major new water infrastructure, sewer facilities, storm water drainage facilities to accommodate increased demand for services.

Environmental Impact

The Initial Study analysis indicated that the project would not require or result in the construction or expansion of new water, wastewater, or storm water drainage facilities. However, because several projects are proposed in the immediate vicinity and these projects are anticipated to increase sewage flows such that cumulative increases could require improvements to sewer lines serving the project, this section addresses the capacity of sewer lines serving the project.

Projected Sewage Generation

Projected sewage generation for the proposed project can be determined by comparing the size and mix of uses proposed with sewage generation rates associated with each use. Sewage generation rates are estimated at 200 gallons per multi-family residential unit and 100 gallons per 1,000 square feet of retail use. The total average daily flow is projected to be 70,900 gallons (Table 21).

**Table 21
Projected Average Daily Sewage Generation**

Proposed Use	Units/Area	Sewage Factor (gallons/unit)¹	Average Daily Flow (in GPD)
Multi-family Residential Uses	Up to 349 units	200/du	69,800
Commercial Use (includes restaurant)	11,000 sq. ft.	100/1,000 sq. ft.	1,100
Total Average Daily Generation			70,900

Source: Los Angeles County Department of Public Works, Sewerage Facilities Charge

Abbreviations: du = dwelling units; sq. ft. = square feet; GPD = gallons per day

Regional Infrastructure Capacity

The Sanitation District has policies to ensure that adequate capacity is available to accommodate sewage flows. With respect to treatment facility capacity, the District originally received funding from the Clean Water Act (which later evolved into the State Revolving Loan Program) to construct facilities. Both programs require the District to size facilities in accordance with regional growth. The Sanitation Districts of Los Angeles County use population and employment projections produced by the Southern California Association of Governments, as cited in the *Regional Comprehensive Plan and Guide* (RCPG), as the basis for sizing wastewater treatment facilities.

In 1995, the Sanitation Districts completed a Joint Outfall System 2010 Master Facilities Plan. The Plan defines a series of improvements required to increase sewage treatment capacity from 470 mgd to 640 mgd by the year 2010. Three plants – the Los Coyotes facility, the San Jose Creek facility, and the Joint Water Pollution Control Plant – will be upgraded and/or expanded. The level of improvements and increase in capacity are based upon population projections in SCAG's RCPG. The RCPG incorporates population growth projections from localities, including Pasadena. As described in Section 2.1 - Land Use and Planning, the proposed project is consistent with the Pasadena General Plan. Thus, the project is adequately accounted for in the District Master Plan.

With respect to transmission lines, the Sanitation Districts periodically test regional sewer lines that serve foothill communities, including Pasadena, to ensure that sufficient capacity is available. Several regional sewer lines serve these communities. One line runs in an easterly-westerly direction along I-210 and extends into Altadena. The regional sewer line serving the Central District area of Pasadena and the proposed project is the Arroyo Seco Trunk line, located under Garfield Avenue north of Foothill Street. This 16-inch trunk sewer has a design capacity of 12.8 mgd and conveyed a peak flow of 4.4 mgd when last tested in 1997. If a deficiency is discovered, the District schedules the necessary upgrades and improvements to the line.

The project will not significantly impact the ability of the County Sanitation Districts to treat project sewage. Upgrades to regional systems are currently planned. Second, no shortfall in capacity for the Arroyo Seco Trunk exists. The project will be charged a sanitation connection fee to connect to the regional sewer system. The connection fee is based upon the cost of incremental expansion of the regional sewer system to accommodate growth. Given the District financing policies and periodic maintenance plan, the project will not require any improvements to the regional sewer infrastructure system. No impact will result.

Local Infrastructure Capacity

Although regional wastewater treatment facilities can accommodate increased sewage flows from the project, the local collection system may be strained, given existing short-range deficiencies. According to the City's 1977 Sewer System Master Plan, this project can be served by either of two sewer trunk lines: the Raymond Avenue or Arroyo Parkway line.

As described above in Environmental Setting, the trunk line in Arroyo Parkway currently has a substantial deficiency. Numerous development projects are proposed within the Central

District, and these projects will create increased sewage flows throughout the localized system. Of particular note is the proposal to redevelop the Ambassador College site. The 50-acre site would accommodate up to 1,900 new housing units and approximately 40,000 square feet of commercial development. Wastewater flows from all new development will feed into the Raymond Avenue trunk via two 8-inch sewer lines under Del Mar and California Boulevards. Both lines are significantly undersized. To accommodate flows from the many projects under consideration, both lines must be replaced with 10-inch lines, or an appropriate parallel system must be constructed. These improvements are identified as necessary to accommodate redevelopment of the Ambassador College site. (Ambassador Campus Master Plan Draft Supplemental EIR SCH# 2000041069, Dec. 2000)

Increased sewer flows from the subject project could impact either the Raymond Avenue or Arroyo Parkway trunk, depending upon how flows are routed. The Ambassador College EIR proposes improvements to connector sewer lines to the Raymond Avenue line only. Pasadena Public Works staff indicates that the existing Raymond Avenue trunk line has substantial available capacity to serve the Ambassador project as well as the subject project. Thus, requiring that all sewage from the project be directed into the Raymond Avenue trunk will avoid impact.

Mitigation

- U-1. All sewer lines from the project shall be designed to outlet into the Raymond Avenue trunk line.

- U-2. No occupancy permit for the project shall be issued until the City Engineer has reviewed project plans for sewer connection and verified that adequate trunk line capacity is available to safely accommodate sewage flows from the project.

Level of Impact with Mitigation

Impact can be reduced to a less-than-significant level.

Environmental Setting - Solid Waste

This section describes the City's Integrated Waste Management Program availability of landfill disposal facilities, and projected generation rates for the proposed project. Information has been drawn from the Pasadena General Plan EIR – Land Use and Mobility Elements, dated April 1994, data provided by City staff who oversee the City's solid waste management program, and discussions with Los Angeles County Public Works staff.

Regional/State Context

Pasadena and other local haulers use the Scholl Canyon Landfill, located in the city of Glendale, for disposal of household waste. Scholl Canyon is classified as a major landfill because it receives more than 50,000 tons of solid waste annually. Scholl Canyon opened in 1961 and accepts only non-hazardous solid waste, making it a Class III Landfill. Scholl Canyon is owned by Glendale and Los Angeles County. Glendale restricts disposal at the landfill to waste generated within the cities of Glendale, La Cañada Flintridge, Pasadena, South Pasadena, San Marino, and Sierra Madre; unincorporated areas of Altadena, La Crescenta, and Montrose; and other unincorporated areas.

In response to a shortfall in landfill capacity in California, the State Legislature passed the Integrated Waste Management Act of 1988. This Act was designed to encourage jurisdictions to reduce, recycle, and reuse solid waste generated to the maximum amount feasible. Specifically, the Act requires each city and county to develop and implement programs necessary to divert 25% of their total solid waste stream from landfill disposal by 1995 and to divert 50% of their solid waste stream from landfill disposal by 2000. The Act also requires cities to promote source reduction, recycling, safe disposal, or transformation of solid waste. In an effort to further these goals, jurisdictions are also required to prepare a Source Reduction/Recycling Element.

To meet these goals, the City adopted a Source Reduction and Recycling Element in 1992. Currently, Pasadena has curbside recycling and source reduction programs for residential properties, similar programs for commercial uses, a green waste program, and a program for hazardous wastes. As certified by the State Integrated Waste Management Board, Pasadena has been successful in diverting 46% of its solid waste stream from landfill disposal during the year 1999. The California Integrated Waste Management Board (CIWMB) is responsible for monitoring the progress of each jurisdiction in meeting their waste diversion goals. Results from year 2000 will be certified by CIWMB in 2001.

Local Context

Pasadena's Street Maintenance and Integrated Waste Management Department is responsible for trash collection for all residential properties of four or fewer units. The City contracts with a private company, Waste Management, to provide recycling services for residential accounts. For commercial accounts (e.g., multi-family complexes with five or more units, commercial and industrial accounts), the City allows for non-exclusive franchise agreements. Property owners have the option of choosing City-provided service or over 40 licensed private haulers. To operate in the City, private haulers must provide recycling services, receive a franchise, and pay a franchise fee.

Thresholds Used to Determine Level of Impact

Per the CEQA Guidelines, a project would have a significant impact on utilities if it would result in a significant increase in the production of solid waste or the need for a new landfill or a substantial expansion of existing facilities.

Environmental Impact-Solid Waste

The Initial Study analysis indicated that the proposed project complies with federal, state, and local statutes and regulations related to solid waste. However, since the project will generate additional solid waste, and given that landfill capacity throughout Los Angeles County is diminishing, the project could have a potentially significant impact.

Projected Waste Generation

In 1999, the CIWMB estimated that each Pasadena residents generates 6.1 pounds of waste per day. The Del Mar project's annual waste generation can be estimated by multiplying the average waste generation estimates by the total number of residents. To estimate residential waste generation, the 2000 Census estimates that Pasadena has an average household size of 2.5 persons. Based on the project's 349 residential units, average household size, and CIWMB waste generation estimates, the project will house 872 persons and produce approximately 971 tons of waste per year.

In 1999, CIWMB estimated that each Pasadena employee generates 7.0 pounds of waste per day. The Del Mar project's annual waste generation can be estimated by multiplying the average waste generation rates by the total number of employees (see discussion in Section 2.6, Population and Housing). Based on these estimates, the project will generate 33 new jobs. Employees will generate 42 tons of waste annually.

Table 22 indicates that the project will generate, on average, 1,013 tons of waste annually. However, the likely amount of waste disposed at landfills is significantly less. The CIWMB estimates that Pasadena has been successful in diverting 46% of its total waste stream from landfill disposal. Based on these estimates, the project will result in the additional disposal of 547 tons of waste annually.

**Table 22
PROJECTED SOLID WASTE GENERATION
POUNDS PER DAY**

Project Specifics/ Waste Generation	Multi-Family Residential	Commercial Uses	Annual Waste Generation
Project Specifics	Up to 349 units	11,000 sq. ft.	
Projected Number of Residents or Employees ⁽¹⁾	2.5 persons per household	3 jobs per 1,000 square feet	
Total Persons or Employees	872 residents	33 employees	
Waste Generation Rate ⁽²⁾	6.1 lbs/pers/day	7.0 lbs/emp./day	
Annual Tons of Waste Generated from Project	971 tons	42 tons	
Total Annual Generation from Project			
Estimated Waste Diversion Rate (1999) ⁽²⁾			46%
Waste Disposed Annually			547 tons

1. West Gateway Specific Plan EIR, SCH No. 97061095; Ambassador Campus EIR, SCH No. 2000041069; 2000 Census
2. California Integrated Waste Management Board (1999)

As noted above, the City implements a broad range of recycling and source reduction programs that have allowed the City to divert 46% of its waste stream from landfill disposal. Additional programs are being implemented to achieve the 50% waste diversion goal mandated by the State Legislature. Given that the City implements aggressive waste diversion/reduction programs that apply to the Del Mar project, and since the Scholl Canyon Landfill has capacity for another 20 years, the project will not have a significant impact upon landfill capacity.

Mitigation Measures

The project will not have a significant impact on landfill capacity. No mitigation is required.

Level of Impact After Mitigation

Impact is less than significant.

References

Sewer System Master Plan. City of Pasadena. 1977.

Flow Monitoring Study. ADS Environmental Services. July, 2001.

2.8 Construction Effects

This section examines the short-term construction effects associated with the project. Information regarding construction time frame and construction equipment usage has been provided by the project applicant. Potential impact is considered short-term and will cease upon completion of construction activities.

Environmental Setting

Project construction will generate short-term noise, dust, air pollution, and traffic from construction activities. The general disturbance and annoyance associated with construction will affect uses in close proximity to the site.

Sensitive Uses in the Site Vicinity

The project site is located in a busy area on the edge of Old Pasadena. Immediately north of the site are a mini-warehouse storage facility, a patio furniture store, and a decorative arts retail store. Central Park lies across Raymond Avenue from the site, with the Castle Green Hotel, (a residential apartment building), located north of the park. Both the park and the Castle Green Hotel are considered noise-sensitive land uses.

Uses fronting Arroyo Parkway and Del Mar Boulevard across from the site support nonresidential uses, including office buildings, a service station, restaurants, and small-scale commercial enterprises. Farther south along Arroyo Parkway and west along Del Mar Boulevard, similar uses exist. None of these uses are particularly sensitive to construction activities.

Threshold Used to Determine Level of Impact

Construction impact is considered significant if the project will result in a substantial disruption of or interference with day-to-day operations of surrounding land uses, substantially affect sensitive uses, or create hazards to public health and safety.

Environmental Impact

Construction activities will generate noise, dust and other air pollutant emissions, traffic disturbance, and similar impacts affecting surrounding uses.

The project applicant estimates that the total time to complete the project is 28 months. Construction will occur in two phases: (1) excavation for and construction of the subterranean parking garage, and (2) construction of the new buildings and site improvements, as well as

relocating the train depot to the site and restoring it for adaptive reuse. A staging area for construction equipment and construction worker vehicles will be established within one-quarter mile of the site.

The proposed 1,200-space underground parking garage will underlie the entire site. The applicant is in the process of moving the historic depot building from the site to a temporary location at Central Park to facilitate garage construction (and protect the building from any associated adverse effects). Excavation is planned to a depth of approximately 35 to 40 feet below existing grade, with an estimated 225,000 cubic yards of earth to be removed.

Excavation and garage construction is anticipated to take about 12 months, beginning in early 2002. Between 45 and 75 workers could be on the site on any one day during this first phase. Table 23 identifies the types of construction equipment expected to be used for this phase and the following phase.

Once garage construction has been completed, the developer will initiate construction of the new buildings, relocation of the depot to its planned new placement central to the site, and installation of any required utility upgrades. The public plazas and landscaping will be completed last. This phase is anticipated to take about 16 months, beginning in late 2002. Construction equipment to be used during this phase is summarized in Table 23. Up to 75 construction workers will be at the site each day.

**Table 23
CONSTRUCTION EQUIPMENT**

Phase	Equipment
I: Excavation and Garage Construction	3 Fork Lifts, 3 Compressors, 3 Generators, Power Tools, 3 Backhoes, 3 Welders, 2 Man lifts, 12 18-wheel trucks, 2 Heavy earth loaders, 1 concrete pump, 1 Pile drilling rig, 2 Cranes
II: Apartment Construction	3 Fork Lifts, 3 Compressors, Power Tools, 1 Backhoe, 2 Man lifts, 1 Crane

Noise

A description of noise and noise scales is provided in Section 2.5, Noise. Construction activities will result in a temporary increase in ambient noise levels in the site vicinity.

During construction, heavy equipment, construction vehicles, and power and air tools used in site excavation and building construction have the potential to result in continuous high noise levels – and intermittent very high noise levels – which may affect noise-sensitive uses in the project vicinity. Uses potentially impacted are the Castle Green Hotel and Central Park. Central Park facilities include a lawn bowling green often used by senior residents and playground equipment used by children.

Garage Excavation and Construction

Garage excavation and construction are expected to take approximately 12 months. The principal noise sources during this period will be from heavy earth-moving equipment and trucks hauling dirt from the site. Up to approximately 225,000 cubic yards (unconsolidated) of earth materials are expected to be removed during this period. Equipment to be used is summarized in Table 23. During the peak of excavation activity, up to 5 pieces of heavy equipment can be expected to operate simultaneously for excavation and loading, and up to 12 haul trucks could be loading or waiting for loading at any time within the site. Garage construction will involve use of fork lifts, compressors, generators, power tools, a backhoe, welding, man lifts and a concrete pump. Because of high traffic activity on Arroyo Parkway, most construction access, loading, and related activities are expected to occur along Raymond Avenue.

Construction equipment could result in intermittent peak noise levels of 80 to 85 dB(A) opposite the site at Central Park. Most of the time, construction noise levels can be expected to peak below 75 dB(A) at more distant noise-sensitive uses, such as the Green Hotel. Some short-term interference with noise-sensitive uses may be expected as a result of this noise. Compliance with City construction noise regulation will be required, including Section 9.36.120, which prohibits noise levels in excess of 85 dB(A) any time, and Section 9.36.110, which prohibits construction activity before 7:00 AM and after 9:00 PM on weekdays and Saturdays. Construction activity is not permitted on Sundays. Such compliance will avoid significant noise impact on nearby sensitive uses.

Short-term Construction Truck and Construction Worker Travel Noise

Heavy trucks traveling to and from the site to remove excavated earth and to deliver construction materials have the potential to result in high noise levels affecting noise-sensitive land uses adjacent to roadways near the site. Haul trucks are a significant potential noise source along truck routes. Removal of approximately 225,000 cubic yards of material would require approximately 15,000 truck loads of 15 cubic yards each. Assuming that excavation will require 151 work days, removal of 225,000 cubic yards yields a maximum of approximately 100 full and 100 empty truck trips per day past a given location on the haul route, or about 11 trucks per hour. If haul trucks use residential streets with low volumes of traffic to reach the freeway system, substantial noise increases could result on those streets during the haul period. In addition, truck staging and loading operations will be a significant noise source if located near any residential area or other noise-sensitive use.

The noise from trucks traveling to the site is not anticipated to result in a significant impact since the trucks will follow the City's designated truck routes. Routes are available which can avoid most, but not all, noise-sensitive uses along the available paths to the freeway system. For example, Del Mar Avenue westbound leads directly to the I-210 and SR-134 freeways through commercial areas. Construction trucks over 6,000 pounds will be required to use Del Mar Boulevard, Fair Oaks Avenue, Arroyo Parkway, and Walnut Street. Compliance with this existing requirement will reduce noise impact due to construction vehicles to a less-than-significant level.

Other construction traffic, such as construction worker travel, would be limited to early morning and early afternoon hours. Generally, a doubling of traffic volumes results in a noticeable increase in the traffic noise level. Thus, the estimated 150 trips (given that up to 75 workers will

be at the site on any given day) added to the roadway would not be of sufficient volume to result in a substantial change in roadway noise levels.

Building Construction

While buildings are under construction, noise from heavy equipment, power and air tools, compressors, trucks, backing bells or buzzers, public address systems, and the banging and other noises from loading and unloading will occur on the site with varying frequency and intensity for a period of approximately 16 months.

At a distance of 50 feet from the noise source, construction equipment noise levels (principally from engine exhaust and engine noise) range from 75 to 95 dB(A) for tractors, up to 95 dB(A) for construction trucks, up to 88 dB(A) for concrete mixers, up to 87 dB(A) for compressors, and up to 98 dB(A) for jackhammers. These temporary noise levels will not be continuous but will vary as equipment is used for varying lengths of time throughout the construction period. Peak noise levels of 90 to 95 dB(A) at 50 feet would be common during initial demolition work. During other construction, peak noise levels at 50 feet would range from 75 to 90 dB(A), with occasional higher peaks.

Noise levels fall substantially with increasing distance from the noise source, both as a result of spherical spreading of sound energy and absorption of sound energy by the air. Spherical spreading of sound waves reduces the noise of a point source by six decibels for each doubling of distance from the noise source. Absorption by the atmosphere typically accounts for a loss of one decibel every 1,000 feet. The presence of a high density of urban uses around the site will result in reduction of noise levels behind the first row of urban development around the site by 10 to 20 decibels compared to the level at an unprotected site with line-of-sight noise exposure to construction activity. Thus, at distances of more than one block from the site, construction noise will nearly fade into the background of traffic and other community noise, and will no longer have a potentially significant noise impact on noise-sensitive uses.

Although construction activity will generate high intermittent noise, it will cease upon completion of construction. Construction requires use of high-noise equipment, and it is generally not feasible to construct buildings and utility improvements without such equipment. The principal feasible mitigation measures for construction noise impacts is to limit high-noise construction to daytime hours, a measure which is included in the City's current regulations. As indicated above, the City of Pasadena's noise ordinance restricts high-noise construction activity within 500 feet of a residential zone to between the hours of 7:00 AM. and 9:00 PM Monday through Saturday.

To ensure that construction activity does not substantially affect adjacent uses, the locations of any offsite storage and staging areas should be carefully selected to prevent impacts on residential areas or other noise-sensitive uses.

Traffic/Circulation

Construction activity will add truck and construction equipment traffic to streets in the area. Trucks hauling debris from the site during excavation may track dust onto adjacent streets. Haul trucks and heavy equipment usually travel more slowly than regular traffic and require more time to enter and exit the flow of traffic. The City of Pasadena requires all trucks to use

designated truck routes within the City (see Figure 19). In the vicinity of the site, construction trucks over 6,000 pounds will be required to use Del Mar Boulevard, Fair Oaks Avenue, Arroyo Parkway, and Walnut Street. These trucks and equipment may cause traffic congestion in the surrounding area, especially during peak hours, which is a potentially significant impact.

No bus routes currently are designated along Raymond Avenue. The Los Angeles County Metropolitan Transportation Authority operates buses daily, providing service to/from Los Angeles, Pasadena, and Altadena. Southbound and northbound buses, which pass in front of the project site, operate from 5:20 AM through 11:16 PM and 6:05 AM through 11:17 PM, respectively. However, no bus stop is located immediately adjacent to the project site. The closest bus stops are located on the southwest and northeast corners of Del Mar and Arroyo Parkway. Therefore construction activities are not expected to result in temporary obstruction and/or require relocation of bus stops.

Air Quality

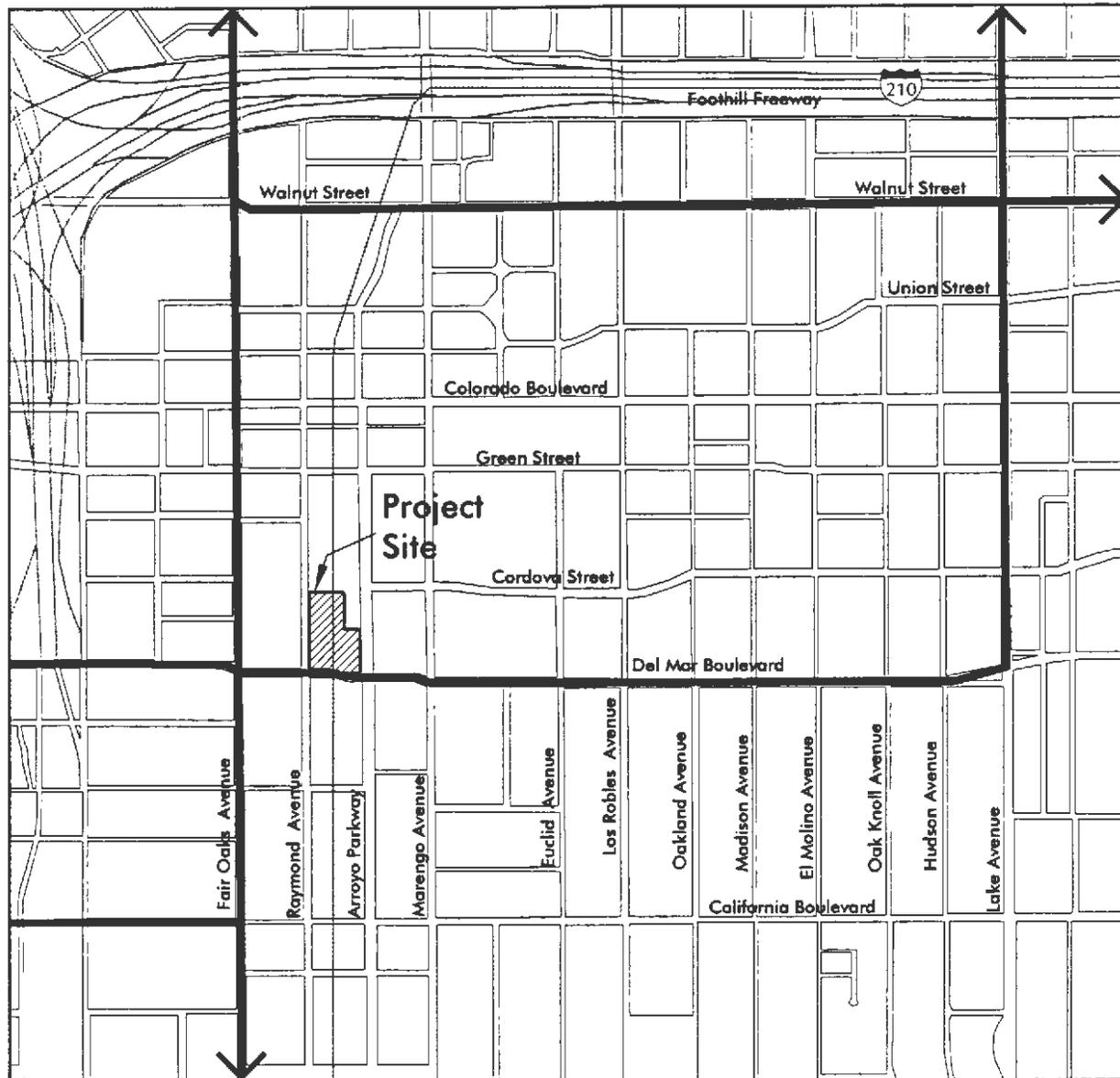
Section 2.4, Air Quality discusses the environmental setting of the project and examines the project's long-term air quality impact. During project construction, additional short-term air quality impact may result from worker travel, construction equipment emissions, and dust from excavation activities.

Construction activities typically have the potential to result in generation of substantial PM10 (fine particulate matter) emissions from dust and NO_x (oxides of nitrogen) from diesel-powered, heavy construction equipment emissions. The South Coast Air Quality Management District (SCAQMD) has established daily thresholds for emissions from construction. These thresholds are shown in Figure 19.

Table 24
SCAQMD THRESHOLDS FOR SIGNIFICANT CONSTRUCTION PHASE
CONTRIBUTION TO REGIONAL AIR POLLUTION

Pollutant	Threshold of Significant Effect
Reactive Organic Gases (ROG)	75 lbs/day
Oxides of Nitrogen (NO _x)	100 lbs/day
Carbon Monoxide (CO)	550 lbs/day
Fine Particulate Matter (PM10)	150 lbs/day

Source: CEQA Air Quality Handbook. South Coast Air Quality Management District. May, 1993 with November 1993 update.



— Truck Routes

Source: City of Pasadena, August 2001

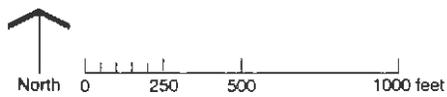


Figure 19
Truck Routes

The level of construction emissions generally is proportional to the size of the project being built. In this case, extensive excavation work will need to be performed, which will result in emissions of dust, including PM10. In addition to this dust, exhaust emissions from construction equipment and workers' travel to and from the site will be added to the region's air.

The estimated worst-case daily peak construction emissions are summarized in Table 25 for each phase of construction. These estimates were derived using the computer model URBEMIS7G (see Section 3.4 for a discussion of this computer model) and Table A9-9 from the SCAQMD *CEQA Air Quality Handbook*. As shown in Table 25, construction emissions are expected to exceed the SCAQMD's thresholds of significance for NO_x and PM 10 during Phase I and ROG for Phase II. Therefore, this impact is considered significant under SCAQMD criteria.

Table 25
ESTIMATED AIR POLLUTANT EMISSIONS FOR CONSTRUCTION (POUNDS PER DAY)

Pollutant	Phase I		Phase II	
	Emissions	Significant?	Emissions	Significant?
Reactive Organic Gases (ROG)	65	No	684	Yes
Oxides of Nitrogen (NO _x)	1,068	Yes	53	No
Carbon Monoxide (CO)	3	No	3	No
Fine Particulate Matter (PM10)	418*	Yes	4	No

* Note: Based on result from URBEMIS7G estimation of construction equipment PM10 emissions and Table A9-9 Estimating PM10 Emissions from Fugitive Dust in SCAQMD's *CEQA Air Quality Handbook* due to URBEMIS7G's underestimation of excavation impacts.

Source: URBEMIS7G, San Joaquin Valley Unified Air Pollution Control District and Jones & Stokes Associates, 1998

Stormwater Runoff

During construction, the site will be watered to control dust, resulting in "dirty runoff." To prevent dust and other pollutants from entering runoff that enters into storm drains, the developer will implement a runoff control program in compliance with existing requirements of the National Pollutant Discharge Elimination Systems (NPDES) permit No. CAS614001 issued by the Regional Water Quality Control Board to Los Angeles County and co-permittees, including the City of Pasadena. The permit requires the use of "best management practices" (BMPs) to prevent or reduce pollutants in stormwater runoff. (Major stormwater pollutants are dust from earth-moving activities, sediment from wind and water erosion of exposed soils, and chemical and other pollutants from construction materials and construction equipment).

In compliance with NPDES requirements, the developer will prepare a stormwater pollution prevention plan (SWPPP), subject to review and approval by the City. The plan could include the provision of temporary drainage facilities for stormwater runoff at the site; provision of ways to efficiently remove debris; installation of simple sediment filters at or near entrances to the storm drain system; and covering materials and dirt piles on the site.

Since implementation of this required plan will adequately reduce the potential for contaminating runoff with urban pollutants, impact will be less than significant.

Parking

During construction, 15 existing on-street metered parking spaces on the east side of Raymond Avenue will be eliminated. (As noted in prior environmental documentation for MTA's Blue Line Del Mar Station, these spaces will be permanently lost due to establishment of a passenger drop-off zone.) Additionally, 25 metered parking spaces on the west side of Raymond Avenue may be obstructed by construction vehicles. Currently, these spaces are little used during the day. On weekend nights, persons visiting Old Pasadena use the spaces. Loss of approximately 40 spaces during construction is not significant given that the spaces currently are infrequently used.

Overall Impact

Construction of the proposed project will be completed within approximately 28 months. For this duration, the project will result in annoyance and nuisance to the surrounding uses and people who work and do business in the area. Noise and general nuisance impacts will be less than significant. Short-term traffic/circulation and air quality impacts are significant.

Mitigation Measures

The following measures are required to minimize impacts on local traffic and air quality.

- C-1. A solid fence no less than 8 feet in height shall be provided around appropriate portions of the site perimeter. A covered pedestrian walkway adjacent to structures being worked on above grade shall also be provided along the site boundary.
- C-2. Prior to commencing construction, the developer shall provide a dust control and stormwater pollution prevention plans in compliance with NPDES requirements. The plans will be subject to review and approval by the City. The contractor shall fully comply with the approved plans during site preparation and construction.
- C-3. During high wind episodes (wind speeds exceeding a sustained rate of 25 miles per hour), demolition or other high-dust generating activities shall be suspended.
- C-4. Muffled construction equipment shall be used. All construction equipment shall be properly tuned.
- C-5. Gasoline or electric powered construction equipment shall be used if feasible.
- C-6. Low VOC-content paint, stucco, or other architectural coating materials shall be utilized to the extent possible.
- C-7. Construction vehicles and trucks shall use locally designated truck routes to arrive at and leave the site.
- C-8. All haul trucks that carry contents subject to airborne dispersal shall be covered.

- C-9. All access points to the construction site used by haul trucks shall be kept free of excess dirt during the excavation period.
- C-10. A telephone number and a name of a contact person for registering comments or complaints shall be posted in a clearly visible manner along the perimeter of the site.
- C-11. A flagperson shall be employed to direct traffic when construction vehicles access the project site and the staging area.
- C-12. If any sidewalk is blocked during construction, alternate routes for pedestrians and bicyclists shall be clearly marked with signs approved by the City.
- C-13. If any bus stop adjacent to the site or the construction staging area is obstructed by construction activities, the developer, in cooperation with the bus service providers, shall relocate such bus stops as appropriate.

Level of Impact After Mitigation

Construction-related impact for traffic/circulation will be less than significant after mitigation.

Air quality impact will be significant, even with mitigation. The only mitigation measure that could potentially reduce air quality impact to a less-than-significant level would be to extend the construction period and limit the number of construction equipment in operation at any one time. However, this mitigation measure would extend the length of construction annoyance considerably and increase construction costs. Also, total emissions during the construction period would not be reduced, but would only be spread out over a longer period of time. Therefore, short-term air quality impact from construction would be significant and unavoidable.

ALTERNATIVES

**ENVIRONMENTAL IMPACT REPORT
DEL MAR STATION
MIXED USE DEVELOPMENT PROJECT**



3.0 Alternatives

The following discussion considers alternative scenarios for development of the project site and location of the proposed development. Through comparison of these alternatives to the project, the relative advantages of each can be weighed and analyzed. The CEQA Guidelines require that a range of alternatives addressed be "governed by 'a rule of reason' that requires the EIR to set forth only potentially feasible alternatives that will foster informed decision making and public participation" (CEQA Guidelines, Section 15126.6).

The Guidelines state that the discussion of alternatives must focus on alternatives 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" (CEQA Guidelines, Section 15126.6). According to the analysis in Section 2.0 of this EIR, the proposed project will result in significant and unavoidable short-term and long-term air quality impacts due to construction activity and increased exhaust emissions associated with motor vehicles traveling to and from the project. Per City of Pasadena traffic impact criteria for intersections, the proposed project also will result in a significant impact on the segment of Raymond Avenue from Del Mar Boulevard to California Boulevard, in addition to a significant impact at the intersection of Del Mar Boulevard and Marengo Avenue. Both of these impacts are significant and cannot be mitigated. All other significant impacts of the project identified in this EIR can be mitigated to less-than-significant levels.

The City's principal objectives include, among others:

- Achieve consistency with the General Plan goal for the Santa Fe Transportation Center focus area, which encourages transit-oriented, mixed-use development that attracts and supports light rail users.
- Preserve the integrity of the historic Santa Fe Railroad Depot.
- Ensure that new development complements the existing historic train station.
- Meet community-wide housing needs, including affordable housing.
- Ensure that parking demands from the project and the transit stop can be met.

The applicant's primary project objective is to create a transit-oriented, mixed-use development that incorporates adaptive reuse of the historic Santa Fe Railroad Depot consistent with the *Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings*.

An alternative considered but rejected is the reduction in project size to eliminate the significant, unavoidable air quality impacts. Because air quality is tied so closely to traffic, presumably a reduction in project size to the extent that long-term air quality impacts could be avoided would also reduce traffic impacts to a less-than-significant level. However, to reduce air pollutant emissions below SCAQMD threshold levels, the project scope would have to be

reduced substantially. The screening thresholds established in the SCAQMD's *CEQA Air Quality Handbook* suggest that the project, to avoid significant air quality effects, would have to contain, in aggregate, fewer than 166 units, 9,000 square feet of restaurant space, and 22,000 square feet of retail space. Furthermore, excavation for the parking garage would have to be severely limited to reduce the levels of PM₁₀ generated. Reducing the project to this extent would not achieve the City's General Plan goal for the Santa Fe Transportation Center focus area to create a transit-oriented urban-scale development. Therefore, this alternative was rejected.

Alternatives to the proposed project have been selected to take into account this primary objective. The alternatives represent a range of reasonable development scenarios, considering the site's unique function as a transit stop. Alternatives were also selected based on their potential to reduce the significant air quality and transportation/circulation effects associated with the proposed project.

One alternative required by the CEQA Guidelines is the No Project Alternative. Per Section 15126.6(e)(2) of the CEQA Guidelines, the No Project Alternative is defined as retention of the existing conditions at the time of issuance of the Notice of Preparation (NOP) and the consideration of any physical changes that would be anticipated to occur at the site should the project not be approved. At the time of issuance of the NOP, the historic Santa Fe Rail Depot was located on the site. However, since issuance of the NOP, the process of disassembling and moving the Depot temporarily to Central Park has started. The No Project Alternative defines the existing conditions as the Depot being relocated back to the site but not restored. This aspect of the No Project Alternative is defined in greater detail below. With regard to anticipated development should the project not be approved, Alternative 2 considers a project that does not involve the granting of building height or parking Variances. The alternatives include the following:

Alternative 1: No Project (no new development)

Alternative 2: Office/Residential Development

Alternative 3: Alternative Site

Alternative 1: No Project (No New Development)

The purpose of analyzing a No Project Alternative is to allow decision makers to compare the impacts of approving the proposed project to the impacts of not approving the proposed project. As indicated above, since issuance of the NOP, the applicant has initiated the process of temporarily relocating the Depot to facilitate construction of the Blue Line Station and associated parking garage. If the proposed project is rejected by decision makers, the Del Mar Light Rail Station project and 600-space subterranean parking garage would still be built on the project site. These projects have been approved previously by the City. Access to the garage will be located on Arroyo Parkway. The historic Santa Fe Railroad Depot would be relocated to the project site but not restored.

Impacts associated with Alternative 1 are as follows:

Land Use

The No Project Alternative would not meet the General Plan goal for the Santa Fe Transportation Center to encourage transit-oriented, mixed-use development that attracts and supports light rail users.

Cultural Resources

The No Project Alternative includes relocation and reassembly of the Santa Fe Railroad Depot back to the project site. However, there would be no rehabilitation of the Depot or reuse. Leaving the Depot unrestored at the project site would significantly impact this historic structure. This impact would be greater than that of the proposed project.

Transportation/Traffic

Under this alternative, traffic associated with the residential and retail components of the project would not be generated. Significant traffic impacts on Raymond Avenue and at the Del Mar/Marengo intersection would be avoided.

Air Quality

As noted under Transportation/Traffic, no new trips would be associated with the No Project Alternative. Therefore, long-term air quality impacts would be avoided.

Noise

The No Project Alternative would not introduce sensitive noise receptors to the site nor generate vehicle trips which create traffic noise. No impact would result.

Utilities/Service Systems

This alternative would not generate sewage nor solid waste. No impact would result.

Construction

Since no development is associated with the No Project Alternative; no construction impacts would result.

Alternative 2: Office Development with Residential

This alternative provides for office uses on the Arroyo Parkway half of the site, with apartments and retail on the Raymond Avenue side. Similar to the proposed project, this alternative would involve relocation of the Santa Fe Railroad Depot back to the site, together with its restoration for adaptive reuse. Alternative 2 assumes that no Variances would be required from building height, building stories, or parking and loading requirements. The office buildings would not exceed 75 feet, and the apartment/retail buildings would be restricted to 4 stories and a 56-foot height, per Zoning Ordinance requirements. This alternative would, however, involve a setback Variance along Raymond Avenue for the Depot and new buildings. The Zoning Ordinance requires zero setback along Raymond Avenue. The Variance would allow the new buildings to respect the historic setback of the Depot.

Alternative 2 is a project designed to fit within the height/story standards established in the Zoning Ordinance. Alternative 2 consists of the following components: 100,000 square feet of office space, 20,000 square feet of retail space (inclusive of the Depot), and 190 apartment units.⁹

The impacts associated with Alternative 2 are as follows:

Land Use

This alternative, like the proposed project, would be consistent with the General Plan goal for the Santa Fe Transportation Center: Encouraging transit-oriented, mixed-use development that attracts and supports light rail users. The office component could attract transit riders. Similar to the proposed project, Alternative 2 would require a setback variance. However, this alternative would not require Variances for height, parking, or loading. Impacts are considered comparable to those of the proposed project.

Cultural Resources

Similar to the proposed project, this alternative would allow for restoration and adaptive reuse of the Santa Fe Railroad Depot. Restoration would occur consistent with the *Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings*. Impact would be avoided.

Transportation/Traffic

Trip estimates for Alternative 2 can be made using the Institute of Traffic Engineer's *Trip Generation Manual*, 6th Edition.

⁹ Other development scenarios could result. Alternative 2 represents a scenario that could potentially reduce air quality and traffic impacts associated with the project.

Also, assumptions can be made that the presence of the light rail station would reduce vehicle trips, particularly for the office uses. Trip generation for Alternative 2 is estimated as follows:

Use	Trip Rate	Daily Trips	Discount	Total Trips
Office - 100,000 sf	11.01 trips/1,000 sf	1,101	20%	881
Retail Commercial - 20,000 sf	46.67 trips/1,000 sf	813	10%	732
190 Apartments	6.63 trips/unit	1,260	10%	1,134
Total Trips				2,747

Alternative 2 would generate approximately 2,747 average daily trips, compared to 2,867 trips associated with the project. The reduction by 120 trips (4% reduction) does not represent a substantial reduction. Impact would be comparable to the proposed project.

Air Quality

As discussed above under Transportation/Traffic, the number of trips generated by Alternative 2 would be only 4% fewer than those associated with the proposed project. Therefore, air pollutant emissions for Alternative 2 also would be only slightly less (compared to the project). Emissions of ROG and NO_x would still be significant because the scale of the project would not be reduced to a degree which would decrease emissions below SCAQMD thresholds.

Noise

Alternative 2 includes sensitive receptors (residences) that would be impacted by noise generated along roadways. Impact is comparable to that of the proposed project (mitigated to less-than-significant level).

Utilities/Service Systems

Alternative 2, like the proposed project, would increase wastewater flow. Using generation factors provided by the Sanitation Districts of Los Angeles County, flows can be estimated as follows:

- Apartment @ 200 gal/unit = 38,000 gpd
- Retail @ 100 gal/1,000 sf = 2,000 gpd
- Office @ 200 gal/1,000 sf = 20,000

The 60,000 gallons per day associated with Alternative 2 is less than the 70,900 gallons per day associated with the project. Given that the Raymond Avenue line has capacity to serve the proposed project, impact from Alternative 2 would be comparable to project impact.

Using the generation factors presented in Section 2.7 (Utilities/Service Systems), waste generation for Alternative 2 can be estimated at 989 tons: 529 tons associated with the apartments and 460 tons with the commercial/office uses. This is slightly lower than the proposed project (1,013 tons). Given that the City implements a broad range of recycling and source reduction programs, and Scholl Canyon has capacity for another 20 years, impact would be comparable to the proposed project.

Construction

Although the mix of uses would be different than the proposed project, the scale and duration of construction would be similar. Therefore, construction-related impacts would be comparable to those associated with the proposed project.

Alternative 3: Alternative Site

CEQA requires examination of an alternative location for the project if such location(s) would result in the avoidance or lessening of significant impacts [CEQA Guidelines Section 15126.6(f)(2)]. Some of the City's objectives for the project are very specific to the project site, specifically, the City's desire to achieve consistency with the General Plan goal for the Santa Fe Transportation Center focus area. Therefore, the project site is the only location at which this goal can be achieved. However, some of the City's other objectives for the project can be met with a site near another Blue Line Light Rail Station. After examination of the areas around the future Blue Line stations, a site near the I-210-Sierra Madre Villa Light Rail Station was located.

The site encompasses approximately 8.5 acres, located on the 3500 block of East Foothill Boulevard, between Halstead and Rosemead Avenues in the City of Pasadena. The site is within the boundaries of the East Pasadena Specific Plan. The site was formerly used as a lumber yard, which has since vacated the property, and the property has become available for new development.

The impacts associated with this Alternative are as follows:

Land Use

The East Pasadena Specific Plan encourages mixed-use development to complement and enhance the Sierra Madre Villa Light Rail Station. A maximum floor-area ratio of 2.0 is permitted, which can be met by the project. The 349 units proposed by the project are within the allocation for the Subarea in which the East Foothill Boulevard parcel is located within the Specific Plan area. However, the density of the housing units (approximately 85 units per acre), exceeds the intensity recommended for the suburban nature of the East Pasadena community.

The East Pasadena Specific Plan permits a maximum height of 60 feet. The project has elements ranging in height from 56 to 84 feet, with towers extending to 93 and 99 feet. The project would require a Variance for those portions of building extending beyond 60 feet in height. Since the East Foothill site is larger, the project layout could be redesigned to accommodate the same amount of floor area over a larger area, yielding maximum building heights within 60 feet. This could also decrease the density of the development. Overall, the project is less compatible with the East Pasadena Specific Plan than the General Plan's vision for the Santa Fe Transportation Center focus area. Therefore, impacts are considered greater than the those of the proposed project.

Cultural Resources

Relocating the Santa Fe Railroad Depot to the East Foothill Boulevard site would permanently remove the historic structure from its original context. Since the East Foothill Boulevard site is not immediately adjacent to the Sierra Madre Villa Light Rail Station, the Santa Fe Railroad Depot would no longer have a relationship to the rail line. Removing the structure from its original context would represent a significant impact.

Transportation/Traffic

The project would generate the same number of trips at the East Foothill Boulevard site, as this site will contain the same amount of floor area and uses. Traffic impacts would be expected to be comparable. Currently, two intersections in the vicinity of the site are operating at an LOS below the acceptable City threshold, with six more expected to operate at unacceptable levels with ambient growth. Impact would be comparable to the proposed project.

Air Quality

As discussed under Transportation/Traffic, the project would generate the same number of trips at the East Foothill Boulevard site. Air quality impacts would be comparable.

Noise

The East Foothill Boulevard site is located immediately adjacent to the Foothill Freeway (I-210). The residences developed as part of the project are considered sensitive noise receptors. Noise generated by traffic on the Foothill Freeway could potentially exceed maximum noise levels permitted for residential uses. Impact would be comparable to that of the proposed project.

Utilities/Service Systems

The East Foothill Boulevard site would be served by the Los Angeles County Sanitation Districts trunk sewer line. According to the City of Pasadena Public Works Department, the trunk sewer line has been identified as potentially deficient. The Pasadena Sewer Master Plan identifies a number of options to remedy the deficiency. Improvements would need to be made before the site could be served. Regarding solid waste generation, the project would consist of the same uses generating approximately 1,013 tons of solid waste per year (547 tons with 46% diversion per recycling programs). Impacts are comparable to those of the proposed project.

Construction

Building the project at the East Foothill Boulevard location would not change the scale or duration of construction. Therefore, construction-related impacts would be comparable to those of the proposed project.

**Table 26
COMPARISON AMONG ALTERNATIVES**

Impact Category	Project Alternatives		
	1	2	3
Land Use	Does not achieve General Plan objectives	Impact comparable to project	Does not achieve General Plan objectives
Cultural Resources	Does not provide for Depot restoration	Impact comparable to project	Historic context of Depot is lost
Transportation/Traffic	No impact	Impact comparable to project	Impact comparable to project
Air Quality	No impact	Impact comparable to project	Impact comparable to project
Noise	No impact	Impact comparable to project	Impact comparable to project
Utilities/Service Systems	No impact	Impact comparable to project	Impact comparable to project
Construction	No impact	Impact comparable to project	Impact comparable to project

CUMULATIVE AND LONG-TERM EFFECTS

ENVIRONMENTAL IMPACT REPORT

DEL MAR STATION

MIXED USE DEVELOPMENT PROJECT



4.0 Cumulative and Long-Term Effects

Cumulative Effects

The CEQA Guidelines, Section 15355, define a cumulative impact as "an impact which is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts." The Guidelines further state that "an EIR should not discuss impacts which do not result in part from the evaluated project."

Section 15130(a) of the CEQA Guidelines requires a discussion of cumulative impacts of a project "when the project's incremental effect is cumulatively considerable." Cumulatively considerable, as defined in Section 15065(c), "means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects."

An adequate discussion of significant cumulative impacts requires either: (1) "a list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency" or (2) "a summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact." The CEQA Guidelines recognize that cumulative impacts may require mitigation, such as new citywide ordinances, that go beyond project-by-project measures.

For purposes of this discussion, past, present and probable future projects producing related or cumulative impacts include those projects identified in Table 1 and Figure 8 in Section 1.0, Project Description of this EIR. The list includes recently approved projects and projects for which development applications have been received. The scope of projects considered is limited to those projects expected to generate travel patterns similar to the subject project, as well as those projects in surrounding neighborhoods. Related projects are within an approximate two-mile radius.

This cumulative impact analysis is not limited to significant cumulative impacts, as suggested by the CEQA Guidelines. To ensure that a potential cumulative impact will not go unnoticed, all environmental impact areas are discussed here as follows:

- Aesthetics
- Agricultural Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology/Soils
- Hazards and Hazardous Materials
- Hydrology/Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation/Circulation
- Utilities and Service Systems

Aesthetics

The City of Pasadena uses a design review process for all substantial development projects. The process ensures that projects will not have a negative aesthetic effect. The proposed project and related projects are subject to the design review process. Through continued application of this process, impact can be avoided.

Agricultural Resources

The proposed project and related projects are located in a dense urban environment that does not include agricultural uses. No cumulative impact will result.

Air Quality

Regarding long-term operation of the proposed project and related projects, State and federal air quality standards are regularly exceeded within the South Coast Air Basin. The development of the proposed project and related projects will increase emission of air pollutants from transportation and stationary sources. Although the proposed project and related projects are infill projects that will intensify uses in the urban core, thereby reducing reliance on automobiles, the combined emissions will continue to exceed standards. Cumulative impact will be significant and unavoidable.

Regarding, CO hot spots, as discussed in Section 2.4 – Air Quality, several sensitive receptors are located adjacent to 9 study area intersections determined to warrant additional analysis regarding CO hot spots per SCAQMD guidelines. Those 9 intersection include the following:

- Cordova Street and Arroyo Parkway
- Del Mar Boulevard and Fair Oaks Avenue
- Del Mar Boulevard and Raymond Avenue
- Del Mar Boulevard and Arroyo Parkway
- Del Mar Boulevard and Marengo Avenue
- Del Mar Boulevard and Los Robles Avenue
- California Boulevard and Arroyo Parkway
- California Boulevard and Marengo Avenue
- Glenarm Street and Arroyo Parkway

As shown in Table 27 of Section 2.3, 6 of the 9 intersections currently experience CO hot spots a few mornings of the year. A CALINE-4 analysis was conducted to identify potential CO concentrations at the 9 intersections with project buildout and ambient growth; the results are summarized in Table 27.

**Table 27
EXISTING AND FUTURE CARBON MONOXIDE CONCENTRATION AT SENSITIVE RECEPTORS**

Intersection	Sensitive Receptor	1-hr CO Concentration (ppm) at Sensitive Receptor			Project Contribution	Exceed Threshold 20ppm?
		Existing	Future Without Project	Future With Project		
Cordova St. and Arroyo Pkwy	MFR	11.8	11.8	11.8	0.0	No
	MFR	11.8	11.8	11.8	0.0	No
Del Mar Blvd and Fair Oaks Ave	Park	18.5	21.6	21.7	0.1	Yes
Del Mar Blvd and Raymond Ave	Proposed Project	18.0	20.9	20.9	0.0	Yes
	Park	18.0	20.9	20.9	0.0	Yes
Del Mar Blvd and Arroyo Pkwy	Proposed Project	37.6	44.4	44.8	0.4	Yes
Del Mar Blvd and Marengo Ave	MFR	16.8	18.9	19.0	0.1	No
	MFR	28.0	33.0	33.3	0.3	Yes
	MFR	31.9	37.6	37.8	0.2	Yes
Del Mar Blvd and Los Robles Ave	SFR	17.0	18.7	18.8	0.1	No
	SFR	29.4	33.7	33.8	0.1	Yes
California Blvd and Arroyo Pkwy	SFR	32.1	34.7	34.7	0.0	Yes
California Blvd and Marengo Ave	MFR	17.0	17.5	17.5	0.0	No
	MFR	32.9	34.6	34.7	0.1	Yes
	MFR	32.9	34.5	34.6	0.1	Yes
Glenarm St and Arroyo Pkwy	School	41.5	45.7	45.9	0.2	Yes

As shown in Table 27, 8 of the 9 intersections will exceed the State standard of 20 ppm for carbon monoxide due to the proposed project in conjunction with ambient growth. This impact is considered cumulatively significant.

The best way to eliminate a CO hot spot is to eliminate the conditions which cause it – specifically, improve circulation on impact segments. Given right-of-way constraints, the City's ability to improve flow and increase capacity is limited. An alternate way to mitigate a CO hot spot is to retrofit existing structures which house sensitive receptors to be air tight and include air conditioning so that windows are not relied upon for cooling in the summer. The City of Pasadena currently does not have a program to retrofit existing sensitive receptors. If such a program was established, developers of the proposed project and other contributing projects could contribute to the retrofitting. In absence of such a program, impact is considered cumulatively significant and unavoidable.

Biological Resources

The proposed project and related projects are located within a fully urbanized area and will not impact any endangered, threatened, or rare species, nor will they impact any habitat, locally designated species or natural community, wildlife dispersal or migration corridor, or wetland habitat. Therefore, no cumulative impact will result.

Cultural Resources

Existing City regulations and review practices provide for a high level of review of all proposals affecting historic resources and districts. Through continued applications of design regulations/review and City ordinances, impact on cultural resources can be avoided or minimized.

Geology/Soils

The proposed project and related projects lie a few miles from the Sierra Madre fault to the north and Raymond Hill fault to the south, the only fault considered active within the City of Pasadena. No known faults traverse the proposed project site or the sites of the related projects. Site improvements and construction for all projects must be performed in accordance with current seismic engineering standards of the California Uniform Building Code Seismic Zone 4 requirements. Compliance with existing building regulations reduces potential impact to a less-than-significant level on a project-level and cumulative basis.

Hazards and Hazardous Materials

The proposed project and related projects involve the construction of uses that do not involve the use or storage of hazardous substances, except those used in day-to-day activities, such as cleaning supplies. Thus, no threat of hazardous materials release or explosion exists cumulatively.

The proposed project and related projects will be subject to existing rules and regulations governing health hazards. Compliance with existing regulations will allow for avoidance of potential human health impacts.

Hydrology/Water Quality

The proposed project and related projects are required to comply with National Pollutant Discharge Elimination System Permit CAS 614001 issued by the Water Quality Control Board. Compliance with the NPDES Permit in conjunction with required review of drainage plans by the Public Works and Transportation Department of the City will ensure that cumulative impacts on water quality are less than significant.

The proposed project and related project will most likely result in an increase in water consumption given that most projects involve the intensification of land use. Sources of City water include groundwater and imported water from the Metropolitan Water District (MWD). The City does not plan to increase groundwater pumping to accommodate increased demand

for water City-wide. Instead the City will purchase more imported water from MWD. The majority of the project sites are already largely paved, so there will be no cumulatively significant reduction in groundwater recharge.

The proposed project and related projects are largely developed and will not result in a cumulatively substantial increase in runoff from the sites. No rivers or streams are located adjacent to the project sites. Standard City requirements to submit a site drainage plan prior to issuance of building permits will ensure that impacts are minimized.

The proposed project and related projects are not located in a 100-year flood zone and no levees or dams are located uphill from the project sites. Pasadena is not subject to tsunami hazards. No hills or unstable lands are located in the vicinity. No cumulatively significant impact will result.

Land Use and Planning

The proposed project and related projects are generally consistent with Pasadena General Plan land use designations. Cumulatively, the projects will work to implement General Plan policy by concentrating new, complementary development within an urban core, and by linking centers through the central area of Pasadena.

Mineral Resources

The proposed project site and the sites of the related projects are not known to contain mineral resources of value to the region and/or State residents. The City's General Plan does not delineate the sites as a locally important mineral resource recovery sites. No cumulatively significant impact will result.

Noise

Ambient noise levels will increase areawide as new development results in increased land use intensity and additional traffic. The introduction of new noise-sensitive receptors by the proposed project and related projects in areas that exceed conditionally acceptable noise levels can be avoided on a project-by-project basis through compliance with existing regulations (Title 24 of the Health and Safety Code and City Building Code regulations). However, as discussed in Section 2.5, Noise, some existing sensitive receptors currently experience unacceptable noise levels; the proposed project and related project's contribution to exacerbating this condition is cumulatively significant. Other sensitive receptors will experience unacceptable noise levels in the future due to traffic generated by the proposed project and related projects. This impact is cumulatively significant.

To mitigate unacceptable ambient noise levels, existing structures which house sensitive receptors must be retrofitted to minimize exterior sound intrusion. The City of Pasadena currently does not have a program to retrofit existing noise-sensitive receptors. If such a program was established, the proposed project and related projects could contribute to the retrofitting. In absence of such a program, impact is considered cumulatively significant and unmitigable.

Population and Housing

The proposed project and related projects are largely consistent with the Pasadena General Plan and therefore consistent with the *Regional Comprehensive Plan and Guide*, which utilizes each jurisdiction's general plan to forecast employment, population change, and household change. Regarding the combined jobs and housing growth, the proposed project and related projects will create approximately 9,244 new jobs (assuming on average 3 employees per 1,000 square feet of non-residential use) and 2,819 dwelling units, and add 7,103 people to Pasadena's population. Assuming that 30% of the new employees move to Pasadena, a hypothetical demand for 1,100 new housing units will be created. This is less than the number of new units provided by the proposed and related projects. Together, the proposed project and related projects work toward achieving balanced employment and household growth.

Public Services

The proposed project and related projects will increase demand for fire protection, police protection, education services, and other governmental services. Since the projects fit within the City growth parameters established in the General Plan, the increased demand for services associated with new development projects is anticipated. The City of Pasadena General Plan EIR identifies mitigation to address increased demand resulting from new growth. Ongoing implementation of mitigation reduce the cumulative impact to acceptable levels.

Recreation

The proposed project and related projects with residential components will increase demand for recreational facilities. Assuming 2.5 persons per household, the 2,819 units associated with these projects will produce a population increase of 7,048 people. Based on the General Plan's targeted ratio of 3 acres of parks per 1,000 population, and increased demand for 21 acres of recreational facilities will result. All residential projects in Pasadena have an associated impact fee of \$756 per unit to fund parkland acquisition and improvement. Payment of fees offsets the cumulative impact on park resources.

Transportation/Traffic

The proposed project and related projects will cumulatively increase traffic congestion. As discussed in Section 2.3, Transportation/Traffic, 5 of the 22 study intersections currently operate at LOS E or F during one or both of the peak hours, and two freeway segments currently operate at or above their designed capacities. With construction of the proposed project and related projects, 11 intersections will operate at unacceptable levels (LOS E or worse) without mitigation. The proposed project was below the threshold for conducting the CMP analysis for freeway impacts. Given the scope of development involved with the related projects list, cumulatively significant impacts would be expected to occur on area freeways. These impacts are considered cumulatively significant.

Like the proposed project, related projects will be responsible for mitigating their fair-share of traffic impacts at area intersections. Therefore, the cumulatively significant impact is mitigable. Regarding freeway impacts, the City annually reviews its CMP program which works to reduce freeway impact. This will reduce cumulative freeway impacts to a less-than-significant level.

Utilities and Service Systems

The proposed project and related projects will increase demand for power, natural gas, water treatment and distribution facilities, sewer, solid waste disposal, and water supplies. Systems to provide these utilities and services are already in place to serve the projects. Since a project cannot be built if the required infrastructure's capacity cannot serve the project, cumulative impact on the systems will be avoided.

Long-Term Effects

Development of the proposed project will commit nonrenewable resources during construction and operation. During construction, the use of building materials (e.g. aggregate, sand, cement, steel, and glass) and energy resources (gasoline, diesel fuel, electricity) largely will be irreversible and irretrievable. Energy will be consumed in processing building materials and for transporting these materials and construction workers to the site.

Commercial buildings can be expected to have a life span of approximately 50 years and residential housing, approximately 70 years. The resources consumed during project operation will be in quantities proportional to similar commercial and residential projects in Southern California. Title 24 (Part 6 of the California Building Standards Code) energy conservation standards are mandatory and will be applied to the project. Vehicles used by workers and residents will consume motor fuel; however these activities are part of normal operations and are not considered significant or a wasteful use of resources. Considering the long-range life span of the project, the nonrenewable resources consumed for this project are insignificant compared to the annual use of resources regionally.

Neither short-term nor long-term significant impacts on nonrenewable resources are expected to result from the proposed project.

Growth-Inducing Effects

The project does not involve any proposal to extend infrastructure nor increase the capacity of existing infrastructure in any manner. The proposed dedication of additional right-of-way along Arroyo Parkway would proceed absent the project to address cumulative traffic needs previously identified by the City.



PREPARERS OF THE EIR

**ENVIRONMENTAL IMPACT REPORT
DEL MAR STATION
MIXED USE DEVELOPMENT PROJECT**



5.0 Preparers of the EIR

City of Pasadena

Planning and Permitting Division

175 N. Garfield Avenue
Pasadena, CA 91109

Project Manager: Brian League, Senior Planner
Staff: Anne Hill, Planner
Vincent C. Gonzalez, Senior Planner
Jeff Cronin, Design Commission staff

Housing and Development Division

100 N. Garfield Avenue
Pasadena, CA 91101

Project Manager: Donald Cosgrove

Public Works and Transportation Department

100 N. Garfield Avenue
Pasadena, CA 91109

Staff: Eric Shen, Transportation Planning and Development Manager
Christine Hernandez, Engineer

Consultants to the City

Cotton/Bridges/Associates (CBA, Inc.)

Urban Planning and Environmental Consulting
747 E. Green Street, Suite 300
Pasadena, CA 91101-2119

Principal-in-charge: Donald Cotton, AICP
Project Manager: Laura Stetson, AICP
Environmental
Planners: Jenni Suvari, AICP
Mark Hoffman

Graphics Technicians: Jose Rodriguez
Enabell Diaz

Melvyn Green & Associates
Architectural Preservation/Structural Engineering
21307 Hawthorne Boulevard, Suite 250
Torrance, CA 90503

Analysts: Melvyn Green
Ann Gordon

Kaku Associates, Inc.
Traffic Engineers
1453 Third Street, Suite 400
Santa Monica, CA 90401

Principal-in-charge: Richard Kaku
Project Manager: Ron Hirsch

PERSONS AND DOCUMENTS CONSULTED

**ENVIRONMENTAL IMPACT REPORT
DEL MAR STATION
MIXED USE DEVELOPMENT PROJECT**



6.0 Persons and Documents Consulted

Persons

Dr. Charles Blankson
Transportation Specialist
CEQA Section
South Coast Air Quality Management District
(909) 396-3304

Liz Culhane
Senior Traffic Engineer
Crain & Associates
(310) 473-6508

Bill Marsh - Engineer for Project Applicant
Keller-CMS, Inc.
(213) 346-9040

Dave Mitchell
San Joaquin Valley Unified Air Pollution Control District
(559) 230-5807

Patrick Perry, Attorney
Allen Matkins Leck Gamble & Mallory LLP
(213) 955-5504

Dan Rix
Jim Lloyd
Public Works Department
City of Pasadena
(626) 744-4287

Ira Yellin - Project Applicant
Urban Partners LLC
(213) 437-0470

Documents

City of Pasadena General Plan. 1994.

City of Pasadena Municipal Code. Title 17 (Zoning).

City of Pasadena Downtown Urban Design Guidelines. City of Pasadena. June 1992.

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Persons and Documents Consulted

U.S. Environmental Protection Agency. *Report on Levels of Environmental Noise Requisite to Protect the Public Health and Welfare with an Adequate Margin of Safety*. 1974.

West Gateway Specific Plan EIR, SCH #97061095. City of Pasadena.

1989 California Integrated Waste Management Act.

1998 Regional Transportation Plan. Southern California Association of Governments.

2000 U.S. Census.



**RESPONSES TO COMMENTS ON
DRAFT EIR**

**ENVIRONMENTAL IMPACT REPORT
DEL MAR STATION
MIXED USE DEVELOPMENT PROJECT**



7.0 Responses to Comments on Draft EIR

This section of the Final EIR contains comments and responses to written and oral comments received during the 45-day public review period for the Draft EIR, which ended November 19, 2001. A list of persons and agencies that received either the Draft EIR or the Notice of Availability is included on the following pages. Oral comments were received at two public hearings: 1) a Zoning Hearing Office hearing held on Wednesday, November 7, 2001 and 2) a Design Review Commission hearing conducted on Tuesday, November 13, 2001.

The comments received are presented in chronological order by date of receipt of the correspondence. (The acknowledgement of receipt of the Draft EIR by the State Clearinghouse is included as the last comment letter.) Each comment letter or oral comment is designated a number, and topic-specific comments within each comment are coded. For example, the first comment in Letter #1 is 1-1, the second 1-2, etc. Revisions made to the EIR in response to comments are identified by shading the revised text (like this).

The following persons and/or agencies submitted written comments on the Draft EIR:

1. Elizabeth Erickson. California Regional Water Quality Control Board. October 15, 2001.
2. Stephen J. Buswell, IGR/CEQA Branch Chief. State of California - Business and Transportation Agency, Department of Transportation. November 7, 2001.
3. James F. Stahl, County Sanitation Districts of Los Angeles County. November 7, 2001
4. James A. Noyes, Director of Public Works. County of Los Angeles Department of Public Works. November 7, 2001.
5. Vince Farhat, President. West Pasadena Residents' Association. November 19, 2001.
6. Joan Hearst, Board Member. West Pasadena Residents' Association. November 19, 2001.
7. Jeffrey Smith. Southern California Association of Governments. November 15, 2001.
8. Governor's Office of Planning and Research, State Clearinghouse. October 15, 2001.

Oral comments received at the Zoning Hearing Officer hearing on Wednesday, November 7, 2001 and the Design Review Commission hearing on Tuesday, November 13, 2001 are summarized following responses to Comment Letter #8.

Draft EIR Mailing List

	Los Angeles County Sanitation Districts 1955 Workman Mill Road Whittier, Ca 90607	Putney Road Neighbors Group C/O Sharon Scull 1722 Putney Road Pasadena, CA 91103
Los Angeles County Metropolitan Transportation Authority CMP/Environmental Review Section 1 Gateway Plaza Los Angeles, CA 90012	Southern California Gas Company Bill Hulies PO Box 2300 Chatsworth, CA 91313	Singer Park Neighborhood Assoc C/O Andrew "Pete" Ewing PO Box 50245 Pasadena, CA 91115
Caltrans District #7 Stephen J. Buswell Trans. Plan. Office, 1-10C 120 S. Spring Street Los Angeles, CA 90012	Rick Thorpe, CEO Blue Line Authority 625 Fair Oaks Avenue, S-200 South Pasadena, CA 91030	West Pasadena Residents' Association C/O Carolyn Naber PO Box 50252 Pasadena, CA 91115
SCAQMD 21865 E. Copley Drive Diamond Bar, CA 91765-4182	Los Angeles Conservancy Roosevelt Building 727 W. 7 th Street, Suite 955 Los Angeles, CA 90017	Los Robles Caucus C/O Mark A. Graf 718 S. Los Robles Pasadena, CA 91106
State Clearinghouse Office of Planning and Research 1400 Tenth Street Sacramento, CA 95814	Pasadena Chamber of Commerce and Civic Association 865 E. Del Mar Blvd. Pasadena, CA 91101	Russ Thyret Madison Heights Neighborhood Assoc. 390 E. Glenarm Street Pasadena, CA 91106
Los Angeles County Dpt of Public Works 900 S. Fremont Alhambra, CA 91802	Pasadena Beautiful Foundation 140 S. Lake Avenue, Suite 268 Pasadena, CA 91101	Brookmere Association c/o Jack Heydorff 1325 Club House Drive Pasadena, CA 91105
Southern California Edison Co Planning Department 1440 S. California Ave Monrovia, CA 91016	Neighborhood Connections City of Pasadena 2061 N. Los Robles Ave, #103 Pasadena, CA 91104	Municipal Information Services Pasadena Public Library 285 E. Walnut Pasadena, CA 91109
Superintendent Pasadena Unified School District 351 S. Hudson Ave Pasadena, CA 91109	Pasadena Heritage 651 S. St. John Avenue Pasadena, CA 91105	City of South Pasadena Community Development Dpt 1414 Mission Street South Pasadena, CA 91030
SCAG 818 W. 7 th Street, 12 th Floor, Suite H Los Angeles, CA 90017	Castle Green Association C/O Joy Noble 99 S. Raymond Ave #202 Pasadena, CA 91105	City of San Marino David Saldana, Director of Community Development 2200 Huntington Drive San Marino, CA 91108
Los Angeles County Department of Regional Planning, Environmental Director 320 W. Temple, 13 th Floor Los Angeles, CA 90012	Linda Vista/Annandale Assoc. C/O Norman Parker 1065 Paso Alto Road Pasadena, CA 91105	City of La Canada Flintridge Robert Stanley, Community Development Director 1327 Foothill Boulevard La Canada, CA 91011

Urban Partners, LLC
Attn: Ira Yellin
304 S. Broadway #400
Los Angeles, CA 90013

Los Angeles County Registrar-Recorder/
County Clerk
Environmental Filings
12400 E. Imperial Highway
Norwalk, CA 90650

No BLAG
C/O Gigi Scully
300 Congress Place
Pasadena, CA 91109

FILE COPY

1-6
L A-PASADENA METRO BLU
601 W 5TH ST STE 1112
LOS ANGELES CA 90071-2024

7
ART CNTR COLLEGE OF DESIGN
1700 LIDA ST
PASADENA CA 91103-1924

8
PASADENA HUMANE SOCIETY
361 S RAYMOND AVE
PASADENA CA 91105-2607

9-11
5722-009-016
CHINA FACTORY
3 WHITE WATER DR
CORONA DEL MAR CA 92625

12
HOGAN LESLIE A & TRUST
26909 OAKMONT DR
SUN CITY CA 92586-2917

13
ARROYO PARKWAY
SHOPPING CENTER LTD
112 W 9TH ST STE 1200
LOS ANGELES CA 90015-1536

14,29
L.A. COUNTY M T A
P.O.BOX 194
LOS ANGELES CA 90053

15
FISHBECK AWNING CO LTD
120 S RAYMOND AVE
PASADENA CA 91105-2013

16,18,26
STATHATOS DAN & BEATRICE
120 S RAYMOND AVE
PASADENA CA 91105-2013

17
MARILYN BURTON
FAMILY LTD PTNS
21 BORDEAUX
NEWPORT BEACH CA 92660-6806

19-22
PASADENA CITY
100 N. GARFIELD
PASADENA CA 91109

23
NAKADA TAKASHI & SACHI
& FAMILY TRUST
1275 CHATEAU RD
PASADENA CA 91105-1207

24
MORADI ISAAC & ESTER K
9301 WILSHIRE BLVD STE 315
BEVERLY HILLS CA 90210-6132

25
FISHBECK AWNING CO LTD
120 S RAYMOND AVE
PASADENA CA 91105-2013

27
PUBLIC STORAGE INC
601 S FIGUEROA ST
LOS ANGELES CA 90017-5704

28
PUBLIC STORAGE
PROPERTIES XI INC
PO BOX 25025
GLENDALE CA 91221-5025

30
FARD ALI R
PO BOX 1441
LOS ANGELES CA 90041

31
KAHN MELVIN & BARBARA & TR
PO BOX 8045
WALNUT CREEK CA 94596-1220

32
ILIFF CAROLE S
1248 WINSTON AVE
SAN MARINO CA 91108-2134

33,34
LIPSCOMB RODERICK C
767 N HILL ST STE 402
LOS ANGELES CA 90012-2381

35
MOSS RICHARD A & TONI R
255 S MARENGO AVE
PASADENA CA 91101-2719

36
WONG PHILLIP J
297 S MARENGO AVE APT 108
PASADENA CA 91101-2705

37
WONG PHILLIP J & CAREY
815 S CENTRAL AVE STE 29
GLENDALE CA 91204-4304

38
YOUNG JOSEPH E
165 E DEL MAR BLVD
PASADENA CA 91105-2532

39
C & C MANAGEMENT L P
275 S MARENGO AVE APT 9
PASADENA CA 91101-2724

40
CATELLUS FINANCE 1 LLC
201 MISSION ST STE 340
SAN FRANCISCO CA 94105-1832

41
HARDIMAN VERTUS W
840 E MENDOCINO ST APT B4
ALTADENA CA 91001-2479

OWNERSHIP LABELS 3-1-01
CITY OF PASADENA

42 HARDIMAN VERTUS W 840 E MENDOCINO ST # 84 ALTADENA CA 91001-2459	43 HURST CAROLE CNSRV MILDRED M SPRINKLE CNSEE 411 N CENTRAL AVE GLENDALE CA 91203-2081	44 MCNAMARA PATRICIA & P A & E J 221 S MARENGO AVE APT 4 PASADENA CA 91101-2731
45 MONK SHIRLEY J 221 S MARENGO AVE APT 5 PASADENA CA 91101-2730	46 TROUTNER TODD N 8800 GREENWOOD AVE SAN GABRIEL CA 91775-1245	47 STEWART JEANNE L 2190 PALOMA ST PASADENA CA 91104-4921
48 GREEN PATRICIA 221 S MARENGO AVE APT 8 PASADENA CA 91101-2730	49 HARDIMAN VERTUS W 840 E MENDOCINO ST # B ALTADENA CA 91001-2459	50 HARDIMAN VERTUS W 840 E MENDOCINO ST APT B4 ALTADENA CA 91001-2479
51 HERRERA MARGARITA 221 S MARENGO AVE APT 11 PASADENA CA 91101-2729	52 JOY BETTY H 2819 VIA PAJARO CARLSBAD CA 92008-1348	53,55 PILLER HOWARD & MIGNONNE 1260 N HUDSON AVE PASADENA CA 91104-2843
54 GRIEGER MARY M 221 S MARENGO AVE APT 14 PASADENA CA 91101-2728	56 LIEVSAY CHARLES A 221 S MARENGO AVE APT 16 PASADENA CA 91101-2728	57 HADDAD SUZAN & FAMILY TRUST 444 PIEDMONT AVE UNIT 234 GLENDALE CA 91206-3458
58 270 S ARROYO PARKWAY LLC 441 N BEVERLY DR STE 207 BEVERLY HILLS CA 90210-4633	59 CATELLUS DEVELOPMENT CORP 201 MISSION ST SAN FRANCISCO CA 94105-1831	60 EVERGREEN OFFICE PARTNERS 567 SAN NICOLAS DR STE 309 NEWPORT BEACH CA 92660-6511
61 SHAIKH IQBAL A & SHAZI K 353 S MARENGO AVE APT 1 PASADENA CA 91101-3194	62 PEREZ RAUL M & JAE E 353 S MARENGO AVE APT 2 PASADENA CA 91101-3194	63 LACOUR CLAUDETTE T 353 S MARENGO AVE APT 3 PASADENA CA 91101-3194
64 SANDERS DEIDRE L 353 S MARENGO AVE APT 4 PASADENA CA 91101-3194	65 CUOCO LEONARD A 353 S MARENGO AVE APT 5 PASADENA CA 91101-3194	66 URSO FRANK & MARY 353 S MARENGO AVE APT 6 PASADENA CA 91101-3194
67 QUAN LORRAINE M & JEANNE 353 S MARENGO AVE APT 7 PASADENA CA 91101-3194	68 OLSON CLARK F & REBECCA 353 S MARENGO AVE APT 8 PASADENA CA 91101-3195	69 NEIHART ROBERT /TR & CHARMEAN 564 LA LOMA RD PASADENA CA 91105-2443

OWNERSHIP LABELS 3-1-01
CITY OF PASADENA

70
WICHNER GAZELLE R
572 E GREEN ST STE 303
PASADENA CA 91101-2089

73
KASTANAS ILIAS
355 S MARENGO AVE APT 101
PASADENA CA 91101-3915

76
PAN DENNIS D
11711 CLARK ST STE 101
ARCADIA CA 91006-5874

79
JARRETT SHARON R
355 S MARENGO AVE APT 107
PASADENA CA 91101-3182

82
SMITH ANNETTE J
355 S MARENGO AVE APT 110
PASADENA CA 91101-3196

85
MARSH MIGNON
355 S MARENGO AVE APT 203
PASADENA CA 91101-3196

88,101,102
GREENAWALT DAVID F III
1346 LIDA LN
PASADENA CA 91103-1914

91,92
GREENAWALT DORIS & TRUST
1346 LIDA LN
PASADENA CA 91103-1914

95
CHU GENEVIEVE D
355 S MARENGO AVE APT 303
PASADENA CA 91101-3197

71
SPRING ALLAN W
353 S MARENGO AVE APT 11
PASADENA CA 91101-3195

74
MCQUIGG TERRENCE & LEE /TR
330 CORDOVA ST UNIT 323
PASADENA CA 91101-4658

77
SCHAFZAHN HUBERT
355 S MARENGO AVE APT 105
PASADENA CA 91101-3182

80
WALTON RICHARD L & DEANNA
4720 DALERIDGE RD
LA CANADA FLINTRIDGE CA 91011

83
CATES HORACE B JR
355 S MARENGO AVE APT 201
PASADENA CA 91101-3196

86
NABIPOUR REZA
355 S MARENGO AVE APT 204
PASADENA CA 91101-3196

89
DUNN LAURA L
355 S MARENGO AVE APT 207
PASADENA CA 91101-3183

93
LIVERSIDGE DIANNE
355 S MARENGO AVE APT 301
PASADENA CA 91101-3183

96
NATHAN ESTHER
355 S MARENGO AVE APT 304
PASADENA CA 91101-3197

72
LI HUA YU
353 S MARENGO AVE APT 12
PASADENA CA 91101-3195

75
NAFOOSI SAMI A
2609 PERKINS CIR
GLENDALE CA 91206-3125

78
ABRERA
SOFRONIO JR & MERCADO
1458 OAKCREST AVE
SO PASADENA CA 91030-4102

81
COCCHIARO LAURINDA J
355 S MARENGO AVE APT 109
PASADENA CA 91101-3182

84
DELUCIE LINDA
355 S MARENGO AVE APT 202
PASADENA CA 91101-3196

87
TANAKA DUANE
355 S MARENGO AVE APT 205
PASADENA CA 91101-3183

90
CHEANG MONICA
355 S MARENGO AVE APT 208
PASADENA CA 91101-3183

94
GREENAWALT DENISE A
3100 W RIVERSIDE DR UNIT 104
BURBANK CA 91505-4732

97
HSIUNG AILI
100 S MICHILLINDA AVE
SIERRA MADRE CA 91024-2226

OWNERSHIP LABELS 3-1-01
CITY OF PASADENA

98
RICE EARL W
355 S MARENGO AVE APT 306
PASADENA CA 91101-3197

99
AVELAR JAMES J
355 S MARENGO AVE APT 307
PASADENA CA 91101-3197

100
MATSUMOTO DAVID /TR & LILLIAN
8347 ELSMORE DR
ROSEMEAD CA 91770-4021

103
SOLIE KENNETH L
355 S MARENGO AVE APT 401
PASADENA CA 91101-3184

104
PANDOLFI PATRICK & GABRIELA
355 S MARENGO AVE APT 402
PASADENA CA 91101-3184

105
SMITH THOMAS C
355 S MARENGO AVE APT 403
PASADENA CA 91101-3184

106
CURTIS CAMILLE
355 S MARENGO AVE APT 404
PASADENA CA 91101-3184

107
RUBIN NANCY R
355 S MARENGO AVE APT 405
PASADENA CA 91101-3184

108
HALL BRUCE
355 S MARENGO AVE APT 406
PASADENA CA 91101-3185

109
BRINEGAR RICHARD S
355 S MARENGO AVE APT 407
PASADENA CA 91101-3185

110
PANDOLFI PATRICK & GABRIELA
355 S MARENGO AVE APT 408
PASADENA CA 91101-3185

111
LAN FONG ZEE
2528 HONOLULU AVE
MONTROSE CA 91020-1806

112
WASSERMAN SUSAN R
1062 PRINCETON ST
SANTA MONICA CA 90403-4702

ALLEN, MATKINS, LECK,
GAMBLE & MALLORY LLP
515 S. FIGUEROA ST., 7TH FL
LOS ANGELES, CA 90071-3398
ATTN: GERALD WELLS

01-066
QUALITY MAPPING SERVICE
14549 ARCHWOOD ST., #301
VAN NUYS, CA 91405

Joan Hurst
570 South Arroyo Boulevard
Pasadena, CA 91105-2403

Vince Farhat
West Pasadena Residents Assoc.
P.O. Box 50252
Pasadena, CA 91115

Comment Letter No. 1
California Regional Water Quality Control Board



Winston H. Hickox
Secretary for
Environmental
Protection

California Regional Water Quality Control Board
Los Angeles Region

320 W. 4th Street, Suite 200, Los Angeles, California 90013
Phone (213) 576-6600 FAX (213) 576-6640
Internet Address: <http://www.sarwqcb.ca.gov/~rwqcb4>

Gray Davis
Governor

October 15, 2001

City of Pasadena
175 N. Garfield Ave
Pasadena, CA 91101

Dear Sir or Madam,

Re: CEQA Documentation for Project in the Santa Clara Watershed

Subject: Del Mar Station Mixed Use Development Project EIR

We appreciate the opportunity to comment on the CEQA documentation for the above-mentioned project. For your information a list of permitting requirements and Regional Board Contacts is provided in Attachment A hereto.

The project site lies in the Santa Clara watershed that was listed as being impaired pursuant to Section 303 (d) of the Clean Water Act. Impairments listed in reaches downstream from the proposed project include nutrients and their effects, salts, coliform bacteria, and historic pesticides. The Los Angeles Regional Water Quality Control Board will be developing Total Maximum Daily Loads (TMDLs) for the watershed, but the proposed project is expected to proceed before applicable TMDLs are adopted. In the interim, the Regional Board must carefully evaluate the potential impacts of new projects that may discharge to impaired waterbodies.

Our review of your documentation shows that it does not include information on how this project will change the loading of these pollutants into the watershed. Please provide the following additional information for both the construction and operational phases of the project.

- For each constituent listed above, please provide an estimate of the concentration (ppb) and load (lbs/day) from non-point and point source discharges.
- Estimates of the amount of additional runoff generated by the project during wet and dry seasons.
- Estimate of the amount of increased or decreased percolation due to the project.

California Environmental Protection Agency



Our mission is to preserve and enhance the quality of California's water resources for the benefit of present and future generations.

- Estimates of the net change in cubic feet per second of groundwater and surface water contributions under historic drought conditions (as compiled by local water purveyors, the Department of Water Resources, and others), and 10-year 50-year, and 100-year flood conditions.

1-1
continued

If you have any questions please call me at (213) 576-6683.

Sincerely,

Theresa Rodgers

for Elizabeth Erickson
Associate Geologist, TMDL Unit
Los Angeles Regional Water Quality Control Board

EE
Attachments (1)
cc: File
State Clearinghouse (2001041041)

California Environmental Protection Agency



Our mission is to preserve and enhance the quality of California's water resources for the benefit of present and future generations.

ATTACHMENT A

- ✓ If the proposed project will result in a discharge of dredge or fill into a surface water (including a dry streambed), and is subject to a federal license or permit, the project may require a Section 401 Water Quality Certification, or waiver of Waste Discharge Requirements. For further information, please contact:

Anthony Klecha, Nonpoint Source Unit at (213) 576-6785.

- ✓ If the project involves inland disposal of nonhazardous contaminated soils and materials, the proposed project may be subject to Waste Discharge Requirements. For further information, please contact:

Rodney Nelson, Landfills Unit, at (213) 236-2489.

- *****
- ✓ If the overall project area is larger than five acres, the proposed project may be subject to the State Board's General Construction Activity Storm Water Permit. For further information, please contact:

Tracy Woods, Statewide General Construction Activity Storm Water Permits at (213) 576-6684.

- ✓ If the project involves a facility that is proposing to discharge storm water associated with industrial activity (e.g., manufacturing, recycling and transportation facilities, etc.), the facility may be subject to the State Board's General Industrial Activities Storm Water Permit. For further information, please contact:

Kristle Chung, Statewide General Industrial Storm Water Permits at (213) 576-6807.

- ✓ If the proposed project involves requirements for new development and construction pertaining to municipal storm water programs, please contact:

Dan Radulescu, Municipal Storm Water Permits, Los Angeles County at (213) 576-6668;
Matt Yeager, Municipal Storm Water Permits, Ventura County at (213) 576-6749.

- ✓ The proposed project also shall comply with the local regulations associated with the applicable Regional Board stormwater permit:

Los Angeles County and Co-permittees:
NPDES No. CAS614001
Waste Discharge Requirements Order No. 96-054.

Long Beach County and Co-permittees:
NPDES CAS004003
Waste Discharge Requirements Order No. 99-060.

Ventura County and Co-permittees:
NPDES No. CAS004002
Waste Discharge Requirements Order No. 00-108.

- *****
- ✓ If the proposed project involves any construction and/or groundwater dewatering to be discharged to surface waters, the project may be subject to NPDES/Waste Discharge Requirements. For further information, please contact:

Augustine Anjilelo, General Permitting and Special Projects Unit at (213) 576-6657 (All Region 4 Watersheds).

- ✓ If the proposed project involves any construction and/or groundwater dewatering to be discharged to land or groundwater, the project may be subject to Waste Discharge Requirements. For further information, please contact:

Kwang-II Lee, Non-Chapter 15 Unit, at (213) 236-2458 (All Region 4 Watersheds).

Revised : October 12, 2001

Response to Comment Letter No. 1 California Regional Water Quality Control Board

- 1-1 The proposed project is an infill development project in a highly urbanized area. The proposed uses – residential units and small-scale commercial businesses – represent typical uses in an urban environment. The project does not include any industrial activity. The proposed project does not involve discharge of dredge or fill into any surface water body nor inland disposal of nonhazardous contaminated soils and materials. The project does not involve construction and/or groundwater dewatering to be discharged to surface waters, land, or groundwater. The project area encompasses less than five acres and therefore is not subject to the State Board's *General Construction Activity Storm Water Permit*. As stated in the Initial Study, at the time of obtaining permits, the project applicant will be required to comply with requirements pertaining to Pasadena's storm water programs and Pasadena's regulations associated with Regional Board stormwater permit NPDES No. CAS614001.

Comment Letter No. 2

State of California - Business and Transportation Agency, Department of Transportation (Caltrans)

STATE OF CALIFORNIA—BUSINESS AND TRANSPORTATION AGENCY

Gray Davis, Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, ADVANCE PLANNING
IGR OFFICE 1-10C
120 SO. SPRING ST.
LOS ANGELES, CA 90012
TEL: (213) 897-6536 ATSS: 8-647-6536
FAX: (213) 897-8906
E-mail: NYerjanian/D07/Caltrans/Cagov@DOT



Mr. Vincent Gonzalez, Senior Planner
Planning & Permitting Division
175 N. Garfield Ave.
Pasadena, CA. 91101

Re: IGR/CEQA # 011007NY & 011028NY
Pasadena Delmar Station
LA/210/24.96
SCH# 2001041041

November 7, 2001

Dear Mr. Gonzalez:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Pasadena Delmar Station Project.

Please provide the traffic volumes at Del Mar Blvd. on & off ramps, see page 52 & 53, Figure 13 & 14 freeway ramps.

The traffic analysis does not address the impact to the affected freeway on & off ramps and the mitigation measures needed to offset the impact.

If you have any questions, please call Mr. Yerjanian at (213)897-6536 and refer to IGR/CEQA # 011007NY & 011028NY.

Sincerely,

A handwritten signature in black ink, appearing to read "Stephen J. Buswell", is written over a horizontal line.

STEPHEN J. BUSWELL
IGR/CEQA Branch Chief
Transportation Planning Office
District 7

2-1

Response to Comment Letter No. 2

State of California – Business and Transportation Agency, Department of Transportation (Caltrans)

- 2-1 According to the traffic analysis contained in the project traffic study dated July, 2001 (Final EIR, Appendix C), the project will not contribute 50 or more trips to Congestion Management Program (CMP) intersections in the project vicinity during either the AM or PM peak hours. Also, as shown in Table 18 in Appendix C, the project will not contribute 150 or more trips to freeway segments. Thus, traffic anticipated to be generated by the project does not exceed the threshold level triggering CMP impact analysis. Therefore, the City has determined that analysis of the ramps at Del Mar Boulevard/Pasadena Avenue and Del Mar Boulevard/St. John Avenue is not warranted, as no impact is anticipated, based on Caltrans threshold criteria.

Comment Letter No. 3 County Sanitation Districts of Los Angeles County



COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (562) 699-7411, FAX: (562) 699-5422
www.lacsd.org

JAMES F. STAHL
Chief Engineer and General Manager

November 7, 2001

File No: 16-00.04-00

Mr. Vincent Gonzalez
Senior Planner
City of Pasadena
Planning and Permitting Division
175 N. Garfield Avenue
Pasadena, CA 91101

Dear Mr. Gonzalez:

Del Mar Station Mixed Use Development Project

The County Sanitation Districts of Los Angeles County (Districts) received a Draft Environmental Impact Report for the subject project on October 4, 2001. The proposed development is located within the jurisdictional boundaries of District No. 16. We offer the following comment regarding sewerage service:

- All information concerning Districts' facilities and sewerage service contained in the document is currently complete and accurate.

3-1

If you have any questions, please contact the undersigned at (562) 699-7411, extension 2717.

Very truly yours,

James F. Stahl

Ruth I. Frazen
Engineering Technician
Planning & Property Management Section

RIF:eg

00MA\FCD\CDMS\639261



Response to Comment Letter No. 3
County Sanitation Districts of Los Angeles County

- 3-1 The comment states that the information contained in the Draft EIR concerning the Districts' facilities is complete and accurate. The City acknowledges the comment. No further response is required.

Comment Letter No. 4
County of Los Angeles Department of Public Works



JAMES A. NOYES, Director

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (626) 458-5100

ADDRESS ALL CORRESPONDENCE TO
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91801-1460

IN REPLY PLEASE REFER TO FILE WM-4

November 7, 2001

Mr. Vincent Gonzales
City of Pasadena
175 North Garfield Avenue
Pasadena, CA 91101

Dear Mr. Gonzales:

**RESPONSE TO A DRAFT ENVIRONMENTAL IMPACT REPORT
DEL MAR STATION MIXED USE DEVELOPMENT PROJECT
CITY OF PASADENA**

Thank you for the opportunity to provide comments on the Draft Environmental Impact Report for the proposed Del Mar Station Mixed Use Development project. We have reviewed the submittal and offer the following comments:

Land Development (Grading and Drainage/Transportation Planning)

We have reviewed the subject document and have no comments.

If you have any questions, please contact Mr. Perfecto Tobias at (626) 458-4921 or Mr. Hubert Seto at (626) 458-4349, respectively.

Materials Engineering

The proposed project will not have significant environmental effects from a geology and soils standpoint, provided the appropriate ordinances and codes are followed.

If you have any questions, please contact Mr. Amir Alam at (626) 458-4925.

4-1

4-2

Mr. Vincent Gonzalez
November 7, 2001
Page 2

Traffic and Lighting

We do not expect the proposed project will have any permanent significant impacts on County roads in the area. No further information is required.

We recommend the State of California Department of Transportation review this document for significant impacts/mitigations within its jurisdiction.

If you have any questions, please contact Mr. Frank Benavidez at (626) 458-4748.

4-3

Watershed Management

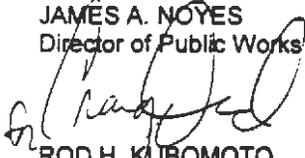
The proposed project should include investigation of watershed management opportunities to maximize capture of local rainfall on the project site, minimize or eliminate incremental flows to the storm drain system, and provide filtering of flows to capture contaminants originating from the project site.

If you have any questions regarding the above comments or the environmental review process of Public Works, please contact Mr. Craig David at the address on the first page or at (626) 458-6311.

4-4

Very truly yours,

JAMES A. NOYES
Director of Public Works



ROD H. KUBOMOTO
Assistant Deputy Director
Watershed Management Division

MM:sw
C:\Orange\Mm\181.spd

Response to Comment Letter No. 4
Los Angeles County Department of Public Works

- 4-1 The comment regarding land development is acknowledged. No further response is required.
- 4-2 The comment regarding the project not having significant environmental effects from a geology and soils standpoint is acknowledged. No further response is required.
- 4-3 The comment regarding the project not having significant impacts on County roads is acknowledged. The State of California Department of Transportation (Caltrans) has reviewed this document. Caltrans' comments are included in this document as Comment Letter No. 2.
- 4-4 As stated in the Initial Study and Response 1-1, at the time of obtaining permits, the project applicant will be required to comply with requirements pertaining to Pasadena's storm water programs and Pasadena's regulations associated with Regional Board stormwater permit NPDES No. CAS614001.

Comment Letter No. 5
West Pasadena Residents' Association President

-----Original Message-----

From: Vince Farhat [mailto:vfharhat@JonesDay.com]
Sent: Monday, November 19, 2001 2:36 PM
To: vgonzalez@ci.pasadena.ca.us
Cc: hearst@usc.edu; bleague@ci.pasadena.ca.us; tsuzuki@ci.pasadena.ca.us
Subject: Re: Comments on Draft EIR for Blue Line Station at Del Mar

Dear Mr. Gonzalez:

The West Pasadena Residents' Association is a nonprofit organization dedicated to informing residents about issues affecting the quality of life in Pasadena. The WPRA has over 600 paid members and publishes a free quarterly newsletter to over 4,400 households in West Pasadena.

I have reviewed the attached comments regarding the Blue Line Station Project prepared by WPRA board member Joan Hearst. Please be advised that the WPRA Board of Directors hereby adopts and incorporates by reference Ms. Hearst's comments. The WPRA also requests that the City of Pasadena prepare written responses to each of her comments and questions during the EIR review process for the Blue Line Station Project.

Joan Hearst is the WPRA's "point person" on the Blue Line Station Project. The WPRA will send a weekly e-mail "neighborhood update" to West Pasadena residents on Saturday, November 24. Accordingly, please inform Ms. Hearst as soon as possible of the details of all upcoming meetings regarding the Blue Line Station Project so that we can notify residents in our weekly neighborhood update.

Please feel free to contact me at (213) 243-2454 if you have any questions.

Thank you in advance for your courtesy and cooperation in this matter.

Sincerely, Vince Farhat
WPRA President

5-1

5-2

5-3

Response to Comment Letter No. 5
West Pasadena Residents' Association President

- 5-1 This comment is introductory in nature. No specific environmental issue is raised. No further response is required.
- 5-2 For responses to comments from Joan Hearst, please refer to Response to Comment Letter No. 6 in this Final EIR.
- 5-3 The request has been forwarded to Vincent Gonzalez, Senior Planner with the City of Pasadena.

Comment Letter No. 6

West Pasadena Residents' Association Board Member

Gonzalez, Vincent

From: Joan Hearst (hearst@usc.edu)
Sent: Monday, November 19, 2001 2:07 PM
To: vgonzalez@ci.pasadena.ca.us
Cc: vfarhat@earthlink.net; vfarhat@JonesDay.com; bleague@ci.pasadena.ca.us
Subject: Comments on Draft EIR for Blue Line Station at Del Mar

Dear Vincent,

Thank you for returning my call this morning.

As a Board member of the West Pasadena Residents' Association (WPRA) and long time resident of West Pasadena, I have serious concerns (which are shared by other Board members) regarding several items in the draft EIR for the proposed del Mar Blue Line station:

- **Requested variance for increased height limits** - as a matter of public policy, developers should plan projects that meet the height limit criteria as designed by the community and stated in the General Plan and Specific Plans. Please explain why increased heights for this development are appropriate and should be granted without widespread community support? 6-1
- **Un-mitigatable traffic impacts** - this project is one more example of a large housing project which will bring increased traffic to an already highly impacted area. Residents on both sides of the Blue Line will meet with increased traffic congestion which cannot be mitigated. The city should consider reducing the density of this project to a level which does not significantly impact traffic congestion. 6-2
- **Traffic mitigation tie-in with Legacy Project** - traffic mitigation required for any project being proposed in the western portion of Pasadena hinges on the Legacy Project. What is the City prepared to spend for traffic mitigation in the event that sufficient money is not received from the sale of the World-Wide Church of God property for mitigating traffic? What is the City's "fall-back" position for the Blue Line Station project? 6-3
- **Pedestrian crossing over light rail tracks** - in the event that the CPUC grants the Construction Authority's request to allow at-grade crossings for the Blue Line, the developer's request to add still another at-grade crossing, i.e. a pedestrian crossing for this development, causes grave concern. This will inherently slow the trains down even more, and shall have a potentially devastating impact on pedestrian safety. Allowing gates which will only warn, but not impede, both adults and children is much too risky. Please explain in detail how this crossing and the accompanying fencing along the tracks will be constructed to protect the public (especially children) from being struck by a train? 6-4
- **Noise element from horns** - Pasadena residents are not accustomed to living in a noisy environment, and given the current uncertain economic environment, this development must guarantee excellent noise abatement elements in order to succeed.

You have informed me that there will be an opportunity for the public to comment before a zoning hearing officer on December 19th and at the design hearing on December 20th. It is very unfortunate that these meetings are scheduled so close to the holidays, and seems unfair to citizens who may not have an opportunity to comment. Please consider moving these meetings ahead to January. Since the Blue Line hearing is still going on relative to at-grade issues, this project is in jeopardy until the CPUC makes its final ruling. For this reason alone, there seems no reason to rush it through the City's 6-5

11/19/2001

Thank you for the opportunity to comment on the Blue Line station EIR, and please add me to your list of those people to inform about future City hearings and meetings relative to the project.

June 2011

Sincerely

Joan Hearst
570 South Arroyo Boulevard
Pasadena, CA 91105-2403
(626) 796-4057

Response to Comment Letter No. 6 West Pasadena Residents' Association Board Member

6-1 As described on page 31 of the Final EIR, in granting a Variance, the responsible hearing body is required to make specific findings, including the finding that there are exceptional or extraordinary circumstances or conditions applicable to the project site that do not apply generally to other sites in the same zone district (e.g. presence of a historic building). If required findings for a Variance cannot be made, the project will require revisions to conform to zoning ordinance standards and thereby avoid impact. If the findings are made, the project will be deemed to comply with zoning ordinance requirements, and impact is considered less than significant. As part of the public hearing process, the responsible hearing bodies will consider all comments made by City staff and the public, and will consider these comments in the determining whether to grant the requested Variances.

6-2 The traffic study prepared for the project concludes that the project will result in significant, unavoidable traffic impacts at the Del Mar/Marengo intersection and along Raymond Avenue. The City currently has no comprehensive program in place to collect fees specifically for improving traffic conditions throughout southwest Pasadena.

As described on page 65 of this Final EIR, the project traffic study identified a mitigation measure for the Del Mar/Marengo intersection: installation of a new traffic signal control system at this intersection. However, in order to be effective, this improvement must be coordinated with systemwide improvements at numerous intersections. As stated on page 65 of the Final EIR, if the Legacy project is approved and moves forward, that developer will be required to make the systemwide improvements. At the time of preparation of this EIR, the City Council had not take action on the Legacy project, and there is no guarantee that the project and associated mitigation measure will proceed.

The Legacy project provides for substantial intensification of use on the former Ambassador College campus. The traffic analysis contained in this EIR assumes that the Legacy project will move forward. If the Legacy project does not proceed, future traffic conditions would be substantially different than those assumed in the traffic study for the subject project. Elimination of trips associated with the Legacy project would reduce background traffic by over 9,000 daily trips. This magnitude of reduction may alleviate traffic impacts at the Del Mar/Marengo intersection, thereby potentially eliminating the proposed project's significant impact. See also Response 6-3 below.

6-3 In the event the Legacy project does not move forward and associated traffic mitigation is not provided, the City has committed to providing extensive system improvements in southwest Pasadena. While the committed improvements largely are tied to ensuring the smooth operation of intersections where Blue Line trains will cross City streets, the following improvements will also work to enhance traffic flow between Marengo Avenue and Fair Oaks Avenue:

- Install a new traffic signal at Raymond Avenue and Glenarm Street, interconnected with adjacent signals.

- Upgrade traffic signals at Del Mar/Raymond, Del Mar/Arroyo Parkway, California/Raymond, California/Arroyo Parkway, and Glenarm/Arroyo Parkway.
- Expand the interconnected operating system for east/west progression to include signalized intersections from Fair Oaks Avenue to Marengo Avenue (between Glenarm Street and Del Mar Boulevard).
- Add westbound right-turn lane on Del Mar Boulevard onto Raymond Avenue.
- Add westbound right-turn lane on Arroyo Parkway to Del Mar Boulevard (described in this EIR).
- Convert existing eastbound exclusive right-turn lane on California Boulevard to Arroyo Parkway to a shared through and right-turn lane.
- Add a westbound right-turn lane on California Boulevard to Raymond Avenue.
- Add separate eastbound right-turn lane on Glenarm Street to Arroyo Parkway.
- Undertake comprehensive changes to traffic monitoring and control systems to have system react based on traffic demand, particularly in the east/west direction.¹⁰

All of these improvements have been funded, and the City is pursuing their implementation. The project traffic study accounted for these improvements.

In addition to these improvements, the City has identified other street system modifications to be pursued, under the assumption that the Interstate 710 extension will not be completed. The City has received \$40 million in federal funds (so-called Rogan funds) to pay for these modifications. Projects include installing an intelligent transportation system (ITS) along the Fair Oaks Avenue, California Boulevard, and Del Mar Boulevard corridors. The City also has earmarked Proposition A reserve funds for traffic improvements. City staff is developing a plan for expenditure of these funds and plans to take the recommendation forward to the City Council in January of 2002.

To provide additional funds for areawide traffic improvements, the City may consider establishing traffic impact fees for new development that are tied to vehicle trips generated. The current fee program is based on square feet of new development. The revised assessment could more effectively generate needed funds.

Lastly, Pasadena is committed to enhancing traffic flow throughout the community and particularly where land use intensification is permitted under General Plan policy. The City is currently updating the General Plan Mobility Element to address traffic flow and needed long-term improvements to achieve level of service goals.

- 6-4 The comment that the pedestrian crossing would slow down trains is incorrect. The proposed project is located at the Del Mar Blue Line Station. The trains will slow down as they approach the station because they will be stopping. As described on page 65 of this Final EIR, the Public Utilities Commission (PUC) has established standards for at-grade crossings to ensure that the highest level of pedestrian safety is achieved. The crossing associated with the proposed project will be required to comply with PUC standards. Compliance will avoid impact.

¹⁰ These improvements are described in detail in a report titled *Grade Crossing Operation Evaluation - Pasadena Blue Line for the City of Pasadena*, Korve Engineering, June 2000.

The horns that the commenter refers to are assumed to be those of Blue Line trains. As discussed on pages 86 and 87 in this Final EIR, compliance with City Building Code regulations and Title 24 of the State Health and Safety Code will ensure that insulation, appropriate windows, and other features are incorporated into construction to achieve interior maximum sound levels of 45 dB(A). Impact will be less than significant.

- 6-5 The comment regarding the project hearing schedule has been forwarded to the decision-making body. No further response is required.

Comment Letter No. 7

Southern California Association of Governments



Main Office
818 West Seventh Street
12th Floor
Los Angeles, California
90017-3435

(213) 236-1800
f (213) 236-1825

www.SCAG.ca.gov

Office President Supervisor Jon Mihale, County of San Bernardino • First Vice President, Councilmember Hal Berress, Los Angeles • Second Vice President, Councilmember Ben Perry, City of Long Beach, Los Angeles
Imperial County Hank Kayser, Imperial County • David Dhalica, El Centro

Los Angeles County Thomas Brizzolante, Santa Ana • Harry Ishihara, San Gabriel • Bruce Barrows, Corona • George Bass, Bell • Hal Berress, Los Angeles • Robert Breusch, Rosemead • Greg Daniels, Pasadena • Jo Anne Darcy, Santa Clara • Beth Galante, Los Angeles • Eric Garozzi, Los Angeles • Ray Grubinski, Long Beach • James Hahn, Los Angeles • Joseph Hahn, Los Angeles • Don Harshbarger, Torrance • John Hoffman, Los Angeles • Judith Jacobs, El Segundo • Lawrence Karkay, Inglewood • Renato Lomareschi, Long Beach • Sarah McCarty, Downey • Candy Misconowski, Los Angeles • Barry Murphy, Burbank • Pam O'Connor, Santa Monica • Alex Padilla, Los Angeles • Alan Phillips, Los Angeles • Jim Perry, Los Angeles • Beatrice Pitt, Pasadena • Mark Riedley, Thousand Oaks • Bill Ryan, Los Angeles • Karla Rovinsky, Chatsworth • Dick Stanford, Anaheim • Tom Sykes, Walnut • Paul Taiton, Alhambra • Samory Tyler II, Pasadena • Brad Walker, Los Angeles • Dennis Weinstock, Calabasas • Jack Weiss, Los Angeles • Dennis F. Ziss, Los Angeles

Orange County Charles Smith, Orange County • Ron Berry, Los Alamitos • Ralph Bevan, Huntington Beach • Art Berry, Brea • Lori Bink, Tustin • Elizabeth Conant, Costa Mesa • Catherine DeYoung, Laguna Niguel • Richard Dixon, Lake Forest • Alan Duke, La Habra • Sherry McCracken, Anaheim • Ben Perry, Brea • Ted Ruppberg, Newport Beach

Riverside County Bob Bauer, Riverside County • Ron Lomareschi, Riverside • Greg Pava, Calverton City • Bill Roberts, Riverside • Jim Swenson, Corona • Charles White, Moreno Valley

San Bernardino County Jim Mihale, San Bernardino County • Bill Alexander, Rancho Cucamonga • David Robinson, Fontana • Los Angeles County, Grand Terrace • Bob Hesser, Placentia • George Morrison-Perry, Claremont • Judith Yalton, San Bernardino

Ventura County Judy Mihale, Ventura County • Greg Brown, Santa Ynez • Diana De Paulo, San Bernardino • Tom Young, Port Hueneme

Brentwood County Transportation Commissioner, Robert Lopez, Hemet

Yuba County Transportation Commissioner, Bill Davis, Yuba Valley

November 15, 2001

Mr. Vincent Gonzalez
Senior Planner
Planning and Permitting Division
City of Pasadena
175 North Garfield Avenue
Pasadena, CA 91109

RE: SCAG Clearinghouse I20010618 Del Mar Station Mixed-Use Development Project

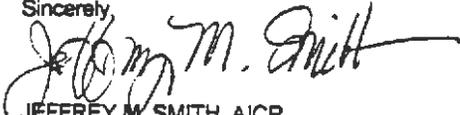
Dear Mr. Gonzalez:

We have reviewed the above referenced document and determined that it is not regionally significant per Area-wide Clearinghouse criteria. Therefore, the project does not warrant clearinghouse comments at this time. Should there be a change in the scope of the project, we would appreciate the opportunity to review and comment at that time.

7-1

A description of the project will be published in the November 15, 2001 Intergovernmental Review Report for public review and comment.

The project title and SCAG Clearinghouse number should be used in all correspondence with SCAG concerning this project. Correspondence should be sent to the attention of the Clearinghouse Coordinator. If you have any questions, please contact me at (213) 236-1867.

Sincerely,

JEFFREY M. SMITH, AICP
Senior Planner
Intergovernmental Review

Response to Comment Letter No. 7
Southern California Association of Governments

- 7-1 The comment acknowledges receipt of the Draft EIR and states that the project does not meet SCAG's criteria for a project of regional significance. No specific environmental issue is raised. No further response is required.

Comment Letter No. 8

Governor's Office of Planning and Research, State Clearinghouse



Gray Davis
GOVERNOR

STATE OF CALIFORNIA

Governor's Office of Planning and Research State Clearinghouse



Steve Nissen
DIRECTOR

ACKNOWLEDGEMENT OF RECEIPT

DATE: October 15, 2001
TO: Vincent Gonzalez
City of Pasadena
175 N. Garfield Avenue
Pasadena, CA 91101
RE: Del Mar Station Joint Development EIR
SCH#: 2001041041

This is to acknowledge that the State Clearinghouse has received your environmental document for state review. The review period assigned by the State Clearinghouse is:

Review Start Date: October 5, 2001
Review End Date: November 19, 2001

We have distributed your document to the following agencies and departments:

California Coastal Commission
California Highway Patrol
Caltrans, District 7
Caltrans, Division of Transportation Planning
Department of Conservation
Department of Fish and Game, Region 5
Department of Housing and Community Development
Department of Parks and Recreation
Native American Heritage Commission
Office of Historic Preservation
Regional Water Quality Control Board, Region 4
Resources Agency
State Lands Commission

The State Clearinghouse will provide a closing letter with any state agency comments to your attention on the date following the close of the review period.

Thank you for your participation in the State Clearinghouse review process.

8-1

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
916-445-0613 FAX 916-323-3018 WWW.OPR.CA.GOV/CLEARINGHOUSE.HTM



Response to Comment Letter No. 8
Governor's Office of Planning and Research, State Clearinghouse

- 8-1 The letter acknowledges receipt by the State Clearinghouse of the Draft EIR and states that the public review period extends from October 5, 2001 through November 19, 2001. No response is required.

Oral Comments and Responses Zoning Hearing Officer Hearing November 7, 2001

No environmental comments were made by the Zoning Hearing Officer. Environmental comments made by the public were as follows:

Ruth Christiansen

Comment 9-1

I am very concerned about traffic.

Response 9-1

The proposed project will generate an estimated 2,867 new vehicle trips, including 204 trips in the morning peak hours and 250 during the afternoon peak period. These trips will be distributed onto the local street network. Based on City level of service (LOS) threshold standards, project trips will create a significant impact at the intersection of Del Mar Boulevard and Marengo Avenue during the afternoon peak period (a decline in the LOS F from a volume-to-capacity ratio of 1.126 to 1.140), and on the segment of Raymond Avenue from Del Mar Boulevard to California Boulevard (Final EIR, p. 59).

To mitigate impacts at the intersection of Del Mar Boulevard and Marengo Avenue, the traffic study recommends installation of a new traffic signal control system at this intersection, to be coordinated with systemwide improvements. The study indicates that the new control at Del Mar/Marengo will mitigate the impact, presuming that the balance of the system is in place. However, the City has no program to collect mitigation funds to finance the overall system and no timeline for implementation. This solution cannot be realized within the project time frame and therefore cannot be considered a mitigation of impact.

Furthermore, the Del Mar/Marengo intersection is fully constructed, with no additional right-of-way available to provide physical improvements. Also, all four intersection corners are fully developed, with little or no space available for additional right-of-way acquisition for improvements. Thus, no feasible mitigation is available to mitigate the significant impact at the Del Mar/Marengo intersection. Please refer to Response to Comment 6-3 and 6-4 regarding the City's plans to address traffic issues throughout southwest Pasadena.

Regarding the significant segment impact on Raymond Avenue from Del Mar Boulevard to California Boulevard, sufficient right-of-way is not available for physical roadway improvements. Re-striping of Raymond Avenue to increase capacity would require removal of on-street parking, which would create secondary impacts on Raymond Avenue given the lack of available off-street parking. Therefore, no mitigation measure is available to reduce the impact to a less-than-significant level on Raymond Avenue from Del Mar Boulevard to California Boulevard (Final EIR, p. 65). If the project is approved, City decision-makers will be required to adopt a Statement of Overriding Considerations with regard to traffic impacts.

Oral Comments and Responses Design Commission Hearing November 13, 2001

Comments made by Design Commission members relative to the Draft EIR were as follows:

Comment 10-1

The EIR is inconsistent with the plans in that the Depot appears as though it will be closer to Raymond than described in the EIR.

Response 10-1

As the project design plans have been refined and finalized, minor modifications to the project have occurred. This includes shifting the Depot 23 feet closer to Raymond Avenue (compared to its original siting). The new setback for the Depot will be 18 feet. As a minor modification, the conclusions in the EIR remain the same for the following reasons. First, the location of the Depot will still allow it to be a central feature on the project site, creating a visual axis from Arroyo Parkway on the east and Raymond Avenue on the west. Second, new buildings 3 and 4, which are closest to the Depot, will still be set back 5 to 20 feet from the Depot, avoiding an abrupt transition from the new buildings to the Depot. Finally, shifting the Depot 23 feet closer to Raymond will further enlarge the large plaza east of the Depot and will thereby visually separate the Depot from the new, higher structures. Impact will remain less than significant.

Comment 10-2

Building #3 appears to crowd the Depot.

Response 10-2

The plan view of the project site shown in Figure 2 includes a breezeway at the southwest corner of the Depot. The breezeway is an outdoor area with a roof and no walls. The nearest support post will be 15 feet from building #3. The Depot itself will be 25 feet from building #3. Therefore, when on the ground, the space between building #3 and the Depot will appear much greater because of the breezeway.

Comment 10-3

The Variances required for project implementation will result in higher buildings than permitted by the *Pasadena Downtown Urban Design Guidelines*. Building heights in excess of existing regulations are a significant impact.

Response 10-3

Design elements with regard to height are not an environmental issue. However, the blocking of a viewshed is an environmental issue that could result from excessive building height. Currently, no residential use or other important urban feature exists immediately south of Del Mar Boulevard that is afforded mountain views. Therefore, impact on viewsheds is less than significant.

Comment 10-4

Views, view sheds, and the project's relationship to the historic Fishbeck's building need to be addressed.

Response 10-4

As indicated in Response 10-3, no residential use or other important urban element exists immediately south of Del Mar Boulevard that is afforded mountain views. Therefore, impact on viewsheds is less than significant.

The proposed project is adjacent to a small wood-frame building referred to as the Casablanca Fan Company building. The Fishbeck's building is located on a lot farther north. With regard to the relationship of the proposed project to the Fan Company building, building materials and massing are important issues. Building materials used in the proposed project should be complimentary to the neighboring historic building. This is a design issue that will be addressed by the Design Commission. The Commission may impose requirements regarding the building materials to their satisfaction so that compatibility is achieved.

Building massing adjacent to the Fan Company building is varied. The Fan Company building is set back substantially from Raymond Avenue and is approximately 55 feet north of its south lot line. The adjacent project buildings will be set back 15 to 20 feet from this property line. Also, the new buildings will feature horizontal and vertical articulation and ample windows and ornamentation, thereby avoiding a solid wall mass facing the Fan Company building. Furthermore, Building #4 will be set back 5 feet from Raymond Avenue providing a gradual transition from the new building to the historic building, which is set back approximately 20 feet from Raymond Avenue. The new buildings will not overwhelm the adjacent historic structure.

Members of the public attending the Design Commission meeting made the following comments:

Comment 10-5

Views of the mountains will be blocked by the project.

Response 10-5

As stated in Response 10-3, no residential use or other significant urban feature exists immediately south of Del Mar Boulevard that is afforded mountain views. Therefore, impact on viewshed is less than significant.

Comment 10-6

There are serious traffic concerns.

Response 10-6

Please refer to Responses 6-3, 6-4, and 7-1.



APPENDICES

**ENVIRONMENTAL IMPACT REPORT
DEL MAR STATION
MIXED USE DEVELOPMENT PROJECT**



**APPENDIX A:
NOTICE OF PREPARATION AND
INITIAL STUDY**

**ENVIRONMENTAL IMPACT REPORT
DEL MAR STATION
MIXED USE DEVELOPMENT PROJECT**



NOTICE OF PREPARATION AND PUBLIC SCOPING MEETING

Lead Agency:

City of Pasadena, Planning and Permitting
175 N. Garfield Avenue
Pasadena, CA 91101

Environmental Consultant:

Cotton/Bridges/Associates
747 East Green Street, Suite 300
Pasadena, CA 91101-2119

Anne Hill, Planner
(626) 744-6708

Laura Stetson, Project Manager
(626) 304-0102

The City of Pasadena will be the Lead Agency and will prepare an environmental impact report (EIR) for the project identified below. The City is interested in hearing your views regarding the scope and content of the EIR.

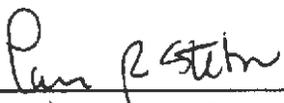
The project description, location, and the potential environmental effects are contained in an Initial Study document on file at the City Planning and Permitting Department at the address shown above. If you are interested in reviewing the document, please contact Anne Hill. Due to the time limits mandated by State law, your response must be sent at the earliest possible date but *not later than 30 days* after receipt of this notice.

A public meeting to discuss the scope of the EIR will be conducted on Tuesday, April 24 at 6:30 p.m. The meeting will be held at 175 N. Garfield Avenue, Pasadena, in the first floor conference room.

Project Title: Del Mar Station Mixed-Use Development

Project Location: North of Del Mar Boulevard, between Arroyo Parkway and Raymond Avenue in the City of Pasadena

Project Description: Development of a transit-oriented, mixed-use development consisting of up to 349 residential units, 20,000 square feet of commercial space, and a 1,500-space subterranean parking garage, with 600 parking spaces dedicated for use by transit riders. The project will be built around the planned Blue Line Light Rail Del Mar Station. The project includes the adaptive reuse of the historic Santa Fe Railroad Depot building location on the site.



(Signature) for City of Pasadena

4/5/01

(Date)

Notice of Completion

See NOTE below

SCH# _____

Mail to: State Clearinghouse, 1400 Tenth Street, Sacramento, CA 95814 916/445-0613

Project Title: Del Mar Station Joint Development EIR

Lead Agency: City of Pasadena Contact Person: Anne Hill, Planner
Street Address: 175 N. Garfield Avenue Phone: 626.744.6708
City: Pasadena Zip: 91101 County: Los Angeles

Project Location

County: Los Angeles City/Nearest Community: Pasadena
Cross Streets: Del Mar Blvd. and Arroyo Parkway Zip Code: 91105 Total Acres: 4.1
Assessor's Parcel No. 5722-10-900, 901, 902, 903, 904, 905 Section: _____ Twp. 1N Range: 12W Base: Pasadena
Within 2 Miles: State Hwy #: 110 Waterways: None
Airports: None Railways: Blue Line Light Rail (LACMTA) Schools: Waverly (private)

Document Type

CEQA: NOP Supplemental/Subsequent NEPA: NOI Other: Joint Document
 Early Cons EIR (Prior SCH No.) _____ EA Final Document
 Neg Dec Other _____ Draft EIS Other _____
 Draft EIR FONSI

Local Action Type

General Plan Update Specific Plan Rezone Annexation
 General Plan Amendment Master Plan Prezone Redevelopment
 General Plan Element Planned Unit Development Use Permit Coastal Permit
 Community Plan Site Plan Land Division (Subdivision, Parcel Map, Tract Map, etc.) Other _____

Development Type

Residential: Units 349 Acres _____ Water Facilities: Type _____ MGD _____
 Office: Sq.ft. _____ Acres _____ Employees _____ Transportation: Type _____
 Commercial: Sq.ft. 20,000 Acres _____ Employees _____ Mining: Mineral _____
 Industrial: Sq.ft. _____ Acres _____ Employees _____ Power: Type _____ Watts _____
 Educational _____ Waste Treatment: Type _____
 Recreational _____ Hazardous Waste: Type _____
 Other: _____

Project Issues Discussed in Document

Aesthetic/Visual Flood Plain/Flooding Schools/Universities Water Quality
 Agricultural Land Forest Land/Fire Hazard Septic Systems Water Supply/Groundwater
 Air Quality Geologic/Seismic Sewer Capacity Wetland/Riparian
 Archeological/Historical Minerals Soil Erosion/Compaction/Grading Wildlife
 Coastal Zone Noise Solid Waste Growth Inducing
 Drainage/Absorption Population/Housing Balance Toxic/Hazardous Land Use
 Economic/Jobs Public Services/Facilities Traffic/Circulation Cumulative Effects
 Fiscal Recreation/Parks Vegetation Other _____

Present Land Use/Zoning/General Plan Use: Property is currently vacant. Site is zone CD-9 (Central District, Area 9) and has a general plan designation of Central District Specific Plan, Santa Fe Transportation Center Subarea.

Project Description: Development of a transit-oriented, mixed-use development consisting of up to 349 residential units, 20,000 square feet of commercial space, and a 1,500-space subterranean parking garage, with 600 parking spaces dedicated for use by transit riders. The project will be built around the planned Blue Line Light Rail Del Mar Station. The project includes the adaptive reuse of the historic Santa Fe Railroad Depot building location on the site.

NOTE: Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. from a Notice of Preparation or previous draft document), please fill it in.

Reviewing Agencies Checklist

KEY

- s = Document sent by lead agency
- x = Document sent by SCH
- ✓ = Suggested distribution

- _____ Resources Agency
- _____ Boating & Waterways
- _____ Coastal Commission
- _____ Coastal Conservancy
- _____ Colorado River Board
- _____ Conservancy
- _____ Fish & Game
- _____ Forestry
- S Office of Historic Preservation
- _____ Parks & Recreation
- _____ Reclamation
- _____ S.F. Bay Conservation & Development Commission
- _____ Water Resources (DWR)
- _____ Business, Transportation & Housing
- _____ Aeronautics
- _____ California Highway Patrol
- X CALTRANS District # 7
- _____ Department of Transportation Planning (headquarters)
- _____ Housing & Community Development
- _____ Food & Agriculture
- _____ Health & Welfare
- _____ Health Services
- _____ State & Consumer Services
- _____ General Services
- _____ OLA (Schools)

- _____ Cal-EPA
- _____ Air Resources Board
- _____ APCD/AQMD
- _____ California Waste Management Board
- _____ SWRCB: Clean Water Grants
- _____ SWRCB: Delta Unit
- _____ SWRCB: Water Quality
- _____ SWRCB: Water Rights
- _____ Regional WQCB # _____ (_____)
- _____ Youth & Adult Corrections
- _____ Corrections
- _____ Independent Commissions & Offices
- _____ Energy Commission
- _____ Native American Heritage Commission
- _____ Public Utilities Commission
- _____ Santa Monica Mountains Conservancy
- _____ State Lands Commission
- _____ Tahoe Regional Planning Agency
- _____ Other _____

Public Review Period (to be filled in by lead agency)

Starting Date : April 9, 2001 Ending Date: May 25, 2001

Signature *Pan F Stetson* Date 1/6/01

Lead Agency (Complete if applicable):

Consulting Firm: Cotton/Bridges/Associates

Address: 747 E. Green St., #300

City/State/Zip: Pasadena, CA 91101

Contact: Laura Stetson, AICP

Phone: (626) 304-0102

Applicant: Del Mar Station, LLP

Address: 304 S. Broadway, Suite 400

City/State/Zip: Los Angeles, CA 90013

For SCH Use Only:

Date Received at SCH _____

Date Review Starts _____

Date to Agencies _____

Date to SCH _____

Clearance Date _____

Notes:

**NOTICE OF PREPARATION
AND PUBLIC SCOPING MEETING**

To:

Subject: Notice of Preparation of Environmental Impact Report

Lead Agency:
City of Pasadena, Planning and Permitting
175 N. Garfield Avenue
Pasadena, CA 91101

Anne Hill, Planner
(626) 744-6708

Environmental Consultant:
Cotton/Bridges/Associates
747 East Green Street, Suite 300
Pasadena, CA 91101-2119

Laura Stetson, Project Manager
(626) 304-0102

The City of Pasadena will be the Lead Agency and will prepare an environmental impact report for the project identified below. The City needs to know the views of your agency regarding the scope and content of the environmental information relevant to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use the EIR prepared by the City when considering your permit or other approval for the project.

The project description, location, and the potential environmental effects are contained in the attached Initial Study. Due to the time limits mandated by State law, your response must be sent at the earliest possible date but *not later than 30 days* after receipt of this notice.

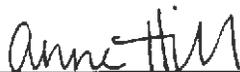
Please send your response to Anne Hill at the address shown above. With any correspondence, please provide the name for a contact person in your agency.

A public meeting to discuss the scope of the EIR will be conducted on Tuesday, April 24 at 6:30 p.m. The meeting will be held at 175 N. Garfield Avenue, Pasadena, in the first floor conference room.

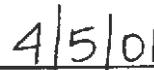
Project Title: Del Mar Station Mixed-Use Development

Project Location: North of Del Mar Boulevard, between Arroyo Parkway and Raymond Avenue in the City of Pasadena

Project Description: Development of a transit-oriented, mixed-use development consisting of up to 349 residential units, 20,000 square feet of commercial space, and a 1,500-space subterranean parking garage, with 600 parking spaces dedicated for use by transit riders. The project will be built around the planned Blue Line Light Rail Del Mar Station. The project includes the adaptive reuse of the historic Santa Fe Railroad Depot building location on the site.



(Signature)



(Date)

Initial Study

Del Mar Station
Joint Development Project

City of Pasadena
Planning and Permitting Department
175 North Garfield Avenue
Pasadena, CA 91101

Contact Person:
Anne Hill, Planner
(626) 744-6708
ahill@ci.pasadena.ca.us

Consultant to the Lead Agency:
CBA, Inc.
Urban Planning and Environmental Consulting
747 East Green, Suite 300
Pasadena, CA 91101

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Environmental Checklist Form

1. Project title: Del Mar Station Joint Development Project
2. Lead agency name and address: City of Pasadena
Planning and Permitting Department
175 North Garfield Avenue
Pasadena, CA 91101
3. Contact person and phone number: Anne Hill, Planner
(626) 744-6708
4. Project location: 240 South Raymond Avenue (Northwest corner of
Del Mar Boulevard and Arroyo Parkway)
5. Project sponsor's name and address: Del Mar Station LLC
304 S. Broadway, Suite 400
Los Angeles, CA 90013
6. General Plan designation: Central District Specific Plan
Santa Fe Transportation Center Subarea
7. Zoning: CD Central District Zone
Subdistrict CD-9
8. Description of project: See page 3
9. Surrounding land uses and setting: See page 3
10. Other public agencies whose approval is required: Los Angeles County Metropolitan Transportation
Authority

State Office of Historic Preservation

Los Angeles to Pasadena Metro Blue Line
Construction Authority

Environmental Factors Potentially Affected:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|---|--|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture Resources | <input checked="" type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology/Soils |
| <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology/Water Quality | <input checked="" type="checkbox"/> Land Use/Planning |
| <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Noise | <input checked="" type="checkbox"/> Population/Housing |
| <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation | <input checked="" type="checkbox"/> Transportation/Traffic |
| <input checked="" type="checkbox"/> Utilities/Service Systems | <input checked="" type="checkbox"/> Mandatory Findings of Significance | |

Determination:

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Anne Hill
Signature

4/5/01
Date

Anne Hill
Printed Name

City of Pasadena
For

Project Description:

The proposed project is the development of a mixed-use residential, retail commercial, and transit project on the site of the historic Santa Fe Railroad Depot in the City of Pasadena. The project is envisioned as a transit-oriented development that incorporates the planned Blue Line Del Mar Station light rail stop improvements to be completed by the Los Angeles to Pasadena Metro Blue Line Construction Authority. Development proposed in five new buildings surrounding the transit stop includes residential apartments, local and transit-serving retail, and restaurant uses, with subterranean and surface parking provided on site to serve the residential and commercial uses, as well as transit riders. As part of the project, the project applicant proposes to relocate the existing Santa Fe Railroad Depot building to the center of the site and restore the building for use by retail businesses and restaurants. (The applicant currently is in the process of gaining the City permits required to allow the depot to be moved to Central Park, across the street from the project site, for temporary storage.) The depot will be restored in conformance with the *Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings*.

The proposed development project consists of up to six buildings: five new multi-story buildings adjacent to the planned rail right-of-way and the relocated historic depot building. Together, these buildings will contain up to 349 residential apartment units and up to 20,000 square feet of retail/restaurant space. Uses within the depot building will be limited to commercial businesses. Parking will be provided primarily in a three-level subterranean parking structure containing a maximum of 1,500 spaces, 600 of which will be dedicated to transit users.

The Blue Line tracks (running north-south) divide the project site into two halves, with the Del Mar Station platforms to be located at the north end of the site. The development plan calls for a large open plaza on the west side of the tracks, in front of the historic depot building, to unify the development and accommodate pedestrian movement between retail uses, the apartments, and train station entrances.

Discretionary actions required for the project to proceed include:

- Variances to allow the new buildings to exceed the building height limit, building story limit, and minimum setback requirements along the Raymond Avenue frontage;
- Certificate of Appropriateness for adaptive reuse of the historic depot;
- Design review approval;
- Approval of a Development Agreement; and
- Other entitlements required for future individual commercial uses.

As part of the project, the applicant will be remediating the site to ensure removal of hazardous materials. Asbestos and other hazardous materials in the depot building are in the process of being removed.

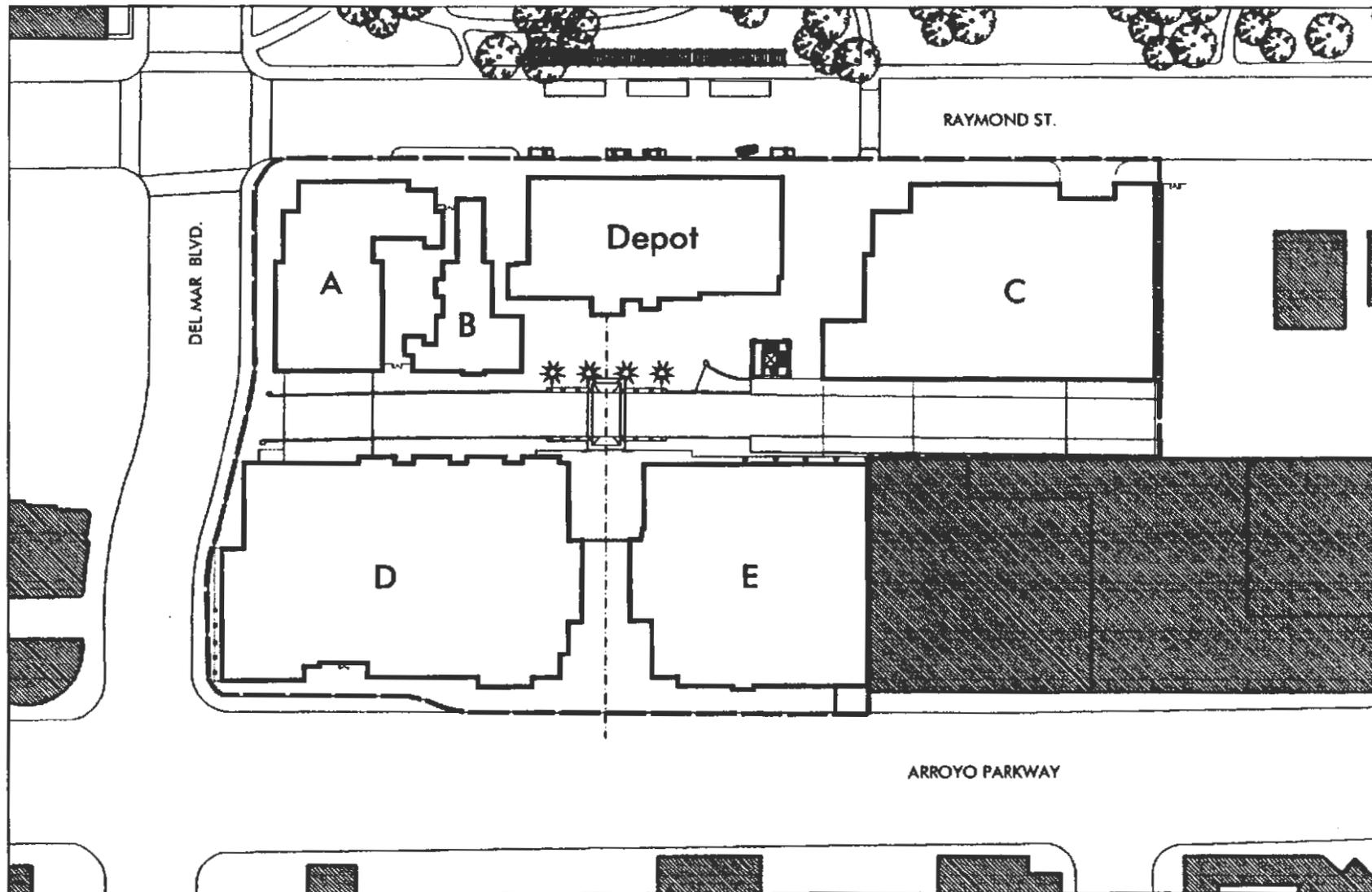
Surrounding Land Uses and Setting:

Currently, the site is largely vacant, except for the 6,200-square-foot Santa Fe Railroad Depot building (circa 1935) located toward the north end of the property. The paved south end has been leased on a temporary basis for vehicle parking. Old railroad tracks lie within the rail right-of-way traversing the site, although these tracks are in the process of being removed to facilitate construction of the Blue Line light rail system through Pasadena. In anticipation of Blue Line construction, the Los Angeles to Pasadena Metro Blue Line Construction Authority has established temporary construction trailers on the site and has fenced a portion of the property to prevent trespass.

Properties surrounding the project site support a diverse mix of uses. Immediately to the west, across Raymond Avenue, is Pasadena's Central Park, which contains a playground, a lawn bowling facility, and extensive grass area. Properties immediately to the north support destination-retail businesses, a large, historic residential hotel (the Green Hotel), and a mini-warehouse/public storage facility. Old Pasadena - a

dense, mixed-use urban district with shops, businesses, restaurants, and residential uses – lies just beyond, north of Green Street.

East of the project site, across Arroyo Parkway, development consists primarily of low-scale and mid-rise office buildings and buildings housing service commercial uses. To the south, across Del Mar Boulevard, uses include low-intensity retail, office, and industrial businesses. Del Mar Boulevard provides direct access to the I-210 and SR-134 freeways. All streets serving the project and project area are fully improved public streets and integral parts of Pasadena's road network.



SOURCE: Moule & Polyzoides, March 28, 2001

 Project Site Boundary

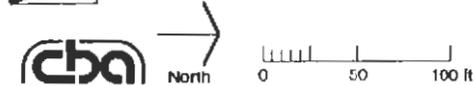


Figure 2
Proposed Site Plan

Environmental Issue:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Land Use And Planning. Would the project:				
(a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a. Existing uses on the project site include the Santa Fe Railroad Depot building, a temporary parking lot, and railroad right-of-way for the future Blue Line Light Rail tracks and Del Mar Station. The site lies on the edge of Pasadena's Old Pasadena Historic District and is considered part of that neighborhood. Construction of the project will unify the neighborhood and create a defined edge where a vacant lot currently exists. The project will accommodate pedestrian linkages between Arroyo Parkway and Raymond Avenue, and will work to incorporate the site into the existing urban fabric. Therefore, the project will not divide any established community and is expected to be beneficial by integrating the site with surrounding development. No impact will result (or impact will be beneficial). This issue will not be discussed in the EIR.				
b. The project is consistent with adopted General Plan and zoning land use designations but requires several variances from Zoning Ordinance requirements. Although impacts are expected to be less than significant or beneficial, issues of consistency with adopted plans and policies and land use compatibility will be analyzed in the EIR.				
c. No habitat conservation plan or natural community conservation plan applies to the site. No impact will result, and this issue will not be discussed in the EIR.				
2. Population And Housing. Would the project:				
(a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Issue:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. The project will result in increased residential population and economic activity on the site. Since this increase is considered consistent with existing City and regional policies regarding population and businesses, this effect will not be examined in the EIR. Although the project is located in a dense urban environment served by existing infrastructure, the potential exists for the project to induce some growth through redevelopment of nearby areas at higher densities consistent existing zoning. This issues will be examined in the EIR.				
b and c. No housing is located on the project site, nor does the site accommodate people. Therefore, the project will not result in construction of replacement housing elsewhere. No impact will result, and this issue will not be discussed in the EIR.				
3. Geology And Soils. Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
(i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Issue:	Potentially	Less Than	Less Than	No
	Significant	Significant	Significant	Impact
	Impact	With	Impact	Impact
		Mitigation		
		Incorporated		

- a. The site is not located within an Alquist-Priolo Fault Zone and no known faults cross the site (Converse Consultants, December 2000). The nearest known fault is the Raymond Fault Special Study Zone, located approximately 1.5 miles north of the site. The Raymond Fault is considered to be active, and the site would be subject to strong ground shaking in the event of an earthquake. Compliance with Uniform Building Code Seismic Zone 4 requirements will ensure that proposed structures can withstand the expected worst-case seismic ground shaking. The City's plan check and inspection procedures will ensure that the project is constructed according to these standards.

The soils on the site are generally dense and not susceptible to liquefaction during ground shaking. The State of California Seismic Hazards Map for Pasadena (California Division of Mines and Geology, Pasadena Quadrangle, 1999) indicates that the site is not subject to seismically induced liquefaction or landslides. This is verified in the *Geotechnical Investigation Update Report* prepared for the project by Converse Consultants (December 20, 2000). Groundwater levels in the project vicinity historically have been around 100 feet below the ground surface, minimizing potential for liquefaction. The footings for the lowest level of the parking structure will not extend more than 75 feet below grade. Potential impacts for seismic hazards and landslides will be less than significant, and these issues will not be discussed in the EIR.

- b. Most of the project site currently is covered by structures and/or pavement. The project will replace this development with new structures and/or pavement, such that the project will not result in a substantial change in the site's impermeable surface area. Thus, no substantial change in runoff from the site is expected. On-site stormwater runoff controls will be modified to accommodate the new development to direct stormwater to local and regional stormwater facilities. Also, per Order WQ 2000-11 of the State Water Resources Control Board, the developer will be required to incorporate into the project Best Management Practices (BMPs) to control storm water runoff. Therefore, over the long-run, the project will not result in substantial erosion or loss of topsoil.

During construction, the site will be graded extensively to construct the subterranean parking garage. Exposed soils may be carried by stormwater into local and regional waterways. To control dust per South Coast Air Quality Management District requirements, the site will be watered regularly. This watering likewise may carry exposed soils away from the site. However, the applicant will be required to comply with standard City and Los Angeles Regional Water Quality Control Board requirements to limit erosion during construction (refer to item 4.a). Compliance with these existing standard regulations will ensure a less-than-significant impact, and this issue will not be discussed in the EIR.

- c. According to the geotechnical investigation (Converse Consultants, December 2000) prepared for the applicant, on-site soils are not considered unstable and/or subject to landslide, lateral spreading, subsidence, liquefaction, or collapse. If unsuitable fills are discovered during excavation, the geologist recommends that these fills be removed and replaced and/or compacted appropriately. During excavation of the subterranean parking, shoring is recommended to provide support for exposed soils. The applicant has agreed to implement all of the measures recommended in the Converse report. The standard plan check and inspection procedures will ensure that the project is constructed according to these requirements. The impact will be less than significant, and no discussion in the EIR will be provided.

Environmental Issue:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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d. According to the geotechnical investigation (Converse Consultants, December 2000) prepared for the applicant, the predominantly sand, silty sand and sandy silt native soils are generally dense and stiff. These soils have a very low expansion potential according to the UBC. Therefore, no special design or construction will be necessary. Impact will be less than significant, and the EIR will not analyze this issue.

e. The project site is served by sewers, and no septic tanks or alternative wastewater disposal systems will be required. No impact will result, and no discussion in the EIR is necessary.

4. Hydrology And Water Quality. Would the project:

(a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Issue:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(j) Inundation of seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a. The project will replace structures and pavement with new structures and pavement. Thus, the project is not anticipated to substantially increase runoff from the site. City Public Works staff indicates that existing stormwater facilities are considered adequate to convey site runoff to local and regional stormwater facilities.				
<p>The project does not include any unusual uses that might discharge unusual pollutants, such as industrial or manufacturing uses. However, in the long term, leaking automobile and truck fluids, trash, disturbed soils, and other contaminants could be carried away from parking lots and other hard surfaces by stormwater into local and regional waterways. In the short-term, water used to control dust during grading and construction, as well as stormwater, could carry construction debris, spilled fluids (including petroleum products from construction vehicles), and disturbed soils into local and regional waterways.</p> <p>Water quality in Pasadena is regulated by the State of California Water Quality Control Board (WQCB), Los Angeles Region (Region 4). The County of Los Angeles issues permits to cities to discharge stormwater runoff under National Pollutant Discharge Elimination System (NPDES) Permit CAS614001, issued by the WQCB. The WQCB requires all discretionary projects, such as this project, to incorporate features to filter or retain the first ¼-inch of stormwater on-site. Since most pollutants are carried away by the first ¼ inch of rainfall, this requirement will ensure that long-term impact is less than significant. Furthermore, the City requires that all projects submit a site drainage plan for review and approval by the Public Works and Transportation Department (Building Division) prior to issuance of building permits. This submittal must include use of Best Management Practices (BMPs) during construction to limit discharge of sediment and pollutants during construction and operation. Thus, existing standard requirements will ensure that impacts on water quality, both during construction and operation, are less than significant. Furthermore, incorporation of modern water quality control measures are expected to result in a beneficial effect. This issue will not be analyzed in the EIR.</p>				
b. The project will result in an increase water consumption because existing uses on the site use very little water (for landscape irrigation). Sources of City water include groundwater and imported water from the Metropolitan Water District (MWD). The project is not anticipated to result in the need for additional groundwater pumping since the City purchases water supplies from MWD and does not plan to increase groundwater pumping to accommodate increases in City-wide demand for water (City of Pasadena, December 2000). The site is already largely paved, so there will be no significant reduction in groundwater recharge. Excavation of the parking garage is not expected to affect groundwater (Converse Consultants, December 2000). Impact will be less than significant, and no discussion of project effects on groundwater will be provided in the EIR.				
c. As discussed under item a above, the project will not result in a substantial increase in runoff from the site. No rivers or streams are located in the vicinity. Incorporation of modern water quality control measures are expected to result in a beneficial effect over the long term by reducing sediments flowing from the site by stormwater runoff (refer to item a). Standard City requirements to submit a site drainage plan prior to issuance of building permits will ensure that construction impacts are minimized. Impact will be less than significant or beneficial, and this issue will not be discussed in the EIR.				

Environmental Issue:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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- d. As discussed under item a above, the project is not expected to substantially change stormwater flows from the site. No rivers or streams are located in the vicinity. Thus, the project is not anticipated to substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site. Impact will be less than significant, and no analysis of this issue will be provided in the EIR.
- e and f. As discussed under items a through d above, the project is expected to result in less-than-significant and/or beneficial effects in regards to stormwater flows and water quality. Therefore, these issues will not be analyzed in the EIR.
- g through j. The project site is not located within a 100-year flood zone or any other flood zone (City of Pasadena General Plan). Thus, the project will not place housing or structures within any 100-year flood zone. No levees or dams are located uphill from the project site; therefore, the project site will not be exposed to seiche and/or flooding due to a failure of a dam or levee. Pasadena is not subject to tsunami hazards. No hills or unstable lands are located in the vicinity, and no mudflows affecting the site are expected. No potential impacts in regards to these issues are anticipated, and no discussion in the EIR is necessary.

5. **Air Quality:** Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

- | | | | | |
|--|-------------------------------------|--------------------------|-------------------------------------|--------------------------|
| (a) Conflict with or obstruct implementation of the applicable air quality plan? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| (b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| (c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| (d) Expose sensitive receptors to substantial pollutant concentrations? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| (e) Create objectionable odors affecting a substantial number of people? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

a through d. The site is located within the South Coast Air Basin, which continues to exceed federal and State ambient air quality standards for ozone and particulate matter (PM10). The project will result in increased vehicle trips and construction activities that may contribute to these violations. Potentially, congestion due in part to project traffic could contribute to carbon monoxide (CO) hotspots at intersections adjacent to sensitive receptors. Project construction is expected to occur simultaneously with construction of the Blue Line light rail. Thus, cumulative impacts are of concern. The project will include residences, which are sensitive to CO hotspots. These issues, as well as project consistency with the Air Quality Management Plan, will be analyzed in the EIR.

Environmental Issue:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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e. The project is not anticipated to include any uses associated with odor complaints (South Coast Air Quality Management District, *CEQA Air Quality Handbook and Update*, Figure 5-5). All trash receptacles will be properly enclosed and maintained according to City and District policies. Emissions of odorous gasses (such as from HVAC equipment) must be in compliance with SCAQMD and City standards. Impact will be less than significant, and this issue will not be discussed in the EIR.

6. **Transportation/traffic.** Would the project:

(a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(g) Conflict with adopted policies, plans, or program supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a and b. The project will generate new vehicle trips that may impact intersections and/or street segments in the project vicinity, including possibly roadways included in the *Los Angeles County Congestion Management Plan*. Given that project construction may coincide with Blue Line light rail construction and given that substantial new development could occur on the nearby Ambassador College site and throughout Old Pasadena, cumulative impacts are potentially significant. This issue will be analyzed in the EIR.

c. The project site is not located in the vicinity of any airport. Due to the relatively low height of buildings proposed (i.e., up to six stories), the project is not expected to affect air traffic passing over the site. The project will result in new residences and businesses in Pasadena; however, this increase will be relatively small on a regional scale and will not result in substantial increases in air traffic to the region. Impact will be less than significant, and no discussion of this issue will be included in the EIR.

Environmental Issue:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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- d. The project site is located in a dense urban environment with a well-established street system. The project will not introduce any uses not found elsewhere in the vicinity or unusual within urban areas. The presence of the Blue Line light rail through the project site represents a public safety issue. However, all vehicle and pedestrian crossings will be required to comply with design and operational requirements of the State Public Utilities Commission. Such compliance and review by responsible agencies will minimize risk related to the light rail operations. Impact will be less than significant. These issues will not be discussed in the EIR.
- e. The project site is served by existing streets, and the project will not block access to any of these streets. The project will comply with all Building, Fire, and Safety Codes, and plans will be reviewed by the City's Public Works and Transportation Department (Building Division), as well as the Fire Department. Compliance with these standard existing requirements will ensure a less-than-significant impact, and no discussion in the EIR will be provided.
- f. The project will provide up to 1,500 spaces in the subterranean parking structure, 600 of which will be dedicated for use by transit riders. This number exceeds the parking requirements of the City's Zoning Ordinance. The applicant will submit a detailed parking plan, which will be reviewed by the Public Works and Transportation Department (Transportation Division) for approval prior to issuance of building permits. Compliance with these standard existing requirements will ensure a less-than-significant impact, and no discussion in the EIR is necessary.
- g. The project implements adopted policies, plans, and programs that support alternative transportation by integrating the uses with the Blue Line light rail station, and by providing 600 spaces for transit riders.

7. **Biological Resources.** Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| (a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Environmental Issue:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a through f. The project site is located in a densely urbanized environment and currently is developed with structures and pavement. No native resident or migratory fish or wildlife species, native resident or migratory wildlife corridors, or native wildlife nursery sites are known to be located within or adjacent to the site. No known species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game (CDFG) or U.S. Fish and Wildlife Service (USFWS) live, forage, or visit the site. No riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by CDFG or USFWS exist on the site. No federally protected wetlands (as defined by Section 404 of the Clean Water Act), wildlife nurseries, wildlife corridors, natural communities, or habitats exist on the site. The site is not included in any habitat conservation plan, and no local policies regarding biological resources are applicable to the site. No impact on biological resources is expected; thus, this issue will not be discussed in the EIR.

8. **Agriculture Resources:** In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to a non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to a non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Issue:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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a through c. The project site is located in a heavily urbanized area of the City of Pasadena. The site has no special status as farmland. No Williamson Act contract applies to the site. No agricultural operations are located on the site nor in the vicinity of the project. Thus, the project will not result in conversion of farmland to nonagricultural use, either directly or indirectly. No impact will result, and this issue will not be discussed in the EIR.

9. Mineral Resources. Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| (a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

The project site is not known to contain mineral resources of value to the region and/or State residents (State Division of Mines and Geology mineral resource maps, Pasadena Quadrangle). No land use plan, including the City's General Plan and/or the Central District Specific Plan, delineates the site as a locally important mineral resource recovery site. No impact will result, and this issue will not be addressed in the EIR.

10. Hazards And Hazardous Materials. Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| (a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| (b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| (c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| (e) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Environmental Issue:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a. The project will include residential and commercial uses typical to urban settings. No unusual uses that might involve the handling of unusual hazardous materials are proposed. Use of hazardous materials will be limited to common commercial cleansers, fertilizers, pesticides, and herbicides. City, State, and federal agencies regulate the use, transport, and disposal of such materials. These rules and regulations are considered adequate to ensure a less-than-significant impact, and this issue will not be addressed in the EIR.
- b and d. The project site is contaminated by past uses on the site (Converse Consultants, September 2000). Asbestos, lead-based paint, and polychlorinated byphenyls (PCB) light ballast (in the train depot building) removal will be undertaken prior to the temporary removal of the depot building. Previously unidentified pockets of contamination and railroad ties may be discovered during construction. Such contamination will be remediated according to standard City, State, and federal regulations. For example, asbestos removal is regulated by the South Coast Air Quality Management District (SCAQMD) under Rule 1403 (*Asbestos Emissions from Demolition/Renovation Activities*). These standard regulations are considered adequate to control the release of hazardous materials into the environment, and the impact is anticipated to be less than significant. Therefore, these issues will not be discussed in the EIR.
- c. No public schools are located within ¼-mile of the site. The project will include residential and commercial uses typical to urban settings. No unusual uses that might handle unusual hazardous materials are proposed. No impact will result, and no discussion in the EIR will be provided.
- e and f. No public or private airport is located within two miles of the project site. No airport land use plan applies to the site. No impact in regards to aircraft hazards will result, and no discussion of this issue in the EIR is necessary.
- g. The project site is served by existing streets, and the project will not block access to any of those streets. No effect on emergency evacuation or emergency evacuation plans is anticipated. The project will comply with all Building, Fire, and Safety Codes, and plans will be reviewed by the City's Public Works and Transportation Department (Building Division), as well as the Fire Department. Compliance with existing requirements will ensure a less-than-significant impact, and no discussion in the EIR will be provided.
- h. The project site is located in a dense urban setting. No wildlands are located within the vicinity of the site. No impact will result, and no analysis in the EIR is necessary.

Environmental Issue:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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11. **Noise.** Would the project result in:

- | | | | | |
|--|-------------------------------------|--------------------------|--------------------------|-------------------------------------|
| (a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| (b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| (c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| (d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| (e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

a through d. The project will result in increased noise from on-site activities, project traffic, and construction, and will contribute to cumulative impacts. These issues will be analyzed in the EIR.

e and f. The project site is not located within an airport land use plan, within two miles of a public airport or public use airport, or within the vicinity of a private airstrip. No impact will result, and the EIR will not discuss issues related to airport noise.

12. **Public Services**

- (a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

- | | | | | |
|--------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| Fire protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Police protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Schools? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Environmental Issue:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The project includes residences and commercial uses that will result in increased demand for fire and police protection, schools, and parks. With regard to fire protection, a City fire station is located within one-quarter mile of the project, on Fair Oaks Avenue. Both fire and police services are reviewed by the City annually to ensure that services meet demand. This project will not require the construction of a new fire station or police substation to serve anticipated needs.

With regard to schools, the 349 residential units could generate up to 140 school children, based on a generation factor of 0.4 students per unit (Pasadena Unified School District). Per PUSD requirements, the applicant will pay school impact fees of \$1.93 per square foot for each residential unit and \$0.31 per square foot for commercial uses. Per SB 50 (and Proposition 1A), payment of school fees mitigates project impact.

Central Park lies across Raymond Avenue from the project site. New residents from the project and potentially transit users can be expected to utilize park facilities. Given that Central Park currently experiences a low level of average daily use, increased use resulting from the project is not expected to impact this resource.

The project will result in incremental increases in demand for other public facilities, such as libraries. The increased need for road maintenance will result not only from project traffic, but also from traffic to and from the transit station. However, the projected revenue to the City derived from impact fees, increased property taxes, sales taxes, and development fees will allow maintenance to be continued. Impact will be less than significant.

13. Utilities and service systems. Would the project:

- | | | | | |
|--|-------------------------------------|--------------------------|-------------------------------------|-------------------------------------|
| (a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| (c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| (d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| (e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Environmental Issue:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a. The project will include residential and commercial development typical of urban settings. The project does not include any unusual uses that might generate wastes requiring alternative treatment approaches. Impact will be less than significant, and no discussion in the EIR will be provided.				
b. Sewage generated in Pasadena is treated at regional facilities operated by the Sanitation Districts of Los Angeles County (Districts). Pasadena is part of County Sanitation District No. 16. Waste generated within District No. 16 is transported via regional sewer lines to large treatment plants located in Carson, Industry, Cerritos, and South El Monte. The design capacities of these and other facilities operated by the Districts is based upon regional growth forecasts provided by the Southern California Association of Governments (SCAG). SCAG's projections, in turn, are based on the general plans of all cities and counties within the six-County SCAG region. This project is consistent with the Pasadena General Plan. Thus, future sewage generation associated with the project has been factored into regional plans and long-range sewage treatment demand projections. The developer will be required to pay sewer system connection fees that help finance regional facilities. Impact will be less than significant.				
c. The project will replace existing structures and pavement with new structures and pavement. Because the project will not create a substantial amount of new impervious surfaces, the project is not anticipated to substantially increase runoff from the site. The site is an urban area with a fully developed stormwater control system. Existing stormwater facilities are adequate to convey site runoff to local and regional stormwater facilities. Impact will be less than significant, and no discussion in the EIR is necessary.				
d. The project will result in an incremental increase in water demand within Pasadena. The Pasadena Power and Water Department (PWD) obtains water from local groundwater sources in the Raymond Basin, as well as basin replenishment supplies from the Metropolitan Water District. The PWD continually maintains basin levels via spreading ponds, with current efforts underway to increase recharge capabilities within the Hahamongna area. The City's long-range projections for water demand and long-term recharge strategies are based upon General Plan land use policy. This project is consistent with the Pasadena General Plan. Thus, future water consumption associated with the project has been factored into the City's long-range projections. Impact will be less than significant, and no discussion in the EIR is necessary.				
e. The project will result in increased wastewater flows. City Public Works staff indicates that the project is in a sewer service area with potential capacity deficiencies, namely at Arroyo Parkway/California Boulevard and Raymond Avenue/California Boulevard. This issue will be addressed in the EIR.				
f. The project will result in increased solid waste and hazardous waste generation. Landfill space for these types of waste is constrained in Los Angeles County. This issue will be discussed in the EIR.				
g. The City has adopted a Solid Source Reduction Recycling Plan and operates an active solid waste recycling program. The project will also comply with all federal, State, and local statutes and regulations related to solid waste. Impact will be less than significant.				

Environmental Issue:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
14. Aesthetics. Would the project:				
(a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>a and c. The project site does not afford scenic vistas. Views of the mountains to the north generally are obscured by development north of the site. Currently the site is largely vacant, with large expanses of paved parking areas and landscaped areas that are minimally maintained. The historic depot is visible from Raymond Avenue, Del Mar Boulevard, and Arroyo Parkway. View of the depot from Raymond Avenue will be retained, and overall site aesthetics will be enhanced by the development project. Impact will be less than significant, and no discussion in the EIR is necessary.</p>				
<p>b. The project site is not located along or within the viewshed of a State scenic highway. No impact will result, and no discussion in the EIR will be provided.</p>				
<p>d. The project will create new sources of nighttime light associated with security lighting and interior illumination within buildings. Building surfaces will consist largely of stucco, concrete, and similar non-reflective surfaces. As part of the design review process, the City's Design Commission will review lighting plans and impose conditions or design changes to minimize the degree to which lights impact adjacent properties. No land uses sensitive to light surround the site. Thus, impact will be less than significant.</p>				
15. Cultural Resources. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Issue:	Potentially	Less Than	Less Than	No
	Significant	Significant	Significant	Impact
	Impact	With	Impact	Impact
		Mitigation		
		Incorporated		

a. The Santa Fe Railroad Depot is listed on the National Register of Historic Places as a contributing element of the Old Pasadena National Register Historic District. Potential project effects associated with relocating the station and adaptive reuse, as well as how the project fits within the context of the Old Pasadena Historic District, will be examined in the EIR.

b through d. Project plans include grading to excavate the subterranean parking structure. On-site soils have been extensively disturbed by past human activities on the site. No known archaeological or paleontological resources exist on the site. No human remains are known to exist on the site. In the extremely unlikely event that such resources are uncovered, compliance with the CEQA Guidelines (Section 15064.5) will ensure a less-than-significant impact. These issues will not be discussed in the EIR.

Underlying soils consist largely of alluvium. Excavations associated with prior projects in the area have not resulted in encounters with fossil-bearing formations. Thus, the likelihood of paleontological resources existing at the site is considered low. Impact will be less than significant.

16. Recreation

- (a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?
- (b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

a and b. Only private recreation facilities for apartment residents are included in the project. As discussed in item 12 (Public Services) above, new residents from the project and potentially transit users can be expected to utilize park facilities. Given that Central Park currently experiences a low level of average daily use, increased use resulting from the project is not expected to impact this resource.

17. Mandatory Findings of Significance

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

Environmental Issue:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a. As discussed in this Checklist, the project does not contain any unique biological resources or habitat given its location within a densely populated urban area. Thus, the project does not have the potential to substantially reduce the habitat of any fish or wildlife species, cause any fish or wildlife population to drop below self-sustaining levels, threaten to eliminate any plant or animal community, reduce the number or restrict the range of any rare or endangered plant or animal, or eliminate important examples of major periods of California prehistory. These issues will not be discussed in the EIR. With regard to historic resources, the project has the potential to affect a historic building and a historic district, although the building will not be eliminated. The depot will be restored consistent with the <i>Secretary of the Interior's Standards</i> .				
b. The project's contribution to potential cumulative impacts will be discussed in the EIR.				
c. The EIR will analyze the project's potential to cause substantial adverse effects on human beings, either directly or indirectly, for those issue areas identified in this Checklist as potentially significant.				

Notes and References

Ambassador Campus Development Plan, Draft Supplemental Environmental Impact Report. City of Pasadena. State Clearinghouse No. 2000041069. December 2000.

City of Pasadena Comprehensive General Plan, as amended. City of Pasadena. 1994.

City of Pasadena Zoning Ordinance.

Pasadena, City of. *2000 Urban Water Management Plan.* December 2000

South Coast Air Quality Management District. *CEQA Air Quality Handbook and Update.* 1993.

South Coast Air Quality Management District. *Rule 1403 - Asbestos Emissions from Demolition/Renovation Activities.*

Urban Partners. *Geotechnical Investigation Update Report for Proposed Pasadena Del Mar Station Development North Side of Del Mar Boulevard between Raymond and Arroyo Parkway Pasadena, California.* Prepared by Converse Consultants (Project No. 00-31-235-01). December 20, 2000.

Urban Partners. *Report Review Del Mar Station Pasadena California.* Prepared by Converse Consultants (Project No. 00-41-275-01). September 2000

Preparers of the Initial Study

Lead Agency

City of Pasadena
Planning and Permitting Division
175 North Garfield Avenue
Pasadena, CA 91101

Contact: Anne Hill, Planner
Voice: (626) 744-6708
Email: ahill@ci.pasadena.ca.us

Consultant to the Lead Agency

CBA, Inc.
Urban Planning and Environmental Consulting
747 East Green Street, Suite 300
Pasadena, CA 91101

Principal-in-Charge: Donald A. Cotton, AICP
Project Manager: Laura Stetson, AICP
Environmental Planner: Jennifer Suvari, AICP
Graphics Technician: Brian Boecking

Voice: (626) 304-0102
Fax: (626) 304-0402
Email: cba@pacbell.net



**APPENDIX B:
RESPONSES TO NOTICE OF
PREPARATION AND
INITIAL STUDY**

**ENVIRONMENTAL IMPACT REPORT
DEL MAR STATION
MIXED USE DEVELOPMENT PROJECT**



DEPARTMENT OF TRANSPORTATION

DISTRICT 7, ADVANCE PLANNING
IGR OFFICE 1-10C
120 SO. SPRING ST.
LOS ANGELES, CA 90012
TEL: (213) 897-6536 ATSS: 8- 647-6536
FAX: (213) 897-8906
E-mail: NersesYerjianian@dot.ca.gov



Ms. Ann Hill
Planning Department
City of Pasadena
175 N. Garfield Ave.
Pasadena, CA. 91101

RE: IGR/CEQA 010455NY
Notice of Preparation
Del Mar Station Joint Development
SCH# 2001041041
LA/210/24.96

April 27, 2001

Dear Ms. Hill:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for Del Mar Station Joint Development.

Based on the information received, and to assist us in our efforts to completely evaluate and assess the impacts of this project on the State Transportation System, a traffic study in advance of the DEIR should be prepared to analyze the following information:

1. Assumptions and methods used to develop trip generation/distribution, percentages and assignments.
2. An analysis of ADT, AM, and PM peak-hour volumes for both the existing and future conditions. This should include Route 210 crossroads, and controlling intersections.
3. This analysis should include project traffic, cumulative traffic generated for all approved developments in the area, Interchange Utilization (I.C.U.) and Level of Service (LOS) of affected freeway ramp intersections on the State Highway indicating existing + project(s) + other projects LOS (existing and future).

Ms. Hill

April 27, 2001

4. Discussion of mitigation measures appropriate to alleviate anticipated traffic impacts. These mitigation discussions should include, but not be limited to, the following:
 - o financing
 - o scheduling considerations
 - o implementation responsibilities
 - o monitoring plan

5. Developer's percent share of the cost, as well as a plan of realistic mitigation measures under the control of the developer should be addressed. Any assessment fees for mitigation should be of such proportion as to cover mainline highway deficiencies that occur as a result of the additional traffic generated by the project.

We look forward to reviewing the DEIR. We expect to receive a copy from the State Clearinghouse. However, to expedite the review process, you may send two copies in advance to the undersigned at the following address:

Stephen Buswell
IGR/CEQA Program Manager
Caltrans District 07
Transportation Planning Office, 1-11B
120 S. Spring St., Los Angeles, CA 90012

If you have any questions, please call Mr. Yerjanian at (213) 897-6536 and refer to IGR/CEQA010455NY.

Sincerely,



STEPHEN J. BUSWELL
IGR/CEQA Program Manager
Transportation Planning Office



Gray Davis
GOVERNOR

STATE OF CALIFORNIA

Governor's Office of Planning and Research
State Clearinghouse



Steve Nissen
DIRECTOR

Notice of Preparation

April 10, 2001

To: Reviewing Agencies

Re: Del Mar Station Joint Development EIR
SCH# 2001041041

Attached for your review and comment is the Notice of Preparation (NOP) for the Del Mar Station Joint Development EIR draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Anne Hill
City of Pasadena
175 N. Garfield Avenue
Pasadena, CA 91101

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Project Analyst, State Clearinghouse

Attachments
cc: Lead Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 2001041041
Project Title Del Mar Station Joint Development EIR
Lead Agency Pasadena, City of

Type NOP Notice of Preparation
Description Development of a transit-oriented, mixed-use development consisting of up to 349 residential units, 20,000 square feet of commercial space, and a 1,500-space subterranean parking garage, with 600 parking spaces dedicated for use by transit riders. The project will be built around the planned Blue Line Light Rail Del Mar Station. The project includes the adaptive reuse of the historic Santa Fe Railroad Depot building location on the site.

Lead Agency Contact

Name Anne Hill
Agency City of Pasadena
Phone 626-744-6708
email
Address 175 N. Garfield Avenue
City Pasadena **State** CA **Zip** 91101
Fax

Project Location

County Los Angeles
City Pasadena
Region
Cross Streets Del Mar Boulevard and Arroyo Parkway
Parcel No. 5722-10-900,901,902,903,904,905
Township 1N **Range** 12W **Section** **Base** Pasadena

Proximity to:

Highways 110
Airports
Railways Blue Line Light Rail (LACMTA)
Waterways
Schools Waverly (private)
Land Use Property is currently vacant. Site is zone CD-9 (Central District, Area 9) and has a general plan designation of Central District Specific Plan, Santa Fe Transportation Center Subarea.

Project Issues Air Quality; Archaeologic-Historic; Noise; Population/Housing Balance; Sewer Capacity; Traffic/Circulation; Landuse

Reviewing Agencies Resources Agency; Department of Conservation; Office of Historic Preservation; Department of Parks and Recreation; Department of Fish and Game, Region 5; Native American Heritage Commission; Public Utilities Commission; State Lands Commission; State Clearinghouse; Caltrans, District 7; Department of Housing and Community Development; California Highway Patrol; Caltrans, Division of Transportation Planning; Department of Toxic Substances Control; Regional Water Quality Control Board, Region 4

Date Received 04/10/2001 **Start of Review** 04/10/2001 **End of Review** 05/09/2001

Notice of Completion

Mail to: State Clearinghouse, 1400 Tenth Street, Sacramento, CA 95814 916/445-0613

Project Title: Del Mar Station Joint Development EIRLead Agency: City of PasadenaContact Person: Anne Hill, PlannerStreet Address: 175 N. Garfield Avenue-Phone: 626.744.6708City: PasadenaZip: 91101County: Los Angeles**Project Location**County: Los AngelesCity/Nearest Community: PasadenaCross Streets: Del Mar Blvd. and Arroyo ParkwayZip Code: 91105Total Acres: 4.1Assessor's Parcel No. 5722-10-900.901, 902, 903, 904, 905 Section: _____Twp. 1NRange: 12WBase: PasadenaWithin 2 Miles: State Hwy #: 110Waterways: NoneAirports: NoneRailways: Blue Line Light Rail (LACMTA) Schools: Waverly (private)**Document Type**CEQA: NOP Early Cons Neg Dec Draft EIR Supplemental/Subsequent EIR (Prior SCH No.) _____ Other _____NEPA: NOI EA Draft EIS FONSIOther: Joint Document Final Document Other _____**Local Action Type** General Plan Update General Plan Amendment General Plan Element Community Plan Specific Plan Master Plan Planned Unit Development Site Plan Rezone Prezone Use Permit Land Division (Subdivision,Parcel Map, Tract Map, etc.) Annexation Redevelopment Coastal Permit Other _____**Development Type** Residential:Units 349 Acres _____ Office: Sq.ft. _____

Acres _____ Employees _____

 Commercial:Sq.ft. 20,000

Acres _____ Employees _____

 Industrial: Sq.ft. _____

Acres _____ Employees _____

 Educational _____ Recreational _____ Water Facilities: Type _____MGD Transportation: Type _____ Mining: Mineral _____ Power: Type _____Watts Waste Treatment: Type _____ Hazardous Waste: Type _____ Other: _____**Project Issues Discussed in Document** Aesthetic/Visual Agricultural Land Air Quality Archeological/Historical Coastal Zone Drainage/Absorption Economic/Jobs Fiscal Flood Plain/Flooding Forest Land/Fire Hazard Geologic/Seismic Minerals Noise Population/Housing Balance Public Services/Facilities Recreation/Parks Schools/Universities Septic Systems Sewer Capacity Soil Erosion/Compaction/Grading Solid Waste Toxic/Hazardous Traffic/Circulation Vegetation Water Quality Water Supply/Groundwater Wetland/Riparian Wildlife Growth Inducing Land Use Cumulative Effects Other _____**Present Land Use/Zoning/General Plan Use:** Property is currently vacant. Site is zone CD-9 (Central District, Area 9) and has a general plan designation of Central District Specific Plan, Santa Fe Transportation Center Subarea.**Project Description:** Development of a transit-oriented, mixed-use development consisting of up to 349 residential units, 20,000 square feet of commercial space, and a 1,500-space subterranean parking garage, with 600 parking spaces dedicated for use by transit riders. The project will be built around the planned Blue Line Light Rail Del Mar Station. The project includes the adaptive reuse of the historic Santa Fe Railroad Depot building location on the site.**NOTE:** Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. from a Notice of Preparation or previous draft document), please fill it in.

Not Distribution List

County: San Mateo

SCI... 2 0 1 0 1 1

Resources Agency

- Resources Agency
Nadell Gavou
- Dept. of Boating & Waterways
Bill Curry
- California Coastal Commission
Elizabeth A. Fuchs
- Dept. of Conservation
Ken Trott
- Dept. of Forestry & Fire Protection
Allen Robertson
- Office of Historic Preservation
Hans Kreuzberg
- Dept of Parks & Recreation
Resource Mgmt. Division
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- S.F. Bay Conservation & Dev't. Comm.
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- Resources Agency
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Dept. of Water Resources

Health & Welfare

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Wayne Hubbard
Dept. of Health/Drinking Water

Food & Agriculture

- Food & Agriculture
Tad Bell
Dept. of Food and Agriculture

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Sandy Peterson
Region 5, Habitat Conservation Program
- Dept. of Fish & Game
Gabrina Gatchel
Region 6, Habitat Conservation Program
- Dept. of Fish & Game
Tammy Allen
Region 6, Inyo/Mono, Habitat Conservation Program
- Dept. of Fish & Game
Tom Napoli
Marine Region

Independent Commissions

- California Energy Commission
Environmental Office
- Native American Heritage Comm.
Debbie Treadway
- Public Utilities Commission
Andrew Barnsdale
- State Lands Commission
Betty Silva
- Governor's Office of Planning & Research
State Clearinghouse Planner

- Colorado River Board
Gerald R. Zimmerman
- Tahoe Regional Planning Agency (TRPA)
Lyn Barnett
- Office of Emergency Services
John Rowden, Manager
- Delta Protection Commission
Debby Eddy
- Santa Monica Mountains Conservancy
Paul Edelman

Dept. of Transportation

- Dept. of Transportation
IGR/Planning
District 1
- Dept. of Transportation
Vicki Roe
Local, Development Review,
District 2
- Dept. of Transportation
Jeff Pulverman
District 3
- Dept. of Transportation
Jean Finney
District 4
- Dept. of Transportation
Lawrence Newland
District 5
- Dept. of Transportation
Marc Birnbaum
District 6
- Dept. of Transportation
Stephen J. Buswell
District 7
- Dept. of Transportation
Mike Sim
District 8
- Dept. of Transportation
Caroline Yee for Kate Walton
District 9

- Dept. of Transportation
Chris Sayre
District 10
- Dept. of Transportation
Lou Salazar
District 11
- Dept. of Transportation
Alleen Kennedy
District 12

Business, Trans & Housing

- Housing & Community Development
Cathy Creswell
Housing Policy Division
- Caltrans - Division of Aeronautics
Sandy Hesnard
- California Highway Patrol
Lt. Dennis Brunette
Office of Special Projects
- Dept. of Transportation
Ron Helgeson
Caltrans - Planning
- Dept. of General Services
Robert Sleppy
Environmental Services Section

Air Resources Board

- Airport Projects
Jim Lerner
- Transportation Projects
Ann Geraghty
- Industrial Projects
Mike Tolstrup
- California Integrated Waste Management Board
Sue O'Leary
- State Water Resources Control Board
Diane Edwards
Division of Clean Water Programs

- State Water Resources Control Board
Greg Frantz
Division of Water Quality
- State Water Resources Control Board
Mike Falkenstein
Division of Water Rights
- Dept. of Toxic Substances Control
CEQA Tracking Center

Regional Water Quality Control Board (RWQCB)

- RWQCB
Cathleen Hudson
North Coast Region (1)
- RWQCB
Environmental Document Coordinator
San Francisco Bay Region (2)
- RWQCB
Central Coast Region (3)
- RWQCB
Jonalhan Bishop
Los Angeles Region (4)
- RWQCB
Central Valley Region (5)
- RWQCB
Central Valley Region (5)
Fresno Branch Office
- RWQCB
Central Valley Region (5)
Redding Branch Office
- RWQCB
Lahontan Region (6)
- RWQCB
Lahontan Region (6)
Victorville Branch Office
- RWQCB
Colorado River Basin Region (7)
- RWQCB
Santa Ana Region (8)
- RWQCB
San Diego Region (9)



South Coast Air Quality Management District

21865 E. Copley Drive, Diamond Bar, CA 91765-4182
(909) 396-2000 • <http://www.aqmd.gov>

April 11, 2001

Ms. Anne Hill, Planner
City of Pasadena
Planning and Permitting
175 N. Garfield Avenue
Pasadena, CA 91101

Dear Ms. Hill:

Notice of Preparation of an Environmental Impact Report Del Mar Station Mixed-Use Development

The South Coast Air Quality Management District (AQMD) appreciates the opportunity to comment on the above-mentioned document. The AQMD's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the Draft Environmental Impact Report (EIR).

Air Quality Analysis

The AQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The AQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the AQMD's Subscription Services Department by calling (909) 396-3720.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction and operations should be considered. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the evaluation. An analysis of all toxic air contaminant impacts due to the decommissioning or use of equipment potentially generating such air pollutants should also be included.

Mitigation Measures

In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures be utilized during project construction and operation to minimize or eliminate significant adverse air quality impacts. To assist the Lead Agency with identifying possible mitigation measures for the project, please refer to Chapter 11 of the AQMD CEQA Air Quality Handbook for sample air quality mitigation measures. Additionally, AQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook contain numerous measures for controlling construction-related emissions that should be considered for use as CEQA mitigation if not otherwise required. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed.

Data Sources

AQMD rules and relevant air quality reports and data are available by calling the AQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the AQMD's World Wide Web Homepage (<http://www.aqmd.gov>).

The AQMD is willing to work with the Lead Agency to ensure that project-related emissions are accurately identified, categorized, and evaluated. Please call Dr. Charles Blankson, Transportation Specialist, CEQA Section, at (909) 396-3304 if you have any questions regarding this letter.

Sincerely,



Steve Smith, Ph.D.
Program Supervisor, CEQA Section
Planning, Rule Development and Area Sources

SS:CB:li

LAC010410-03LI
Control Number



COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (562) 699-7411, FAX: (562) 699-5422
www.lacsd.org

JAMES R. STAHL
Chief Engineer and General Manager

April 12, 2001

File No: 16-00.04-00

Ms. Anne Hill
City of Pasadena
Planning and Permitting
175 N. Garfield Avenue
Pasadena, CA 91101

Dear Ms. Hill:

Del Mar Station Joint Development Project

The County Sanitation Districts of Los Angeles County (Districts) received a Notice of Preparation of a Draft Environmental Impact Report for the subject project on April 9, 2001. The proposed development is located within the jurisdictional boundaries of District No. 16. We offer the following comments regarding sewerage service:

1. The wastewater flow originating from the proposed project will discharge to a local sewer line, which is not maintained by the Districts, for conveyance to the Districts' Arroyo Seco Trunk Sewer, Section 4, located in Garfield Avenue at the Pasadena Freeway. This 21-inch diameter trunk sewer has a design capacity of 69.0 million gallons per day (mgd) and conveyed a peak flow of 5.5 mgd when last measured in 1997.
2. The wastewater generated by the proposed project will be treated at the Whittier Narrows Water Reclamation Plant (WRP) located near the City of South El Monte, or the Los Coyotes WRP located in the City of Cerritos. The Whittier Narrows WRP has a design capacity of 15 mgd and currently processes an average flow of 7.5 mgd. The Los Coyotes WRP has a design capacity of 37.5 mgd and currently processes an average flow of 34.6 mgd.
3. The expected average wastewater flow from the project site is 60,944 gallons per day.
4. The Districts are empowered by the California Health and Safety Code to charge a fee for the privilege of connecting (directly or indirectly) to the Districts' Sewerage System or **increasing the existing strength and/or quantity of wastewater attributable to a particular parcel or operation already connected**. This connection fee is required to construct an incremental expansion of the Sewerage System to accommodate the proposed project which will mitigate the impact of this project on the present Sewerage System. Payment of a connection fee will be required before a permit to connect to the sewer is issued. For specific information regarding the connection fee application procedure and fees, please contact the Connection Fee Counter at extension 2727.

5. In order for the Districts to conform with the requirements of the Federal Clean Air Act (CAA), the design capacities of the Districts' wastewater treatment facilities are based on the regional growth forecast adopted by the Southern California Association of Governments (SCAG). Specific policies included in the development of the SCAG regional growth forecast are incorporated into the Air Quality Management Plan, which is prepared by the South Coast Air Quality Management District in order to improve air quality in the South Coast Air Basin as mandated by the CAA. All expansions of Districts' facilities must be sized and service phased in a manner which will be consistent with the SCAG regional growth forecast for the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The available capacity of the Districts' treatment facilities will, therefore, be limited to levels associated with the approved growth identified by SCAG. As such, this letter does not constitute a guarantee of wastewater service, but is to advise you that the Districts intend to provide this service up to the levels which are legally permitted and to inform you of the currently existing capacity and any proposed expansion of the Districts' facilities.

If you have any questions, please contact the undersigned at (562) 699-7411, extension 2717.

Very truly yours,

James F. Stahl



Ruth I. Frazen
Engineering Technician
Planning & Property Management Section

RIF:rf



Metropolitan
Transportation
Authority

One Gateway Plaza
Los Angeles, CA
90012-2952

April 11, 2001

Ms. Anne Hill
City of Pasadena, Planning and Permitting
175 N. Garfield Avenue
Pasadena, CA 91101

Dear Ms. Hill:

Thank you for the opportunity to comment on the Notice of Preparation (NOP) / Initial Study for the Del Mar Station Joint Development project. This letter conveys recommendations from the Los Angeles County Metropolitan Transportation Authority (LACMTA) concerning issues that are germane to our agency's statutory responsibilities in relation to the proposed project.

A Traffic Impact Analysis (TIA), with both highway and freeway, and transit components, is required under the State of California Congestion Management Program (CMP) statute. The CMP TIA Guidelines are published in the "1997 Congestion Management Program for Los Angeles County", Appendix D. The geographic area examined in the TIA must include the following, at a minimum:

1. all CMP arterial monitoring intersections, including monitored freeway on/off-ramp intersections, where the proposed project will add 50 or more trips during either the a.m. or p.m. weekday peak hour (of adjacent street traffic); and
2. mainline freeway-monitoring locations where the project will add 150 or more trips, in either direction, during either the a.m. or p.m. weekday peak hour.

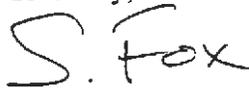
Among the required steps for the analysis of development-related impacts to transit are:

1. evidence that the affected transit operators received the NOP for the Draft EIR;
2. a summary of the existing transit services in the area;
3. estimated project trip generation and mode assignment for both morning and evening peak periods;
4. documentation on the assumptions/analyses used to determine the number of percentage of trips assigned to transit;
5. information on facilities and/or programs that will be incorporated in to the development plan that will encourage public transit usage and transportation demand management (TDM) policies and programs; and
6. an analysis of the expected project impacts on current and future transit services along with proposed project mitigation.

The MTA looks forward to reviewing the Draft EIR. If you have any questions regarding this response, please call me at 213-922-2238 or email at foxs@mta.net. Please send the Draft EIR to the following address:

LACMTA
One Gateway Plaza
Attn: Steve Fox
Regional Planning, 99-23-2
Los Angeles, CA 90012-2952

Sincerely,

A handwritten signature in black ink that reads "S. Fox". The "S" is large and stylized, and the "Fox" is written in a cursive-like script.

Stephen G. Fox
Program Manager, Regional Planning

NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-4082
(916) 657-5390 - Fax



April 19, 2001

Anne Hill
City of Pasadena
175 N. Garfield Avenue
Pasadena, CA 91101

RE: SCH# 2001041041 – Del Mar Station Joint Development EIR

Dear Ms. Hill:

The Native American Heritage Commission has reviewed the above mentioned NOP. To adequately assess the project-related impact on archaeological resources, the Commission recommends the following actions be required:

- ✓ Contact the appropriate Information Center for a records search. The record search will determine:
 - Whether a part or all of the project area has been previously surveyed for cultural resources.
 - Whether any known cultural resources have already been recorded on or adjacent to the project area.
 - Whether the probability is low, moderate, or high that cultural resources are located within the project area.
 - Whether a survey is required to determine whether previously unrecorded cultural resources are present.
- ✓ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - The report containing site significance and mitigation measures should be submitted immediately to the planning department.
 - The site forms and final written report should be submitted within 3 months after work has been completed to the Information Center.
- ✓ Contact the Native American Heritage Commission for:
 - A Sacred Lands File Check.
 - A list of appropriate Native American Contacts for consultation concerning the project site and assist in the mitigation measures.
- ✓ Provisions for accidental discovery of archeological resources:
 - Lack of surface evidence of archeological resources does not preclude the existence of archeological resources. Lead agencies should include provisions for accidentally discovered archeological resources during construction per California Environmental Quality Act (CEQA) §15064.5 (f).
- ✓ Provisions for discovery of Native American human remains
 - Health and Safety Code §7050.5, CEQA §15064.5 (e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery and should be included in all environmental documents.

If you have any questions, please contact me at (916) 653-4040.

Sincerely,

A handwritten signature in black ink that reads "Rob Wood".

Rob Wood
Associate Governmental Program Analyst

CC: State Clearinghouse



COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (626) 458-5100

JAMES A. NOYES, Director

May 22, 2001

ADDRESS ALL CORRESPONDENCE TO
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

RECEIVED

MAY 24 2001

IN REPLY PLEASE
REFER TO FILE WM-4

Ms. Anne Hill
City of Pasadena
Planning and Permitting
175 North Garfield Avenue
Pasadena, CA 91101

Dear Ms. Hill:

**RESPONSE TO A NOTICE OF DECLARATION/INITIAL STUDY FOR
DEL MAR STATION MIXED USED DEVELOPMENT**

Thank you for the opportunity to provide comments on the Notice of Declaration/Initial Study for the proposed Del Mar Station Mixed Used Development project. We have reviewed the submittal and offer the following comments:

Land Development (Geology and Soils)

The proposed project will not have significant environmental effects from a geology and spoils standpoint, provided the appropriate ordinances and codes are followed.

If you have any questions regarding the above comments, please contact Mr. Amir Alam at (626) 458-3883.

Land Development (Grading and Drainage)

We have reviewed the subject document and have no comments.

If you have any questions regarding this matter, please contact Mr. Perfecto Tobias at (626) 458-4921.

Land Development (Transportation Planning)

We have reviewed the subject document and have no comments.

If you have any questions regarding this matter, please contact Mr. Hubert Seto at (626) 458-4349.

Ms. Anne Hill
May 22, 2001
Page 2

Programs Development

We reviewed the subject document and have no comments.

If you have any questions regarding this matter, please contact Mr. Richard Yribe at (626) 458-3919.

Traffic and Lighting

We do not believe the proposed project will have a significant impact on County roadways or intersections. No further information is required.

We recommend the State of California Department of Transportation review this document for significant impacts/mitigations within its jurisdiction.

If you have any questions, please contact Mr. Keith Hoey of our Traffic Studies Section at (626) 300-4867.

If you have any questions regarding the environmental reviewing process of this Department, please contact Ms. Massie Munroe at the address on the first page or at (626) 458-4359.

Very truly yours,

JAMES A. NOYES
Director of Public Works



ROD H. KUBOMOTO
Assistant Deputy Director
Watershed Management Division

MM:sw
WM-4\C:\Drainage\Wm\58.wpd



STATS GROUP

May 3, 2001

Mr. Brian C. League, Project Planner
Planning and Permitting Department
City of Pasadena
175 North Garfield Avenue, 1st Floor
Pasadena, CA 91101-1704

Re: Del Mar Station Site Development ("Proposed Project")

Dear Brian:

This letter recapitulates our testimony at the public hearing on the Proposed Project held April 24, 2001, at the City of Pasadena Planning and Permitting Department. In scoping the Environmental Impact Report for the Proposed Project please consider the following potential impacts:

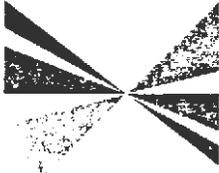
1. Impact on existing adjacent (Stats Floral Supply and Fishbecks Patio Center) and nearby land uses that may result from implementing the Proposed Project.
2. Impact of traffic and parking from the Proposed Project on City Mobility Corridors and Raymond Avenue.
3. Impact of the Proposed Project's parking and other vehicular access on Raymond Avenue in conjunction with the planned driveway locations for the proposed adjacent Stats-On-The-Green project ("Stats"). In connection with its Application for Preliminary Plan Review, Stats provided the City with Stats' plans reflecting its driveway locations. Should you require further information, please contact the undersigned.
4. Visual (view corridors) and aesthetic impacts of the Proposed Project on Central Park, Castle Green and northbound Arroyo Parkway and Raymond Avenue traffic.
5. Development of approximately 350 housing units at the Proposed Project will absorb all of the General Plan's residential allocation for this Sub-Area of the Central District Specific Plan. The Stats project itself incorporates development of approximately 100 housing units. What will the environmental impact be of a possible transfer of development rights to either project to accommodate these additional housing units?

We are available, on your request, to provide additional information regarding the Stats project so as to integrate planning on this important city block. Please inform us of future Draft EIR public hearings and release of the document.

Sincerely yours,
THE STATS GROUP

By 
Steven Stathatos, General Counsel

SOUTHERN CALIFORNIA



**ASSOCIATION OF
GOVERNMENTS**

Main Office

818 West Seventh Street
12th Floor
Los Angeles, California
90017-3435

t (213) 236-1800

f (213) 236-1825

www.scag.ca.gov

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Imperial County: Hank Kuper, Imperial County • David Dhillon, El Centro

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Orange County: Charles Smith, Orange County • Rod Bates, Los Alamitos • Ralph Bauer, Huntington Beach • Art Brown, Buena Park • Elizabeth Cowan, Costa Mesa • Cadlynn DeYoung, Laguna Niguel • Richard Dixon, Lake Forest • Alta Duke, La Palma • Shirley McCracken, Anaheim • Bev Perry, Brea

Riverside County: Bob Buster, Riverside County • Ron Lovelidge, Riverside • Greg Petos, Cathedral City • Andrea Puga, Corona • Ron Roberts, Temecula • Charles White, Moreno Valley

San Bernardino County: Jon Mikels, San Bernardino County • Bill Alexander, Rancho Cucamonga • Jim Bagley, Twentynine Palms • David Eshleman, Fontana • Lee Ann Garcia, Grand Terrace • Gwenn Morrison-Perry, Chino Hills • Judith Yaltes, San Bernardino

Ventura County: Judy Mikels, Ventura County • Donna De Paola, San Buenaventura • Glen Becerra, Simi Valley • Toni Young, Port Hueneeme

Riverside County Transportation Commission: Robin Lowe, Hemet

Ventura County Transportation Commission: Bill Davis, Simi Valley

May 3, 2001

Ms. Anne Hill
Planner
City of Pasadena
175 North Garfield Avenue
Pasadena, CA 91109

**RE: SCAG Clearinghouse I20010218 Del Mar Station Mixed-Use
Development**

Dear Ms. Hill:

We have reviewed the above referenced document and determined that it is not regionally significant per Areawide Clearinghouse criteria. Therefore, the project does not warrant clearinghouse comments at this time. Should there be a change in the scope of the project, we would appreciate the opportunity to review and comment at that time.

A description of the project was published in the **May 1, 2001** Intergovernmental Review Report for public review and comment.

The project title and SCAG Clearinghouse number should be used in all correspondence with SCAG concerning this project. Correspondence should be sent to the attention of the Clearinghouse Coordinator. If you have any questions, please contact me at (213) 236-1867.

Sincerely,

JEFFREY M. SMITH, AICP
Senior Planner
Intergovernmental Review



Southern California
Gas Company
1981 W. Lugonia Avenue
Redlands, CA 92374-9720

Mailing Address:
PO Box 3003, SC8031
Redlands, CA 92373-0306

A  Sempra Energy company

April 30, 2001

Gas Co. Ref. No. 01-410 QM

City of Pasadena
175 N. Garfield Avenue
Pasadena, CA 91101

Attention: Anne Hill

Re: Del Mar Station Mixed-Use Development – north of Del Mar Boulevard,
Between Arroyo Parkway and Raymond Avenue.

Thank you for the opportunity to respond to the above-referenced project. Please note that Southern California Gas Company has facilities in the area where the above named project is proposed. Gas service to the project could be provided without any significant impact on the environment. The service would be in accordance with the Company's policies and extension rules on file with the California Public Utilities Commission at the time contractual arrangements are made.

You should be aware that this letter is not to be interpreted as a contractual commitment to serve the proposed project, but only as an informational service. The availability of natural gas service, as set forth in this letter, is based upon present conditions of gas supply and regulatory policies. As a public utility, The Southern California Gas Company is under the jurisdiction of the California Public Utilities Commission. We can also be affected by actions of federal regulatory agencies. Should these agencies take any action, which affects gas supply, or the conditions under which service is available, gas service will be provided in accordance with revised conditions.

Typical demand use for:

a.	Residential	(System Area Average/Use Per Meter) Yearly
	Single Family	799 therms/year dwelling unit
	Multi-Family 4 or less units	482 therms/year dwelling unit
	Multi-Family 5 or more units	483 therms/year dwelling unit

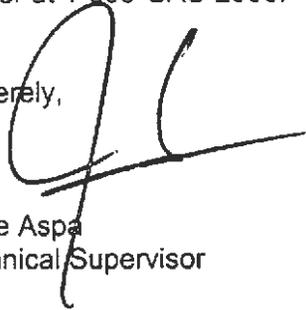
These averages are based on total gas consumption in residential units served by Southern California Gas Company, and it should not be implied that any particular home, apartment or tract of homes will use these amounts of energy.

b. Commercial

Due to the fact that construction varies so widely (a glass building vs. a heavily insulated building) and there is such a wide variation in types of materials and equipment used, a typical demand figure is not available for this type of construction. Calculations would need to be made after the building has been designed.

We have Demand Side Management programs available to commercial/industrial customers to provide assistance in selecting the most effective applications of energy conservation techniques for a particular project. If you desire further information on any of our energy conservation programs, please contact our Commercial/Industrial Support Center at 1-800-GAS-2000.

Sincerely,

A handwritten signature in black ink, appearing to be 'Jorge Aspa', written over a horizontal line.

Jorge Aspa
Technical Supervisor



Winston H. Hickox
Agency Secretary
California Environmental
Protection Agency

Department of Toxic Substances Control

Edwin F. Lowry, Director
1011 N. Grandview Avenue
Glendale, California 91201



Gray Davis
Governor

April 23, 2001

Ms. Anne Hill
City of Pasadena
175 N. Garfield Avenue
Pasadena, California 91101

NEGATIVE DECLARATION FOR THE DEL MAR STATION JOINT DEVELOPMENT EIR (PROJECT) SCH 2001041041

Dear Ms. Hill:

The Department of Toxic Substances Control (DTSC) has received your Negative Declaration (ND) for the above mentioned Project.

Based on the review of the document, the DTSC comments are as follows:

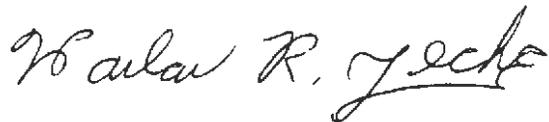
- 1) The ND needs to identify and determine whether current or historic uses at the Project site have resulted in any release of hazardous wastes/substances at the Project area.
- 2) The ND needs to identify any known or potentially contaminated site within the proposed Project area. For all identified sites, the ND needs to evaluate whether conditions at the site pose a threat to human health or the environment.
- 3) The ND should identify the mechanism to initiate any required investigation and/or remediation for any site that may require remediation, and which government agency will provide appropriate regulatory oversight.
- 4) If during construction of the project, soil contamination is suspected, construction in the area should stop and appropriate Health and Safety procedures should be implemented. If it is determined that contaminated soil exists, the ND should identify how any required investigation and/or remediation will be conducted, and which government agency will provide appropriate regulatory oversight.

*The energy challenge facing California is real. Every Californian needs to take immediate action to reduce energy consumption.
For a list of simple ways you can reduce demand and cut your energy costs, see our Web-site at www.dtsc.ca.gov.*

Ms. Anne Hill
April 23, 2001
Page 2

DTSC provides guidance for Preliminary Endangerment Assessment (PEA) preparation and cleanup oversight through the Voluntary Cleanup Program (VCP). For additional information on the VCP or to meet/discuss this matter further, please contact Bob Krug, Project Manager, at (818) 551-2866 or me at (818) 551-2877.

Sincerely,



Harlan R. Jeche
Unit Chief
Southern California Cleanup Operations - Glendale Office

cc: Governor's Office of Planning and Research
State Clearinghouse
P.O. Box 3044
Sacramento, California 95812-3044

Mr. Guenther W. Moskat, Chief
Planning and Environmental Analysis Section
CEQA Tracking Center
Department of Toxic Substances Control
P.O. Box 806
Sacramento, California 95812-0806



**APPENDIX C:
TRAFFIC STUDY**

**ENVIRONMENTAL IMPACT REPORT
DEL MAR STATION
MIXED USE DEVELOPMENT PROJECT**



DRAFT
AS APPROVED BY
CITY OF PASADENA
PUBLIC WORKS AND
TRANSPORTATION
DEPARTMENT

**TRAFFIC ANALYSIS
FOR THE PASADENA DEL MAR STATION PROJECT
IN THE CITY OF PASADENA**

Prepared for:

DEL MAR STATION, LLC

Prepared by:

Crain & Associates
2007 Sawtelle Boulevard, Suite 4
Los Angeles, California 90025
(310) 473-6508

July 2001



EXECUTIVE SUMMARY

The project under consideration is a mixed-use development proposed to contain up to 349 apartment units and a combined total of 15,000 square feet of restaurant and retail uses. The proposed project site is located at the Del Mar Pasadena Blue Line Station in the City of Pasadena and is generally bounded by Del Mar Boulevard to the south, Raymond Avenue to the west, Arroyo Parkway to the east and existing development to the north. The project site is within the Santa Fe Transportation Center strategy area of the Central District Specific Plan Area. A segment of the existing rail line bisects the site.

The project will be developed to complement the existing historic rail station structure on the site. This structure will need to be moved temporarily to construct underground parking. However, the historic train depot will be restored and moved back to the original location with only slight modification. The movement and rehabilitation of this depot is evaluated under a separate environmental document.

Parking will be provided by a 1,200 to 1,500 space subterranean parking structure. A total of 600 parking spaces will be allocated to transit users. The parking supply will be designed to meet all City Code requirements as well as serving all project needs.

Access to project parking will be provided by a single driveway on Raymond Avenue at the north end of the site and a single driveway on Arroyo Parkway at the north end of the site. No vehicular access to the project will be available from Del Mar Boulevard.

While the construction of the project will be beneficial to both the community surrounding the project site and the City of Pasadena, as it will provide a valuable parking area for future Blue Line users as well as housing in a transit friendly

environment, the evaluation of the potential traffic impacts was conducted under a set of “worst case” scenario assumptions. These assumptions include:

The inclusion of 41 proposed future projects. Due to unknown factors unrelated to this project, it is likely that not all of these projects will be built or will be built at a less intensive scale than is currently proposed. In addition, the timing of the completion of proposed developments is speculative.

Traffic improvements associated with the aforementioned 41 proposed projects is not included in this analysis. Many of the proposed developments will be required to implement traffic mitigation measures as part of their development agreement with the City, and as the construction of these projects is speculative, the construction of their required roadway improvements is as well.

The estimated future traffic projections include the 41 related projects and potential ambient growth. However, future traffic volumes were not reduced by the anticipated ridership of the Blue Line.

The study estimates project trip generation for 349 apartment units. This is the maximum number of units currently proposed but it is anticipated that the number of units will be in the range of 335 units. The maximum size of the restaurant is assumed to be 8,000 square feet for the purpose of this analysis, while the actual size is likely to be around 5,000 square feet. In addition, the operation scheme of the restaurant has not yet been determined. If the restaurant does not plan morning operation, AM peak hour project volumes would be less than presented in this report.

Under the above set of assumptions, the completion of the project is anticipated to generate approximately 2,867 new daily trips including approximately 204 vehicle trips

in the morning peak hour and 250 vehicle trips in the afternoon peak hour. The project is anticipated to significantly impact 1 of the 22 study intersections, prior to mitigation. In addition, the project would significantly impact one of the 11 study street segments.

Proposed project mitigation is designed to mitigate specific project traffic impacts and to work in conjunction with improvements for the Pasadena Blue Line and other transit enhancements. The Project proposes traffic signal modification improvements to mitigate traffic impacts. In addition, the design of the project site will be such to maximize pedestrian linkages, not only on the site, but with the surrounding area as well. With the implementation of project mitigation, the project intersection impact will be mitigated to a level of insignificance.

A single significant street segment impact has been identified. This impact may be reduced to a level of insignificance if the current street width was increased and/or on-street parking was removed to increase the number of lanes on the street segment. However, these improvement measures would create secondary impacts which are not desirable at this time. Therefore, the significant street segment impact remains unmitigated.

The appendix portion of the traffic analysis includes a Transportation Demand Management (TDM) Plan which could be implemented by the project to reduce vehicle trips to and from the site. The TDM Plan is not included as a mitigation measure because the project is primarily residential in nature and currently the City of Pasadena does not have the means to monitor or enforce TDM Plans for residential projects. The Plan is included as a voluntary measure for reference.

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INTRODUCTION

The project under consideration is a mixed-use development including up to 349 residential apartment units, 15,000 square feet of commercial development of which a portion will be restaurant and a portion retail. The project site is located on the Pasadena Del Mar rail station site. Related projects on the site include renovation of the existing historic Del Mar rail station structure, parking for the transit users, and street improvements along Del Mar Boulevard adjacent to the project site. The renovation of the existing Del Mar Station Depot and the operation and parking for the Pasadena Blue Line are evaluated under separate environmental documents. The renovation and parking projects are represented in this document in the related projects section. The roadway improvements project will undergo separate review and approval. The location of the site is generally bounded by Raymond Avenue to the west, Del Mar Boulevard to the south, Arroyo Parkway to the east and existing development to the north. The location of the site is shown in Figure 1, Site Vicinity Map.

The developer has retained Crain & Associates to conduct a traffic study to assess the impacts of the development on the surrounding street system. This report presents the results of an analysis of existing conditions as well as estimated future traffic conditions during the AM and PM peak hours before and after completion of the project. Crain & Associates, in conjunction with City of Pasadena traffic engineering staff, identified 22 intersections in Pasadena to be analyzed with regard to the potential traffic impacts of the proposed project. These intersections are shown in Figure 2 and are listed below.

**Table 1
Study Intersections**

1. Holly Street and Raymond Avenue
2. Holly Street and Marengo Avenue
3. Union Street and Raymond Avenue
4. Colorado Boulevard and Raymond Avenue
5. Colorado Boulevard and Arroyo Parkway

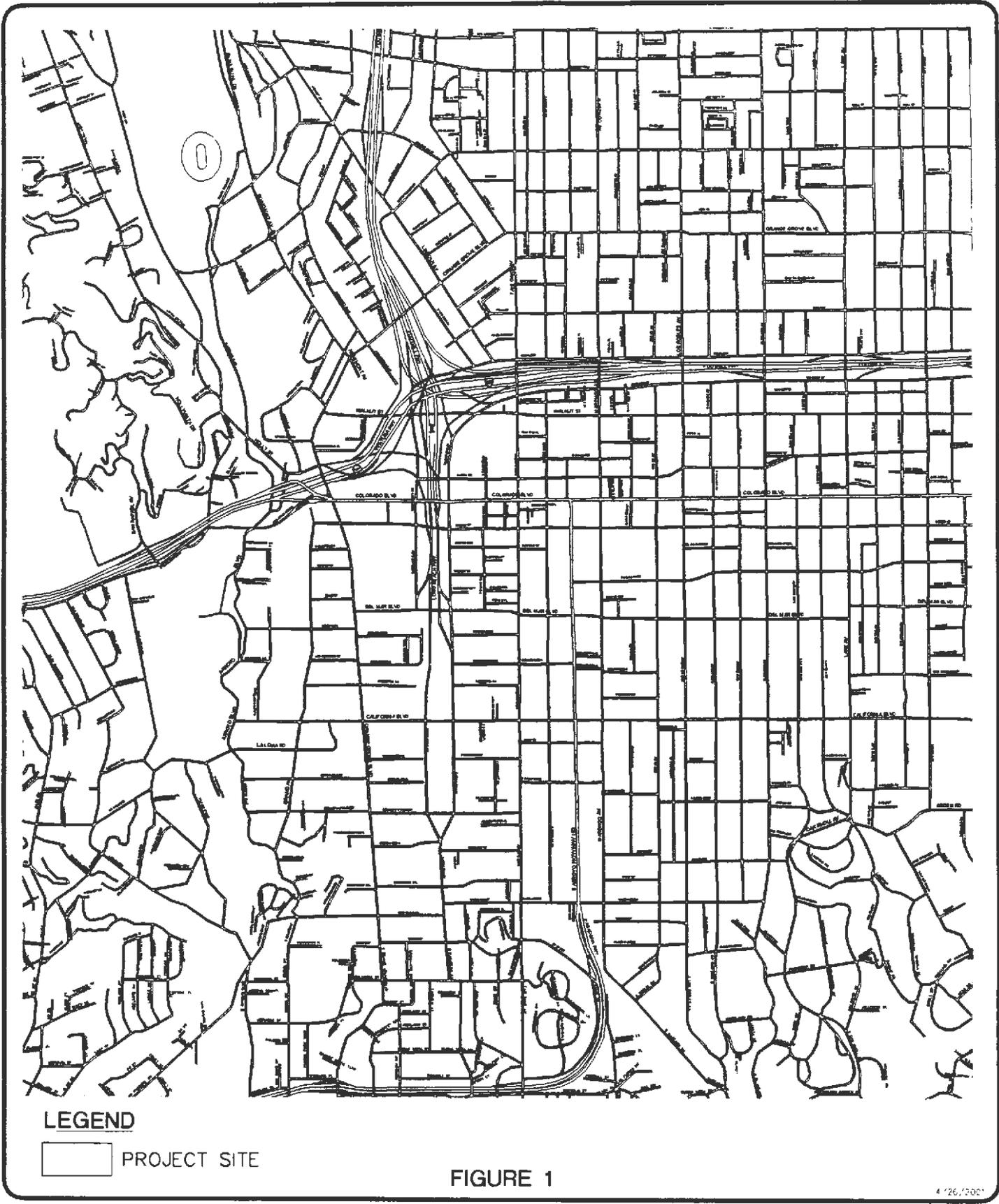


FIGURE 1

4/26/2001

FN PASDELMS LAPEAMAP

PASADENA DEL MAR STATION PROJECT
SITE VICINITY MAP



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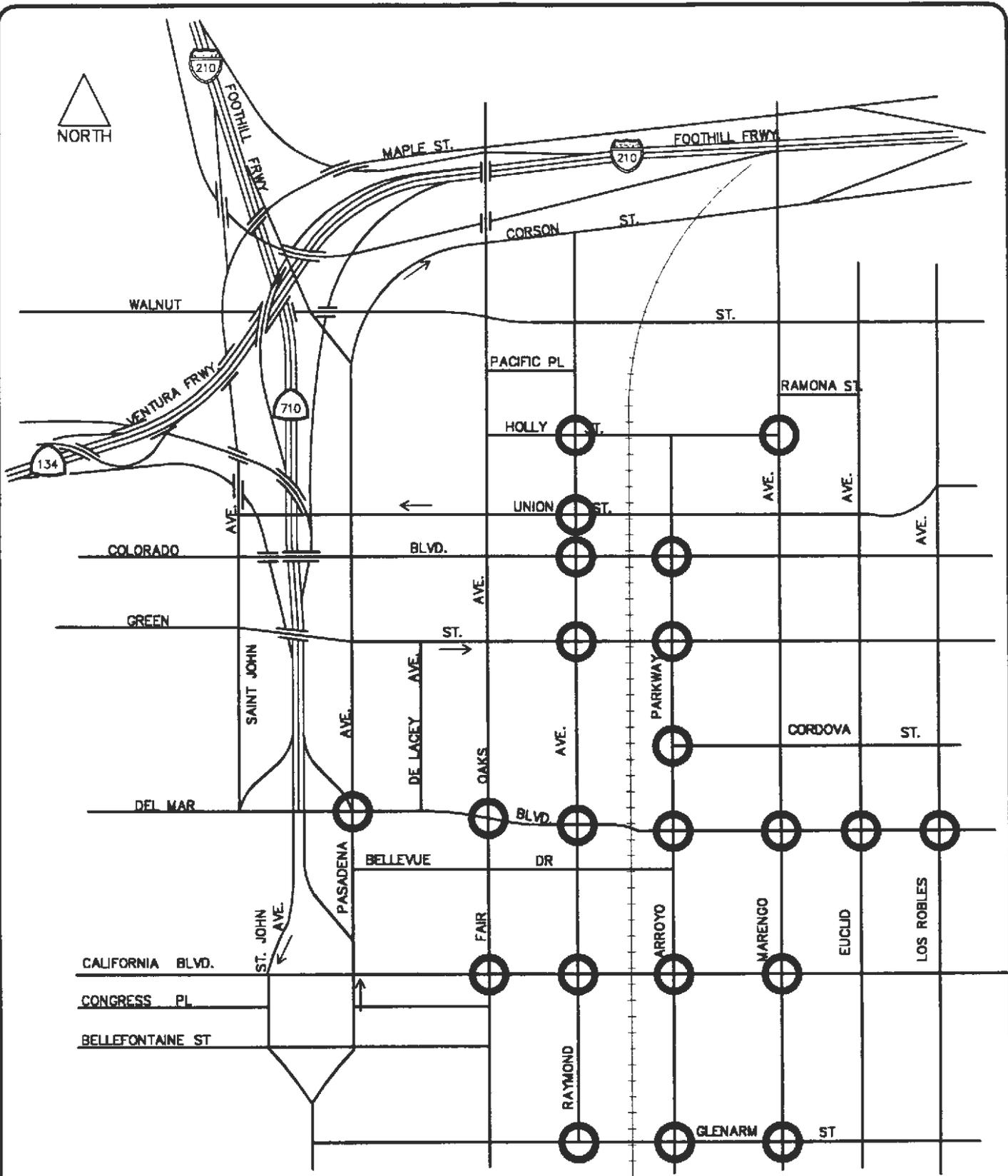


FIGURE 2

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FM PAS-DEL MAR STUDY INT

PASADENA DEL MAR STATION
STUDY INTERSECTIONS



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**Table 1 (cont.)
Study Intersections**

6. Green Street and Raymond Avenue
7. Green Street and Arroyo Parkway
8. Cordova Street and Arroyo Parkway
9. Del Mar Boulevard and Pasadena Avenue
10. Del Mar Boulevard and Fair Oaks Avenue
11. Del Mar Boulevard and Raymond Avenue
12. Del Mar Boulevard and Arroyo Parkway
13. Del Mar Boulevard and Marengo Avenue
14. Del Mar Boulevard and Euclid Avenue
15. Del Mar Boulevard and Los Robles Avenue
16. California Boulevard and Fair Oaks Avenue
17. California Boulevard and Raymond Avenue
18. California Boulevard and Arroyo Parkway
19. California Boulevard and Marengo Avenue
20. Glenarm Street and Raymond Avenue
21. Glenarm Street and Arroyo Parkway
22. Glenarm Street and Marengo Avenue

The above 22 study intersections are within an area near the project site, and as such are expected to be most directly impacted by project-related traffic.

In addition to these intersections, 11 street segments were also identified by Crain & Associates and City staff as locations of potential project impacts. The existing and future conditions on these street segments were also analyzed as part of this study. As shown in Figure 3, the study segments are:

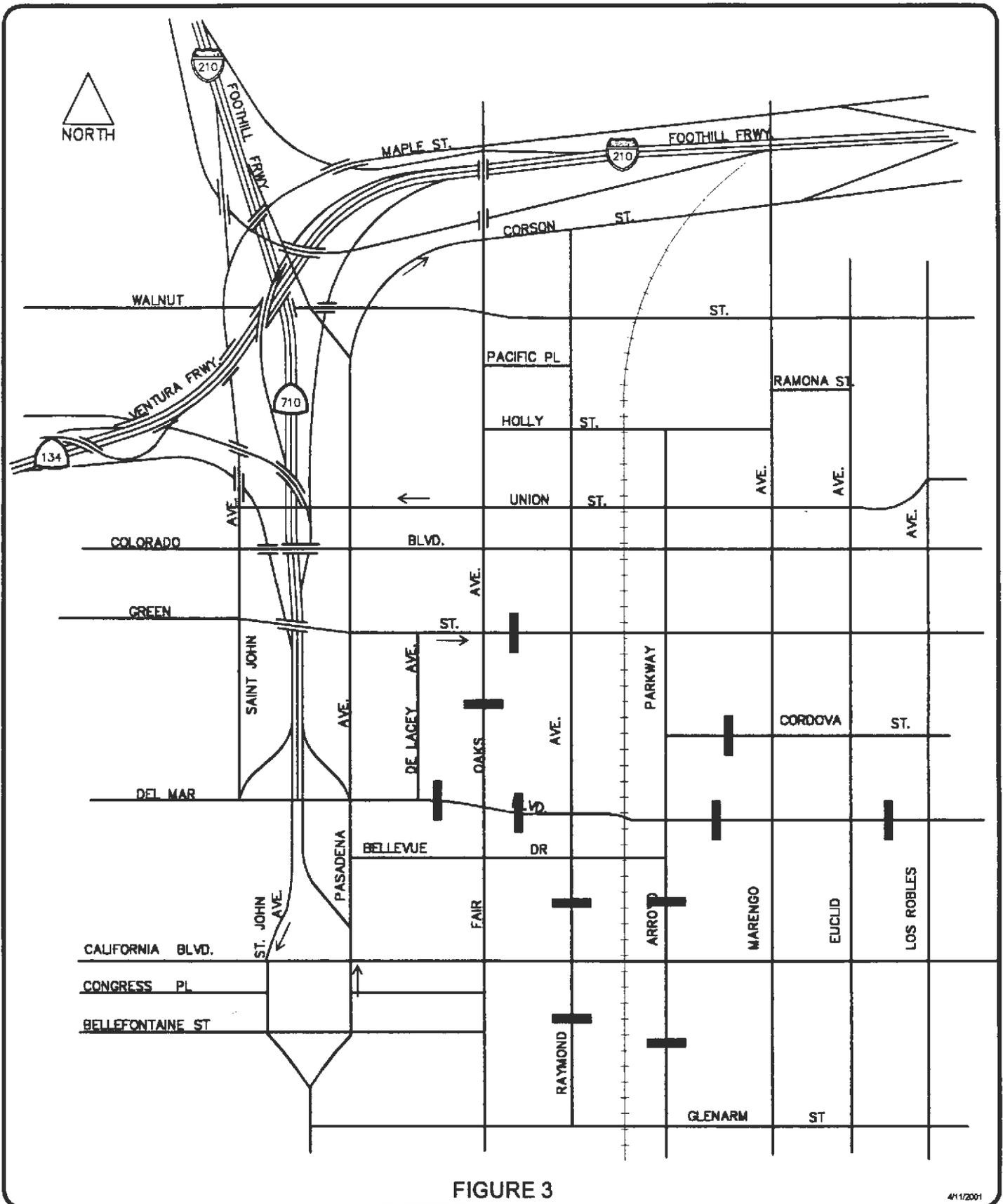


FIGURE 3

4/11/2001

FN PAS-DELMAR STUDY SEG

PASADENA DEL MAR STATION
STREET SEGMENTS



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**Table 2
Study Segments**

<u>Segment Number</u>	<u>Segment</u>	<u>From/To</u>
1	Green Street	Fair Oaks Avenue to Raymond Avenue
2	Cordova Street	Arroyo Parkway to Marengo Avenue
3	Del Mar Boulevard	DeLacey Avenue to Fair Oaks Avenue
4	Del Mar Boulevard	Fair Oaks Avenue to Raymond Avenue
5	Del Mar Boulevard	Arroyo Parkway to Marengo Avenue
6	Del Mar Boulevard	Euclid Avenue to Los Robles Avenue
7	Fair Oaks Avenue	Green Street to Del Mar Boulevard
8	Raymond Avenue	Del Mar Boulevard to California Blvd
9	Raymond Avenue	California Boulevard to Glenarm Street
10	Arroyo Parkway	Del Mar Boulevard to California Blvd
11	Arroyo Parkway	California Boulevard to Glenarm Street

As with the project traffic study intersections, the segments were selected based on scoping of the study with City of Pasadena technical staff and are the locations where project traffic impacts were deemed to most likely occur.

PROJECT DESCRIPTION

The project under consideration is a mixed-use development which will include up to 349 residential apartment units and 15,000 square feet of a combination of restaurant and retail establishments. The Pasadena Blue Line will operate through the middle of the site with station platforms for north and southbound travel. The existing historic Del Mar train station depot building on the site will be renovated and retained. However, the structure will be temporarily relocated during construction. The construction and operation of the Pasadena Blue Line, parking for the Pasadena Blue Line and the renovation and temporary relocation of the rail station depot are evaluated under separate environmental documents.

A total of 1,200 to 1,500 parking spaces would be provided on the site with a small portion of surface parking and the majority of the parking provided in a three story subterranean parking structure. A minimum of 600 parking spaces will be dedicated for transit usage. The remaining portion of parking will be utilized by the residential and commercial components of the project. Access to the site will be provided via a single driveway on Raymond Avenue at the north end of the site and a single driveway on Arroyo Parkway at the north end of the site. Figure 4 – Site Plan shows both the project layout as well as the access points to the project.

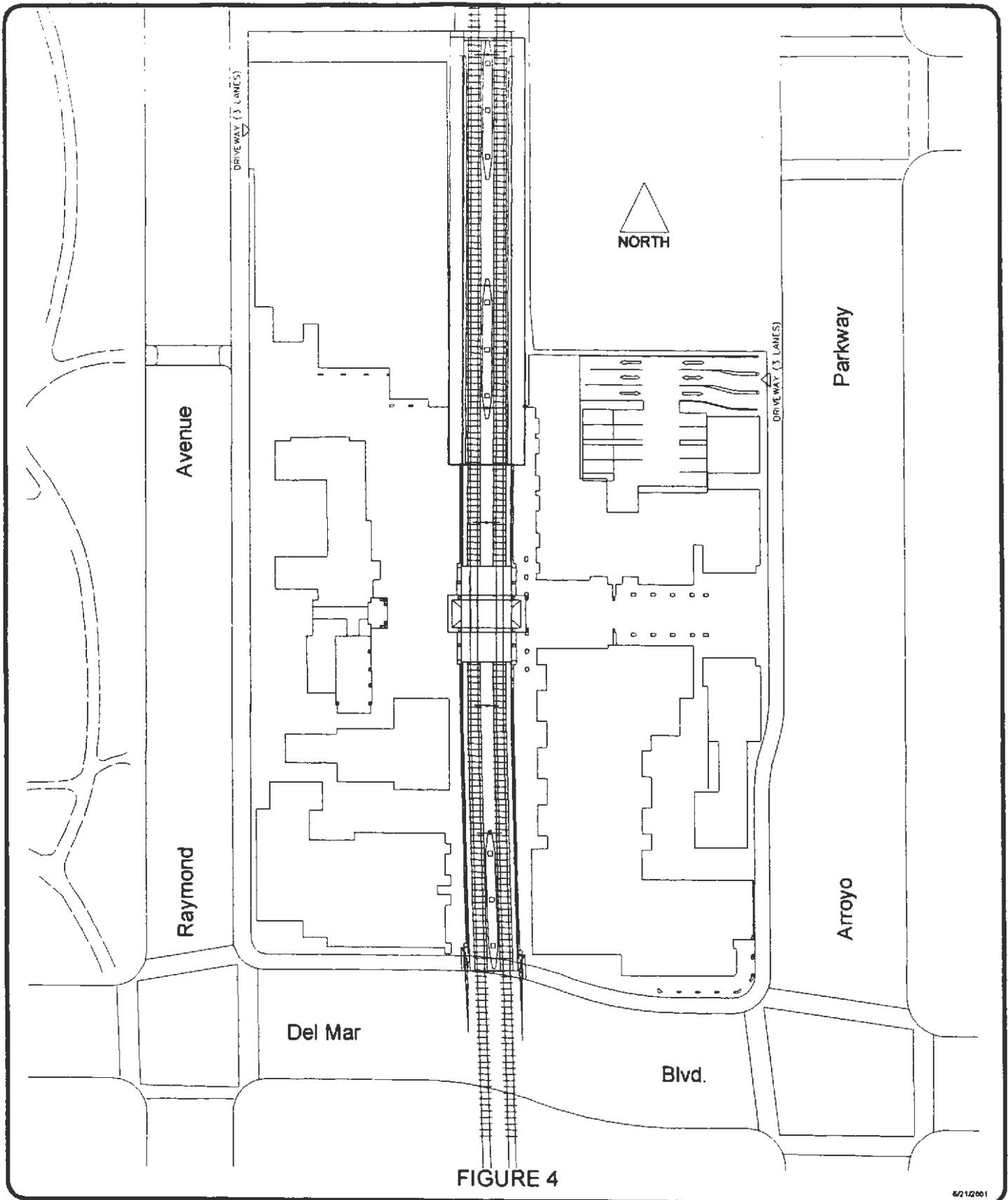


FIGURE 4

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PN PAS-DELMAR SITE PLANS-21-2001

**DEL MAR BLUE LINE STATION
SITE PLAN**



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ENVIRONMENTAL SETTING

The site of the proposed project is located in the Santa Fe Transportation Center strategy area of the Central District Specific Plan Area of the City of Pasadena. It is generally bounded by Del Mar Boulevard to the south, Raymond Avenue to the west, Arroyo Parkway to the east and existing industrial development to the north. The surrounding area is a public park to the west, primarily industrial development to the southwest, mixed commercial, residential and industrial uses to the north, east and southeast.

The project site is served by a network of roadways that run primarily north/south and east/west. Primary north-south access to the project site is provided via Arroyo Parkway and Fair Oaks Avenue. Secondary north-south access is provided via Raymond Avenue and Marengo Avenue. Primary east-west access to the project site includes Del Mar Boulevard and Colorado Boulevard, with secondary east-west access provided via California Avenue, Green Street, Walnut Street, and Glenarm Street.

Regional vehicular access to the project is provided by the Foothill (I-210), the Ventura (SR-134) and Pasadena (SR-110) Freeways. A portion of the Long Beach (SR-710) Freeway also serves the project vicinity. The interchange of the Foothill, Ventura and Long Beach Freeways is located approximately one mile west of the project site. The extension of State Route 110 is Arroyo Parkway immediately adjacent to the site. The roadway converts to a freeway less than two miles south of the project. The primary and secondary access roadways and freeways are described below.

Freeways

As stated above, there are three freeways which operate within the area and provide regional access to the vicinity of the project site.

- o The Foothill Freeway (I-210) extends easterly across the San Gabriel Valley from the project vicinity to the City of San Dimas. The freeway also extends in

the northwest direction to the San Fernando Valley. In the vicinity of the project, the Foothill Freeway generally provides five lanes per direction.

- o The Ventura Freeway (SR-134) extends in an east-west direction from its interchange with the Foothill Freeway to the Hollywood Freeway (US-101). It also provides an interchange with the Golden State Freeway (I-5). The Ventura Freeway provides four lanes per direction and one high-occupancy-vehicle (HOV) lane per direction in the vicinity of the project.
- o The Long Beach Freeway (SR-710) provides a full interchange with the Foothill (I-210) and Ventura (SR-134) freeways northwest of the project site. The Long Beach Freeway terminates west of the project site in the City of Pasadena where it interchanges with St. John Avenue and Pasadena Avenue. In the project area, the Long Beach Freeway generally provides two to three lanes per travel direction.
- o The Pasadena Freeway (SR-110) provides north/south access to and from the City of Pasadena to Downtown Los Angeles continuing to San Pedro. SR-110's northern terminus as a freeway operation is in the City of Pasadena at Glenarm Street where it becomes Arroyo Parkway. The Pasadena Freeway provides two lanes southbound and three lanes northbound prior to termination.

Streets and Highways

In addition to the regional access provided by the four above freeways, the following streets and highways provide for local access to, and circulation around, the project site.

- o Arroyo Parkway is a north-south principal arterial and forms the eastern edge of the project site. The roadway is designated as part of Historic Route 66 and extension of State Route 110. Arroyo Parkway is currently under the jurisdiction of the State of California Department of Transportation (Caltrans)

but plans are proceeding to relinquish the roadway to the City of Pasadena. This roadway extends from the Pasadena Freeway (SR-110) to Colorado Boulevard where it jogs and terminates at Holly Street. Two through travel lanes are provided in each direction, with left turn lanes at major intersections and an additional through lane in each direction during peak hours. A landscaped center median is provided on the roadway segments south of Green Street. The current roadway width of Arroyo Parkway is approximately eighty feet at Del Mar Boulevard.

- o Fair Oaks Avenue is a north-south principal arterial located west of the project site. This roadway extends southerly from the City of Altadena to the City of South Pasadena where it terminates at Huntington Drive. Two travel lanes per direction are provided with left turn lanes provided at major intersections. In the vicinity of the project, Fair Oaks Avenue is approximately 62 feet wide. Metered parking is available on-street.
- o Colorado Boulevard is a principal east/west arterial located north of the project site. This roadway is a primary arterial that serves as a connection between the City of Pasadena and adjacent cities. Two travel lanes in each direction are provided with left turn channelization at major intersections. Colorado Boulevard is approximately 65 feet to 70 feet wide in the project vicinity. Two-hour metered parking along this roadway is generally provided east and west of the project area.
- o Del Mar Boulevard is designated as a principal mobility corridor in the City of Pasadena General Plan. This roadway forms the southern boundary of the project site. The roadway is configured in a curvilinear “s” shape along the project frontage. In the vicinity of the project site, Del Mar Boulevard provides two through lanes per direction with left turn channelization. The roadway width

is approximately 60 feet along the project frontage. Parking is generally not allowed near the project site.

- o Raymond Avenue is a north-south minor arterial that forms the western edge of the project site. The roadway extends northerly from Glenarm Street to the City of Altadena. This roadway provides two through lanes in each direction. The roadway width is approximately 56 feet in the vicinity of the project site with metered parking provided.
- o Pasadena Avenue is a one-way northbound minor arterial adjacent to and east of the Long Beach Freeway. This roadway is bi-directional from Columbia Street to Barclay Alley, becomes a northbound only roadway north of Barclay Alley and turns into Corson Street that is an eastbound only roadway. Pasadena Avenue provides two northbound through lanes in the project vicinity and is approximately 34 feet wide.
- o California Boulevard is designated as a "de-emphasized" east-west street in the City of Pasadena General Plan and is located approximately 0.5 miles south of the project site. This roadway extends from Arroyo Boulevard to the west to the City of Arcadia to the east. California Boulevard provides two through lanes in each direction in the project area and has left turn lanes at major intersections.
- o Green Street is an east-west collector street that extends from Grand Avenue to the west to Hill Avenue to the east. This roadway is bi-directional west of Pasadena Avenue, providing one westbound through lane and two eastbound through lanes. However, Green Street is a one-way roadway east of Pasadena Avenue and generally provides three through lanes in the eastbound direction. Green Street is approximately 47 feet in width near the project site.
- o Walnut Street is designated in the City of Pasadena General Plan as a principal mobility corridor between Orange Grove Boulevard and where the roadway

transitions to Foothill Boulevard and is a designated truck route from Fair Oaks Avenue to Foothill Boulevard. Walnut Street is located south of and parallel to the Foothill (I-210) Freeway. This roadway extends easterly from Orange Grove Boulevard from the west and terminates approximately one-quarter mile east of San Gabriel Boulevard. Walnut Street provides two through lanes in each direction and left-turn lanes at major intersections. The roadway width is approximately 66 feet at Fair Oaks Avenue.

- o Marengo Avenue is a north-south minor arterial located to the east of the project site. Marengo Avenue extends from the City boundary at Los Robles Avenue to the City of Altadena. This roadway provides two through lanes in each direction north of Del Mar Boulevard and provides one lane each direction south of Del Mar Boulevard. Marengo Avenue is approximately 55 feet in width at Del Mar Boulevard.

Existing Traffic Volumes

Traffic count data for the 22 study intersections were collected in years 1999, 2000 and 2001, by sources provided by the City of Pasadena, Crain & Associates personnel and The Traffic Solution. Traffic counts conducted in 1999 and 2000 were growth factored by one percent per year to represent Year 2001 traffic conditions. The AM and PM peak-period counts were gathered manually from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM. Count personnel counted the number of vehicles at each of the 22 study intersections making each possible turning movement. The peak hour volume for each intersection was then determined by finding the four highest consecutive 15-minute volumes for all movements combined. This method provides a "worst case" scenario, as it calculates the peak hour for each intersection independent of all other intersections. The AM and PM peak-hour traffic volumes for each study intersection are shown in Figures 5(a) and 5(b), respectively.

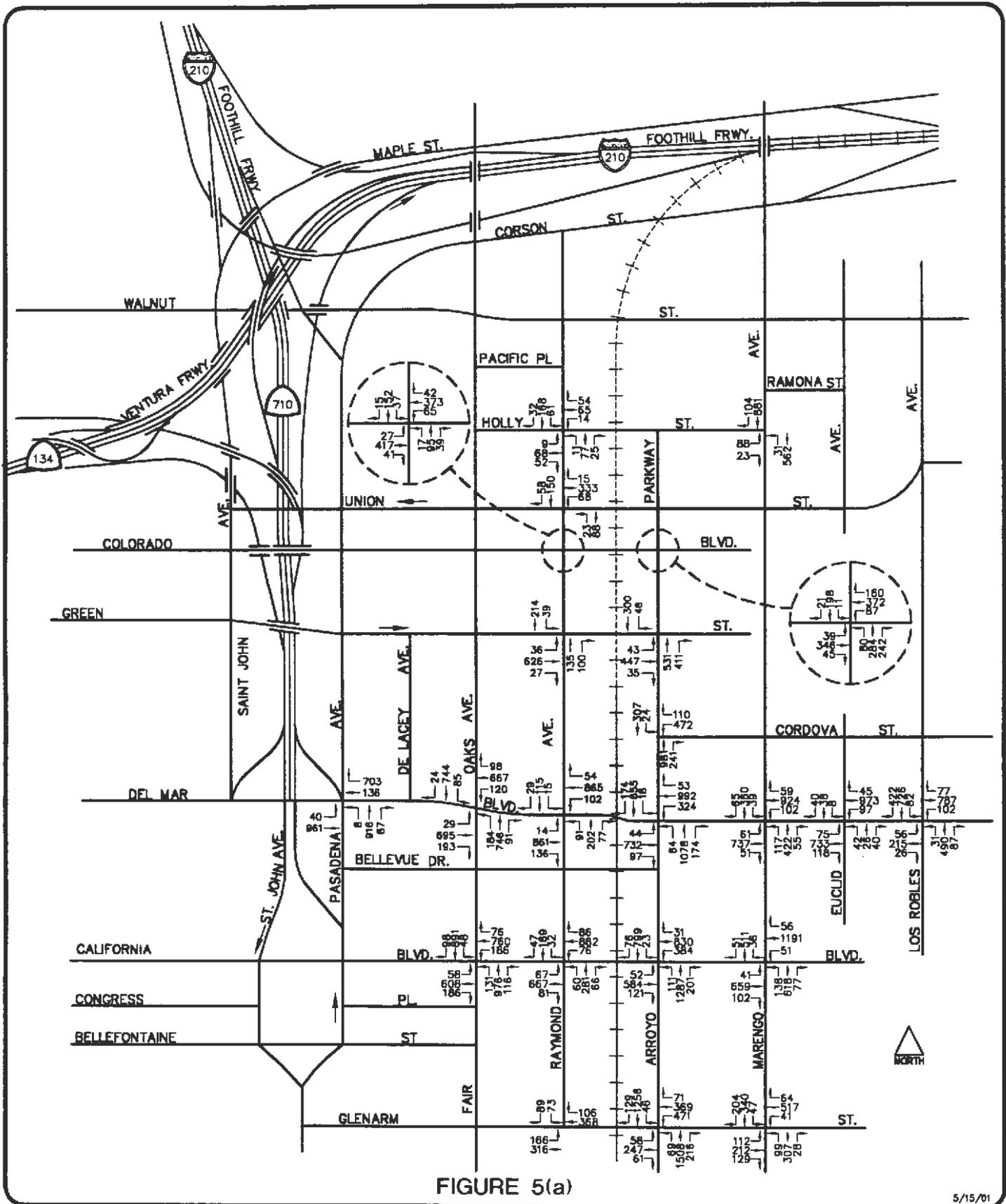


FIGURE 5(a)

5/15/01

Pos-DelMar_AM2001

EXISTING (2001) TRAFFIC VOLUMES
AM PEAK HOUR



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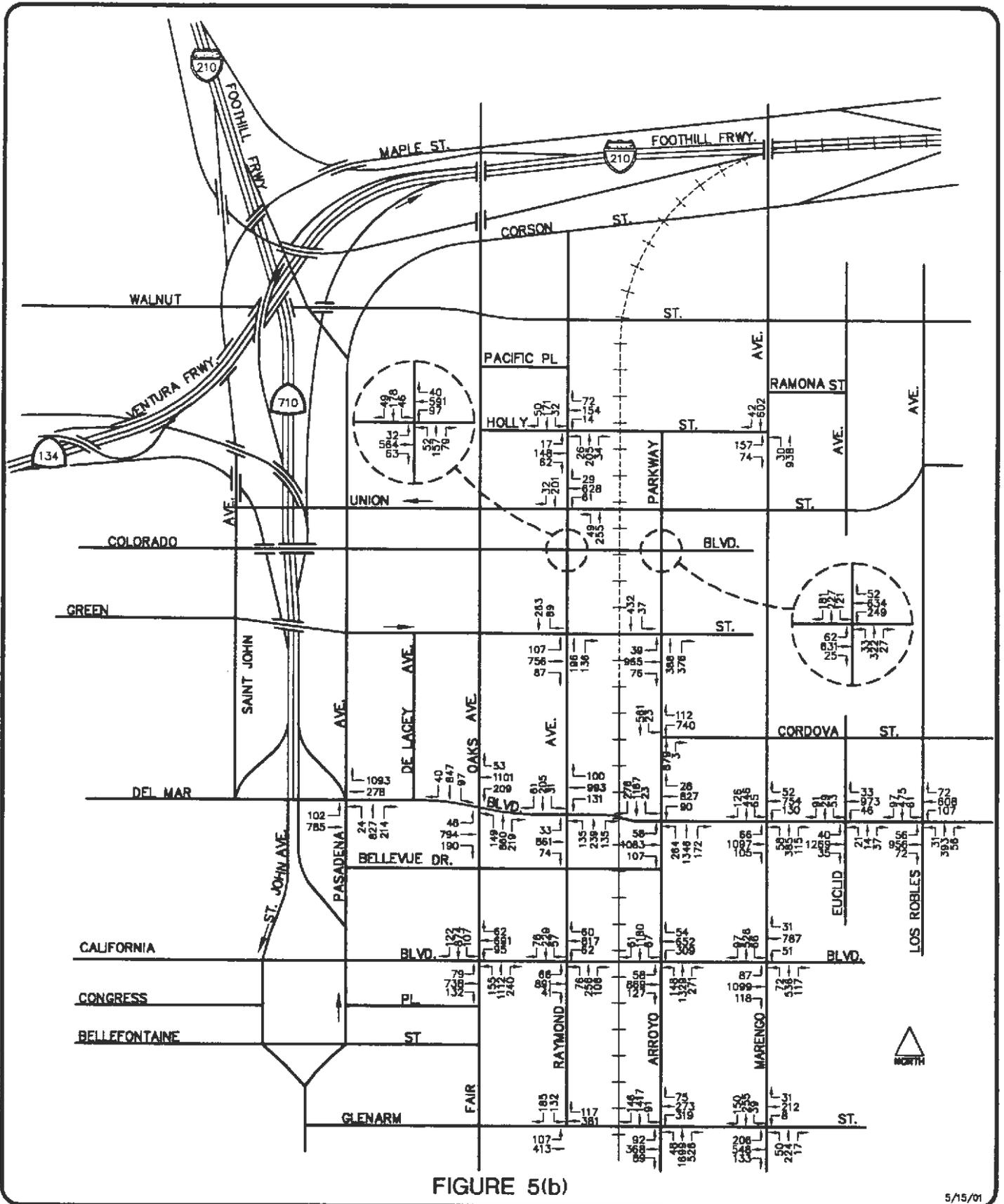


FIGURE 5(b)

5/15/01

Pos-DelMar\PM2001

EXISTING (2001) TRAFFIC VOLUMES
PM PEAK HOUR



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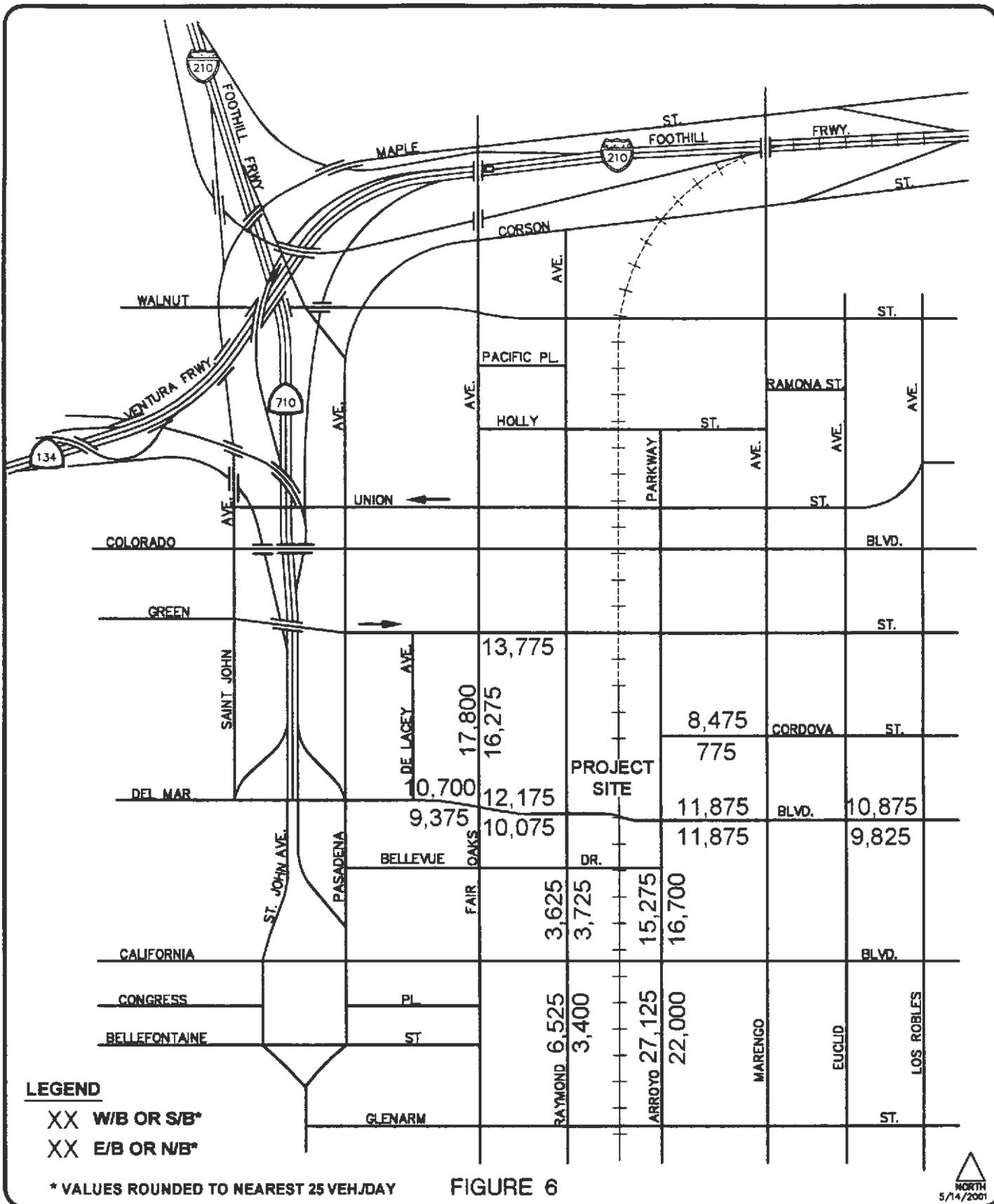
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Average daily traffic volumes for the eleven roadway segments were obtained from 24-hour automated counts, which were conducted by The Traffic Solution on various weekdays in Year 2001. These volumes are detailed on Figure 6.

Public Transit

The Los Angeles County Metropolitan Transportation Authority (MTA) and Foothill Transit both serve the Pasadena area, and have several bus lines that operate within the vicinity of the project site. The services of these two agencies are supplemented by the City of Pasadena's Area Rapid Transit System (ARTS), which links local residential neighborhoods to the Downtown area of Pasadena. These fixed-route services are illustrated on Figure 7. A private airport bus operator also offers transportation between LAX and major hotels in Pasadena. The development of the Pasadena Blue Line will provide direct rail access between Pasadena and Downtown Los Angeles. In addition, the Pasadena Del Mar Station will provide direct bus connection opportunities on Raymond Avenue where a transfer and layover zone for buses is currently being developed by the MTA and the City of Pasadena. These routes are described in further detail below.

- o MTA Line 177 is a standard east-west bus route that provides weekday service between the City of Duarte at the City of Hope National Medical Center and La Cañada Flintridge at the Jet Propulsion Laboratory. In the project vicinity, service is provided along California Boulevard. Eastbound service from La Cañada Flintridge is provided between 6:10 AM and 6:20 PM with headways ranging between 35-minutes to an hour. Westbound service from the City of Duarte is provided between 5:42 AM and 7:05 PM with headways ranging between 50-minutes to an hour. Transfers to numerous other local and express routes can be made from this line.



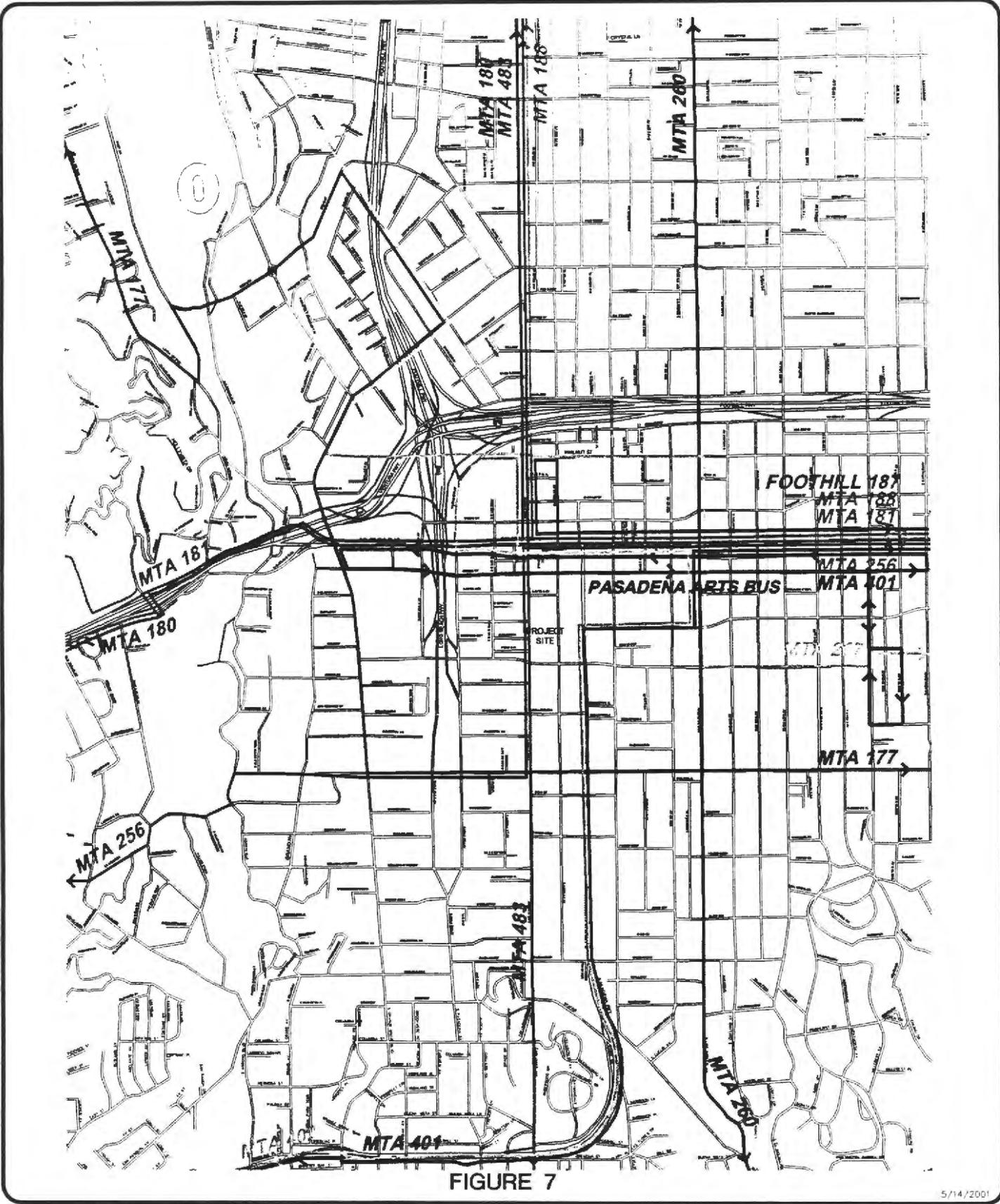
PASADENA DEL MAR STATION
 EXISTING DAILY VOLUMES



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5/14/2001

:FN PAS-DELMAR\BUSROUTE

EXISTING TRANSIT ROUTES



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- o MTA Line 180-181 is an east-west route that operates from Hollywood and terminates in Pasadena (Line 180) and Altadena (Line 181). Both lines pass near the project site on Colorado Boulevard, and serve the communities of Los Feliz, Glendale, and Eagle Rock. Both lines also connect with numerous other MTA and Foothill Transit lines providing express and local services to a large portion of Los Angeles County. This line provides 24-hour service, seven days a week.
- o MTA Line 188 is an east-west route that operates through Altadena, Pasadena, Arcadia and Duarte. In the project vicinity, service is provided along Fair Oaks Avenue and Colorado Boulevard. Service is provided from approximately 5:15 AM in Altadena with limited service in the City of Pasadena extending to 11:19 PM. Limited schedule Saturday, Sunday and holiday service is provided. Headways range from 25 minutes to one hour. The route of this line may be altered with completion of the Pasadena Blue Line.
- o MTA Line 256 operates in a north-south direction from the community of Altadena to the City of Commerce. The circuitous route passes through the communities of Pasadena, Highland Park, Monterey Hills, El Sereno, City Terrace, and East Los Angeles. The route provides daily service near the project site on Fair Oaks Avenue and California Boulevard. Headway ranges from 34 minutes to 57 minutes through the City of Pasadena.
- o MTA Line 260 operates as a north-south service from the community of Compton through Long Beach, Lynwood, Southgate, Maywood, East Los Angeles, Monterey Park, Alhambra, Pasadena and Altadena. The buses operate along Los Robles Avenue in the City of Pasadena. Services are provided from 5:30 AM through 11:05 PM in Pasadena. Headways range from 8 minutes to 62 minutes Monday to Friday. Limited service is provided on Saturday, Sunday and holidays.

- o MTA Line 267 operates as a service from the Altadena, Pasadena, Arcadia, Temple City and El Monte. Sixteen minute headways are offered during peak-hours times and service is provided from approximately 6:00 AM to 8:15 PM. Limited service is available on weekends and holidays. The buses operate along Los Robles Avenue in the project vicinity to the east along Del Mar Boulevard.
- o MTA Line 401-402 operates daily providing service to/from Los Angeles, Pasadena and Altadena. Southbound buses operate from 5:20 AM through 11:16 PM and northbound from 6:05 AM to 11:17 PM. Headways range from 9 minutes to one hour. Currently the buses pass the project frontage along Arroyo Parkway. This service may be altered with completion of the Metro Blue Line.
- o MTA Express Line 483 operates daily express bus service from Downtown Los Angeles to Altadena, and serves the project site via Fair Oaks Avenue. This line also serves the communities of South Pasadena and Alhambra. Buses make local stops at Valley Boulevard and the Long Beach (SR-710) Freeway, and then enter the westbound El Monte Busway continuing to Downtown Los Angeles.
- o Pasadena ARTS Bus is a community circulator bus operated by the City of Pasadena. The Uptown and Downtown route operates near the project site on Green Street and Colorado Boulevard at Arroyo Parkway and Raymond Street. The Uptown services are available 7 AM to 6 PM Monday through Friday and 12 noon to 5 PM on the weekends. The Downtown bus service is available 11 AM to 7 PM Monday through Thursday, 11 AM to 10 PM Friday and 12 noon to 8 PM on the weekends. Development of an ARTS stop on Raymond Avenue north of Del Mar Boulevard and layover zone is being considered by the City of Pasadena as a component of a Transit Center concept.
- o Foothill Transit operates two bus routes that terminate in Old Town Pasadena. By utilizing an MTA route passing near the project site, a convenient transfer can be

made on Colorado Boulevard to Foothill Transit Lines 187 and Express Line 690. Line 187 operates daily from Old Town Pasadena east to the City of Claremont. Express Line 690 also operates to Claremont, but utilizes portions of the Foothill (I-210) Freeway. This express service only operates Monday through Friday during peak travel periods.

In summary, there are currently several opportunities by which to reach the project and travel from the project to outside destinations via public transit. When transfer opportunities are considered, much of the Los Angeles metropolitan area is linked to the project via the bus routes that operate near the project site. As is discussed in the subsequent section entitled Future Transit Opportunities, these opportunities will be increased through the opening of the Blue Line Metro rail extension into Pasadena, which is scheduled to occur in mid 2003 and is an integral component to the proposed project.

Analysis of Existing Traffic Conditions

A detailed analysis was conducted of current traffic conditions at the 22 study intersections discussed previously. The traffic analysis was performed through the use of a volume to capacity calculation for each study intersection. The recent traffic counts described earlier were used in order to report existing traffic flow conditions in the study area. Other data pertaining to intersection geometrics, on-street parking restrictions and traffic signal operations were obtained through field surveys of the study locations.

The intersection volume to capacity ratio was calculated to develop Intersection Capacity Utilization (ICU) values used for the analysis and evaluation of traffic conditions at each study intersection. In the discussion of ICU values for signalized intersections, guidelines have been developed for grading the operational quality of an intersection in terms of the "Level of Service" which describes different traffic flow characteristics. Levels of Service grade A to C operate quite well. Level D grade is typically the level for which a metropolitan area street system is designed. Level E represents volumes at or near the

capacity of the highway that will result in stoppages of momentary duration and fairly unstable flow. Level F occurs when a facility is overloaded and is characterized by stop-and-go traffic with stoppages of long duration.

"Capacity" represents the maximum volume of vehicles in the critical lanes which has a reasonable expectation of passing through an intersection in one hour, under prevailing roadway and traffic conditions. For planning purposes, the maximum theoretical capacity of an intersection equates to the Level of Service E conditions. The Level of Service corresponding to a range of ICU values is shown in Table 3.

Table 3
Level of Service
As a Function of ICU Values

<u>Level of Service</u>	<u>Description of Operating Characteristics</u>	<u>Range of ICU Values</u>
A	Uncongested operations; all vehicles clear in a single cycle.	< 0.60
B	Same as above.	>0.60 < 0.70
C	Light congestion; occasional backups on critical approaches.	>0.70 < 0.80
D	Congestion on critical approaches, but intersection functional. Vehicles required to wait through more than one cycle during short peaks. No long-standing lines formed.	>0.80 < 0.90
E	Severe congestion with some long-standing lines on critical approaches. Blockage of intersection may occur if traffic signal does not provide for protected turning movements.	>0.90 < 1.00
F	Forced flow with stoppages of long duration.	> 1.00

By applying this analysis procedure to the study intersections, the Intersection Capacity Utilization (ICU) value and the corresponding Levels of Service (LOS) for existing traffic conditions were determined. Those values, for existing (2001) AM and PM peak hour conditions, are shown in Table 4.

Table 4
Intersection Capacity Analysis Summary
Existing (2001) Conditions

No.	Intersection	AM Peak Hour		PM Peak Hour	
		ICU	LOS	ICU	LOS
1.	Holly Street and Raymond Avenue	0.210	A	0.225	A
2.	Holly Street and Marengo Avenue	0.463	A	0.553	A
3.	Union Street and Raymond Avenue	0.272	A	0.410	A
4.	Colorado Boulevard and Raymond Avenue	0.348	A	0.447	A
5.	Colorado Boulevard and Arroyo Parkway	0.427	A	0.574	A
6.	Green Street and Raymond Avenue	0.323	A	0.408	A
7.	Green Street and Arroyo Parkway	0.468	A	0.527	A
8.	Cordova Street and Arroyo Parkway	0.552	A	0.564	A
9.	Del Mar Boulevard and Pasadena Avenue	0.880	D	1.180	F
10.	Del Mar Boulevard and Fair Oaks Avenue	0.808	D	0.937	E
11.	Del Mar Boulevard and Raymond Avenue	0.592	A	0.633	B
12.	Del Mar Boulevard and Arroyo Parkway	0.834	D	0.994	E
13.	Del Mar Boulevard and Marengo Avenue	0.743	C	0.872	D
14.	Del Mar Boulevard and Euclid Avenue	0.533	A	0.594	A
15.	Del Mar Boulevard and Los Robles Avenue	0.878	D	0.805	D
16.	California Blvd and Fair Oaks Avenue	0.855	D	0.921	E
17.	California Blvd and Raymond Avenue	0.572	A	0.567	A
18.	California Blvd and Arroyo Parkway	1.029	F	1.211	F
19.	California Blvd and Marengo Avenue	0.925	E	0.888	D
20.	Glenarm Street and Raymond Avenue	0.490	A	0.521	A
21.	Glenarm Street and Arroyo Parkway	0.799	C	0.897	D
22.	Glenarm Street and Marengo Avenue	0.635	B	0.513	A

As shown in Table 4, the majority of the study intersections are operating at acceptable levels of service, with LOS values that range between A and D for both time periods. However, 5 of the 22 study intersections are operating at unfavorable levels of service (i.e., LOS E or F) during one or both peak hours. These intersections are along Del Mar Boulevard, Arroyo Parkway and California Boulevard, which are major area commuter thoroughfares.

Analysis of Existing Freeway Conditions

An examination was also made of freeway conditions on the four regional facilities within the project study area. Five freeway segments were selected for this analysis.

These segments are:

- o Long Beach Freeway (SR-710) north of Colorado Boulevard
- o Ventura Freeway (SR-134) west of Orange Grove Boulevard
- o Foothill Freeway (I-210) east of Los Robles Avenue
- o Foothill Freeway (I-210) north of Orange Grove Boulevard
- o Pasadena Freeway (I-110) south of Glenarm Street

Current traffic volumes on these freeway segments were obtained from several sources. Daily traffic volumes on the segments analyzed were obtained from the most current Caltrans published data.¹ In addition, AM and PM peak hour volumes were taken from the Los Angeles County 1997 Congestion Management Program (CMP), where available. All of the freeway traffic volumes from 1997 were growth-factored by one percent per year, per CMP traffic forecasting procedures. Existing freeway geometrics (e.g., number of mainline travel lanes) for each of the segments analyzed were determined from CMP data, aerial photographs and field surveys. Segment peak hour traffic capacities were computed for each direction using established Highway Capacity Manual (HCM) methodology. As detailed in procedures discussed in the HCM Chapter 3, each mainline travel was assumed to have a capacity of 2,000 vehicle per hour (VPH). High-Occupancy Vehicle (HOV) lanes were assumed to add 1,600 VPH to the mainline capacity. The total directional capabilities were then computed, and used in conjunction with the previously determined peak hour directional freeway segment

¹ 1998 Traffic volumes on California State Highways, State of California Department of Transportation, Sacramento, California, June, 1999.

volumes to calculate the existing 2001 freeway levels of services in the project vicinity. These values are shown in Table 5.

As shown in Table 5, the Ventura Freeway (SR-134) west of Orange Grove Boulevard and the Foothill Freeway (I-210) east of Los Robles Avenue currently operate at or above its design capacities during at least one of the peak hours, resulting in severe congestion and travel speeds of less than 25 miles per hour. The remaining freeway study segments are operating at acceptable levels of service during one or both of the peak hours.

**Table 5
Existing (2001) Freeway Volumes[†]**

<u>Location</u>	<u>Peak Hour</u>	<u>Direction</u>	<u>No. Lanes</u>	<u>Freeway Capacity</u>	<u>Daily Volume</u>	<u>Peak Hour Volume</u>	<u>D/C Ratio</u>	<u>LOS</u>
Long Beach Freeway (SR-710) north of Colorado Blvd.	AM	N/B	2	4,000	63,900	3,290	0.823	D
		S/B	3	6,000		2,300	0.383	B
	PM	N/B	2	4,000	2,500	0.625	C	
		S/B	3	6,000	3,580	0.597	C	
Ventura Freeway (SR-134) west of Orange Grove Blvd.	AM	W/B	5*	9,600	205,000	10,480	1.092	F(0)
		E/B	5*	9,600		7,510	0.782	D
	PM	W/B	5*	9,600	7,320	0.763	C	
		E/B	5*	9,600	8,320	0.867	D	
Foothill Freeway (I-210) east of Los Robles Ave.	AM	W/B	5	10,000	288,500	13,310	1.331	F(1)
		E/B	5	10,000		9,640	0.964	E
	PM	W/B	5	10,000	11,270	1.127	F(0)	
		E/B	5	10,000	13,670	1.367	F(2)	
Foothill Freeway (I-210) north of Orange Grove Blvd.	AM	N/B	4	8,000	124,600	6,060	0.758	C
		S/B	4	8,000		4,270	0.534	B
	PM	N/B	4	8,000	4,640	0.580	C	
		S/B	4	8,000	6,600	0.825	D	
Pasadena Freeway (I-110) South of Glenarm St.	AM	N/B	3	6,000	36,000	1,887	0.315	A
		S/B	2	4,000		1,855	0.471	B
	PM	N/B	3	6,000	2,554	0.426	B	
		S/B	2	4,000	1,465	0.366	B	

[†] LOS designations based on criteria detailed in Appendix D, Exhibit D6, page D-40, 1997, Los Angeles County CMP.

* Includes HOV lane.

PROJECT TRAFFIC

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

Traffic Generation

The traffic-generating characteristics of various land uses have been surveyed and documented in many studies conducted under the auspices of the Institute of Transportation Engineers (ITE). The most recent information is provided in the 6th Edition of the ITE Trip Generation manual which was used as a basis for calculating trips associated with the project. The daily, AM and PM peak hour trip rates and equations used for determining the project's trip generation are contained in Table 6 of this report.

Table 6
Project Trip Generation Equations/Rates

Apartment - Land Use 220

Daily:	T=6.63(U)
AM:	T=0.51(U); (16% In, 84% Out)
PM:	T=0.62(U); (67% In, 33% Out)

High Turnover Restaurant - Land Use 832

Daily:	T=130.34(A)
AM:	T=9.27(A); (52% In, 48% Out)
PM:	T=10.86(A); (60% In, 40% Out)

Retail - Land Use 814

Daily:	T=40.67(A)
Not Available:	SANDAG (3% of daily); (60% In, 40% Out)
PM:	T=2.59(A); (43% In, 57% Out)

T = trip ends

A = building area in 1,000s of square feet

U = # of dwelling units

Based on trip generation rates as published in the Institute of Transportation Engineers Trip Generation Manual, 6th Edition 1997.

San Diego Association of Governments (SANDAG) Trip Generation 1998

The site generation rates and equations were selected in accordance with City of Pasadena procedures, and were approved by City staff. The rates selected were those most appropriate for the proposed land-uses which would be constructed on the project site. These base trip rates assumed in this study present "worst case" trip generation conditions applicable to locations which are suburban in nature as the 6th Edition ITE trip generation rates and equations do not account for such trip-reducing factors as multi-purpose trips, transit use, walk-in trips or pass-by trips. These factors play a significant role in determining the actual traffic-generating characteristics of a particular project. Project trip adjustments were deemed appropriate based on the characteristics of the project site itself and its location within the City of Pasadena. The specific trip reductions were determined according to anticipated operations of the site, and are expected to affect the site's residential, restaurant and retail components.

The use of public transportation is an important consideration in the evaluation of the project's trip-generating potential. The project site is part of a transit corridor which will be located on a street along Raymond Avenue north of Del Mar Boulevard. More importantly, is the development of the Metro Blue Line light rail extension to Pasadena that is scheduled for completion in mid-2003. This light rail extension will greatly expand the rail and bus opportunities accessible at the project site. Along Raymond Avenue, Del Mar Boulevard and Arroyo Parkway buses will provide direct connection to the Blue Line which provides a passenger station at the project site and will provide connection directly to the Union Station in Downtown Los Angeles and hence the entire regional network of public transit services. For the purpose of this analysis, a conservative transit reduction was applied to the commercial components of the project and the residential dwelling units. It is estimated that a much greater number of patrons and residents will be utilizing the transit opportunities on-site.

The ITE trip rates do not typically account for walk-in trips, since the rates are usually established via a count of actual vehicles entering and exiting a subject site's driveway. Likewise, the sites studied for the ITE manual are "stand-alone" uses that do not produce internal trips. Further, these sites are typically in suburban locations with little transit service and very few walk-in trips. Thus, these factors all needed to be separately accounted for by adjusting the trip generation rates.

Considering the operations of the proposed site, additional adjustments were deemed appropriate. Project-related trip reductions are also expected to occur as a result of "multi-purpose", or "internal" trips at the site. "Internal" trips are those trips solely within the project site which result from travel to the site for multiple purposes. This type of trip generally occurs at integrated "mixed-use" developments containing a variety of uses. Thus, the advantages of a mixed-use project need to be considered in any reasonable evaluation of the trip-making potential of a project such as the Pasadena Del Mar Station Project. For the project, internal trips would occur between the transit station, residential, restaurant and retail uses. A 10 percent discount for retail uses and a 10 percent discount for residential uses are taken for these internal trips as they do not add traffic to the surrounding street system.

"Walk-in" trips are trips occurring due to the transit opportunities and those already occurring in the project vicinity, but which have other nearby "Old Pasadena" attractions as their specified destinations. These trips account for "built-in" patronage and subsequent traffic reductions for both the project specifically and "Old Pasadena" in general. These trips will be increased with the proposed project but would occur with or without the development of the proposed project. Some are not directly site-oriented, but provide walk-in patronage from other local destinations, thereby reducing site trips. To be conservative, a 5 percent walk-in trip discount was applied to the commercial components of the project site.

For the residential component of the project the pedestrian facilities, rail access and the expanding transit network immediately adjacent to the site, will attract trips away from the automobile. However, to be conservative only a 15 percent adjustment was made to the trip generation values for the residential component of the project to account for these alternative access modes.

Project traffic, based on the ITE trip rates and adjustment factors described above, are shown in Table 7. The project is expected to generate approximately 2,867 net daily trips, including 204 trips in the morning peak hour and 250 trips in the afternoon peak hour.

**Table 7
Project Trip Generation**

<u>Land Use</u>	<u>Daily</u>	<u>AM Peak Hour</u>		<u>PM Peak Hour</u>	
		<u>In</u>	<u>Out</u>	<u>In</u>	<u>Out</u>
349 Apartment Units	2,314	28	150	145	71
Less 15% Transit Trips	(347)	(4)	(23)	(22)	(10)
Less 5% Walk Trips	(98)	(1)	(6)	(6)	(3)
Less 10% Internal Capture	<u>(187)</u>	<u>(2)</u>	<u>(12)</u>	<u>(12)</u>	<u>(6)</u>
Subtotal	1,682	21	109	105	52
8,000 sf Restaurant	1,043	38	36	52	35
Less 5% Transit Trips	(52)	(2)	(2)	(3)	(2)
Less 5% Walk Trips	<u>(50)</u>	<u>(2)</u>	<u>(2)</u>	<u>(2)</u>	<u>(2)</u>
Subtotal	941	34	32	47	31
7,000 sf Retail	285	5	4	8	10
Less 5% Walk Trips	(14)	0	0	0	(1)
Less 10% Internal Capture	<u>(27)</u>	<u>(1)</u>	<u>0</u>	<u>(1)</u>	<u>(1)</u>
Subtotal	244	4	4	7	8
Total Net Project Generation	2,867	59	145	159	91

Trip Distribution

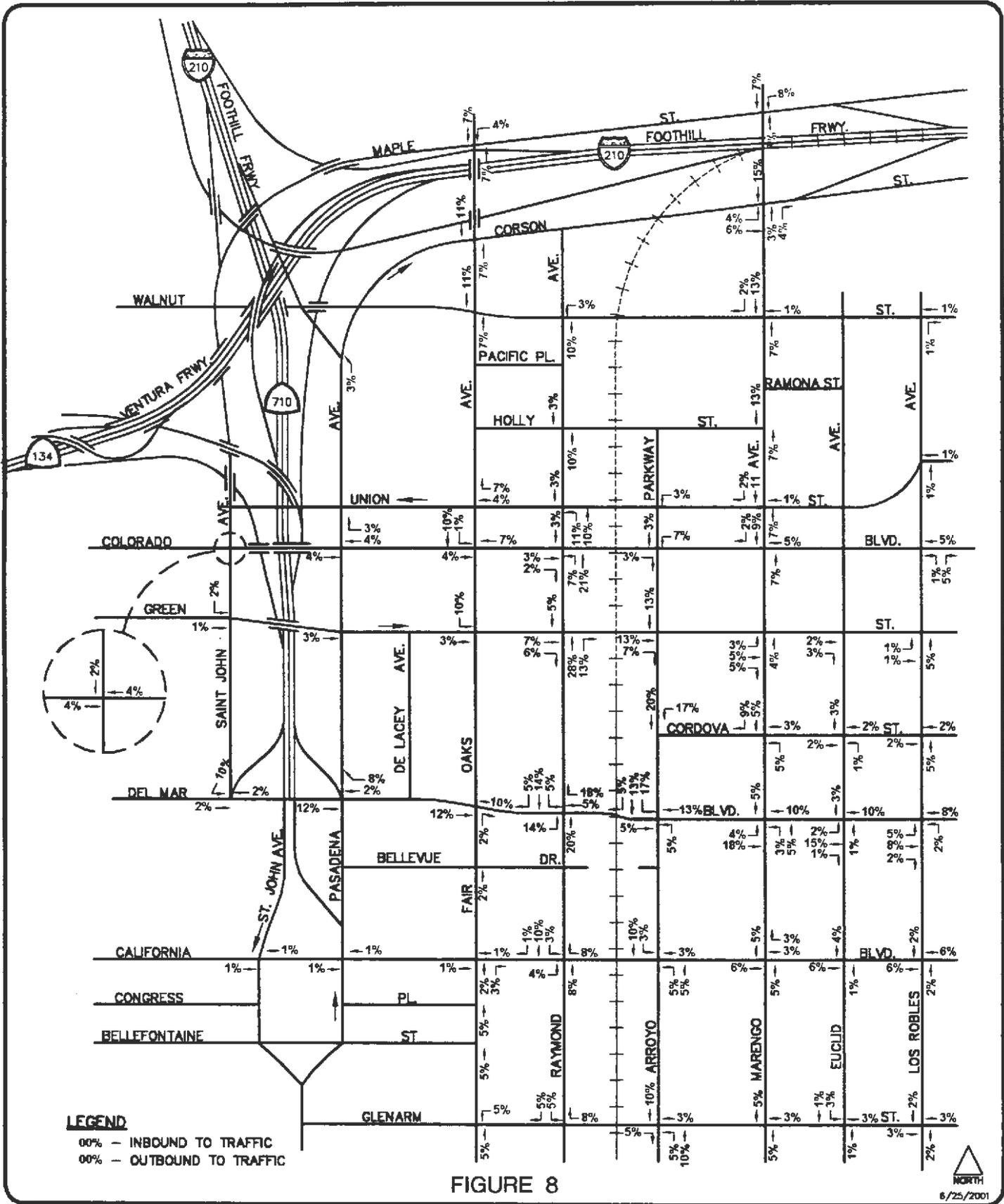
Determination of the geographic distribution of generated trips was the next step in the process. Regional directional distributions were obtained from previous analyses of similar projects proposed at the site and are shown in Figure 8, and summarized in Table 8. These regional distributions were used along with observed vehicular turning movements to develop trip distribution percentages. The project trip distributions were based upon the Mobility Element of the General Plan and approved by City of Pasadena staff.

Table 8
Directional Trip Distribution
Of Project Vehicular Traffic

<u>Freeway</u>	
<u>Direction</u>	<u>Percentage of Trips</u>
North	7%
South	11%
East	12%
West	<u>8%</u>
	38%

<u>Surface Streets</u>	
<u>Direction</u>	<u>Percentage of Trips</u>
North	14%
South	17%
East	26%
West	<u>5%</u>
	62%

Total:	100%
--------	------



**PASADENA DEL MAR STATION
 TRIP DISTRIBUTION
 COMBINED IN/OUT PERCENTAGES**



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Trip Assignment

The assignment of project traffic to the street and highway systems was accomplished in two steps. Using the directional distribution percentages for the project area developed previously, the number of trips in each direction was calculated. The second step was to assign these trips to specific routes within the study area, including project driveways, surface streets and freeways. The assignment is based on the net additional traffic accessing each portion of the project site. "Area" traffic, already included in the base traffic counts, is accounted for with the existing uses to remain and pass-by trip adjustments noted earlier. Figures 9(a) and 9(b) show project traffic volumes at the study intersections for the project during the AM and PM peak hours, respectively.

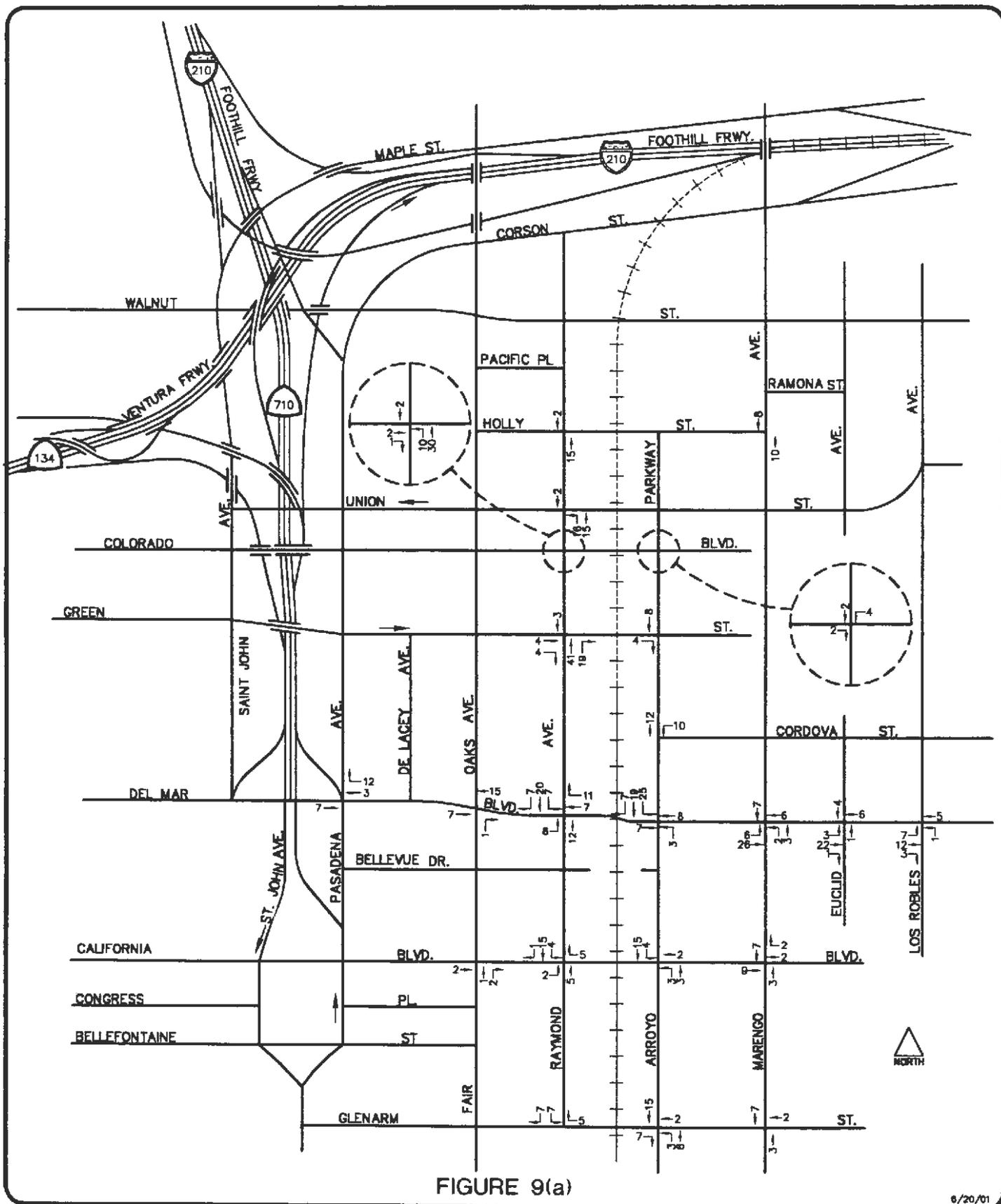


FIGURE 9(a)

6/20/01

Pos-DelMar\AM2003PROJ-MLT

PROJECT (2003) TRAFFIC VOLUMES

AM PEAK HOUR



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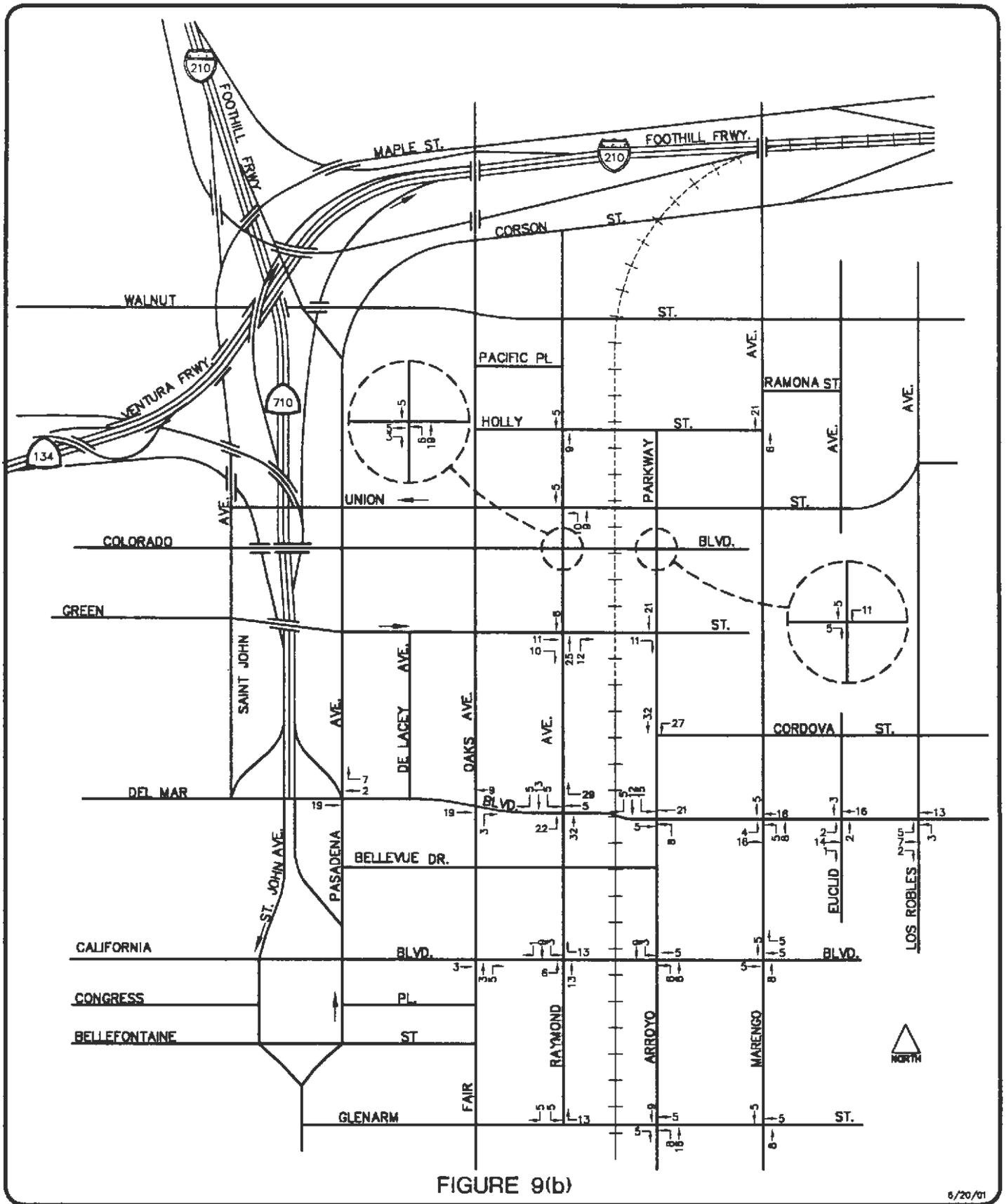


FIGURE 9(b)

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PROJECT (2003) TRAFFIC VOLUMES

PM PEAK HOUR



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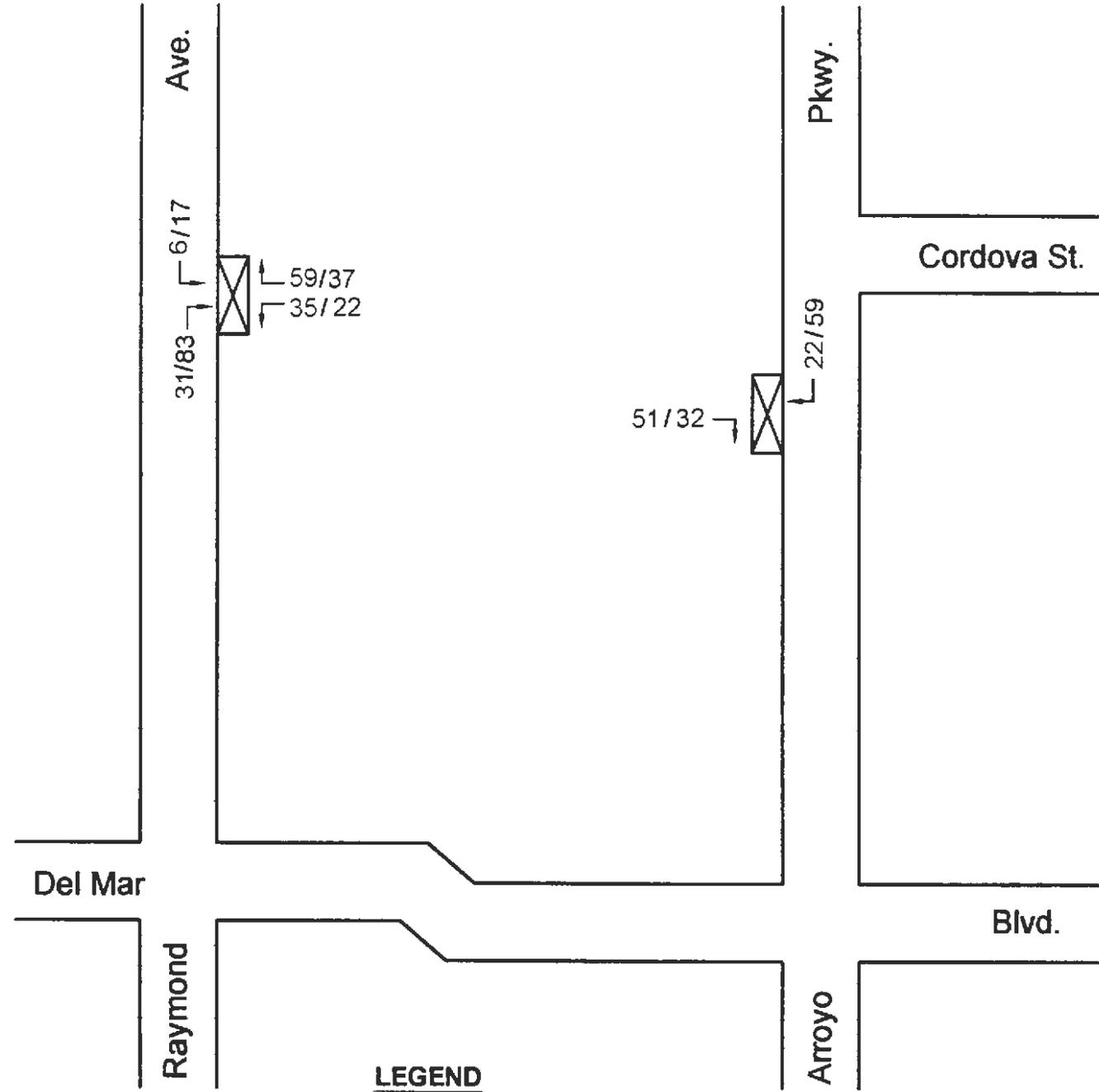
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Project Access

Vehicular access to all components of the project will be provided by a single driveway on Raymond Avenue and a single driveway on Arroyo Parkway. The driveway on Raymond Avenue will provide three lanes total. One lane each direction will be maintained with the third lane reversible depending on the current demand for entry or exit. Left and right turns will be permitted on entry and exit. The driveway on Arroyo Parkway will provide three lanes with two designated entry lanes and one exit lane. Due to a raised center median along Arroyo Parkway ingress and egress to/from the site will be restricted to right turn only. Access to the transit parking, residential, restaurant and retail parking will be shared. Entry and exit can be made from either driveway. The two driveways are designed to provide circulation through the subterranean structure. The vehicles will be able to enter at one driveway and exit from the other depending on their desired travel pattern. The current site design anticipates transit parking will be available on parking level one and a portion of parking level two. A small amount of quick turnover parking for the small truck deliveries, restaurant and retail will be available at grade with the remaining available at parking level two. Parking level three will be reserved for the residential component of the project.

Access control (ticket spitters, kiosks, etc.) will be located sufficiently on-site and have enough access lanes to minimize potential queuing on the adjacent street system. Figure 10 (a) shows the traffic volumes at the driveways for project parking and Figure 10 (b) shows the traffic volumes at the driveways with both the project and rail patrons parking access.



LEGEND

- XX AM PEAK HOUR
- XX PM PEAK HOUR

FIGURE 10 (a)

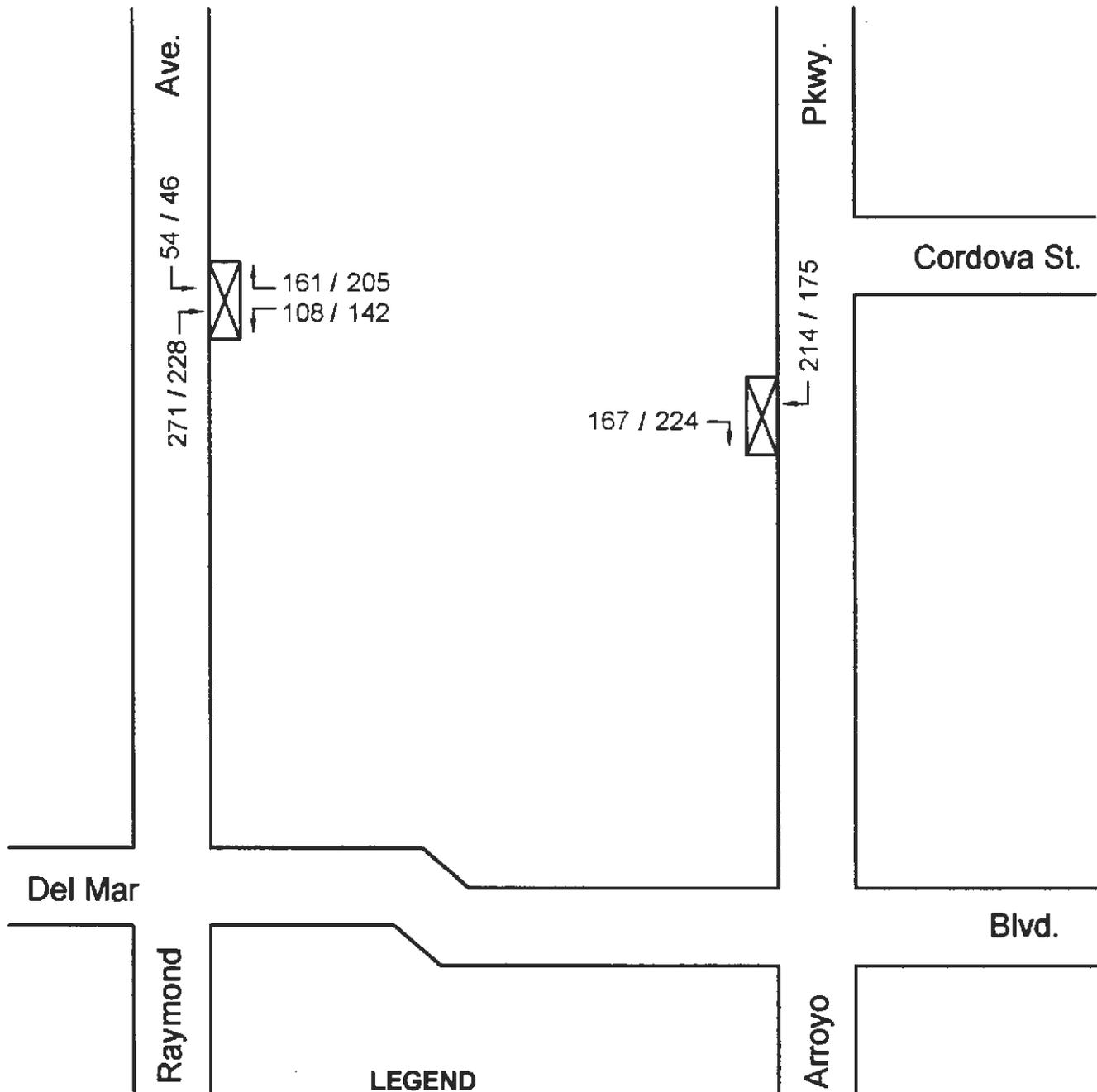
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FOR PAS-DELMAR/DRIVEWAYSPROJ ONLY

PROJECT ONLY
DRIVEWAY VOLUMES



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LEGEND

- XX AM PEAK HOUR
- XX PM PEAK HOUR

FIGURE 10 (b)

5/14/2001

PM PA6-DELMAR DRIVEWAYS

TOTAL DRIVEWAY VOLUMES
RAIL PARKING & PROJECT



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Pedestrian/Bicycle Access

The project will also provide for extensive access to the site by pedestrians and persons using other modes of transportation. The users of the transit system on Raymond Avenue will be channeled into the site via a visually inviting open corridor linking the sidewalks and crosswalk to the bus systems. The pedestrian facilities will conform to the Americans with Disabilities Act and will be designed to provide connections between transit facilities and site uses. A midblock signalized crosswalk is proposed on Raymond Avenue. These facilities, provide an attractive alternative to the use of the private automobile. Bicycle storage facilities will be provided for resident, transit riders and project guests throughout the site.

An evaluation of off-site pedestrian facilities was conducted along Arroyo Parkway, Raymond Avenue and Del Mar Boulevard. The analysis reflects ridership as anticipated by the Pasadena Blue Line EIR and West Gateway Specific Plan in the year 2010 and the pedestrians associated with the proposed project. Table 9 below details pedestrian volumes as indicated for the Pasadena Blue Line. The bulk of the pedestrians would be accessing the site during the morning peak hour and exiting during the evening peak hour.

**Table 9
Passenger Boardings by Mode**

<u>Time Period</u>	<u>Parking Spaces</u>	<u>Auto</u>		<u>Bus</u>	<u>Walk</u>	<u>Total Passengers</u>
2 hour peak	600	1,080	(600 from parking lot) (480 from Kiss-n-Ride)	475	955	2,510
60% for 1 hour peak		648	(360 from parking lot) (288 from Kiss-n-Ride)	285	573	1,506

These boardings translate into pedestrians on the surrounding streets with the exception of those that are parking. These individuals will access the rail station via

internal elevators. Table 10 below details the pedestrian volumes and the streets which they would likely be traversing.

**Table 10
Volume of Pedestrians on Area Streets
During Peak Hour**

<u>Mode</u>	<u>Total Volume</u>	<u>Street</u>	<u>% of Total Volume</u>	<u>Volume</u>
Rail: Kiss-n-Ride	290	Raymond Avenue	100%	290
Rail: From Buses	285	Raymond Avenue	60%	171
		Arroyo Parkway	20%	57
		Del Mar Boulevard	20%	57
		Raymond Avenue	30%	172
Rail: From Walking	573	Arroyo Parkway	40%	229
		Del Mar Boulevard	30%	172
		Raymond Avenue	30%	172
Walking to/from project*	11 AM/ 14 PM	Raymond Avenue	30%	3 AM / 4 PM
		Arroyo Parkway	40%	4 AM / 6 PM
		Del Mar Boulevard	30%	3 AM / 4 PM

* Project is the proposed residential/retail/restaurant project as described and detailed in the project trip generation summary above.

The Del Mar Boulevard frontage of the project provides secondary pedestrian access along the sides of the tracks. However, in order to evaluate the project under worst case scenario conditions pedestrians approaching the project from Del Mar Boulevard were also incorporated into the major pedestrian accesses along Raymond Avenue and Arroyo Parkway. The Raymond Avenue and Arroyo Parkway pedestrian volumes are increased with the pedestrian volumes from Del Mar Boulevard.

Based on the above, the peak hour pedestrian volumes are estimated as approximately 823 on Raymond Avenue, 282 on Arroyo Parkway and 233 on Del Mar Boulevard. The pedestrian volumes on Raymond Avenue are considerably higher due to the transit services and passenger (un)loading zone (Kiss-n-Ride) being located on Raymond Avenue.

Due to the high number of pedestrians accessing the project site an evaluation of pedestrian Level-of-Service (LOS) was conducted. This analysis is based upon the methodology as detailed in the Transportation Research Board National Research Council,

Highway Capacity Manual 2000. The qualitative measures of pedestrian flow are similar to those used for vehicular flow. These elements include speed and maneuverability. This would include those walking with the main pedestrian flows and those walking in the reverse direction. As with vehicular flow, pedestrian flow is measured in terms of LOS. Table 11 details pedestrian walkway LOS as described in the Highway Capacity Manual 2000.

**Table 11
Pedestrian Walkway LOS**

<u>LOS</u>	<u>Description of Operating Characteristics</u>	<u>Pedestrian Space and Flow Rate</u>
A	Movement in desired paths without alteration in response to others. Speeds freely selected and conflicts unlikely.	Space > 60 ft ² /p Flow Rate ≤ 5 p/min/ft
B	Same as above. At this level, pedestrians begin to be aware of others and respond to their presence when selecting a pace.	Space > 40-60 ft ² /p Flow Rate > 5-7 p/min/ft
C	Enough space for normal walking speeds and bypassing others. Reverse direction or crossing movements can cause minor conflicts.	Space > 24-40 ft ² /p Flow Rate > 7-10 p/min/ft
D	Individual walking speed and ability to pass others restricted. High probability of conflict when crossing or traveling in reverse flow. Provides reasonably fluid flow, but friction and interaction likely.	Space > 15-24 ft ² /p Flow Rate > 10-15 p/min/ft
E	Walking speed restricted. Space is not sufficient for passing slower pedestrians. Cross or reverse flow movements difficult. Volumes approach the limit of the walkway capacity with stoppages and interruptions to flow.	Space > 8-15 ft ² /p Flow Rate > 15-23 p/min/ft
F	Walking speed severely restricted. Frequent unavoidable contact with other pedestrians. Cross and reverse flow movements virtually impossible. Flow is sporadic and unstable. Space characteristic of queued pedestrians rather than moving streams.	Space ≤ 8 ft ² /p Flow Rate varies

The performance of a walkway can be affected by the walkway width, the obstructions along the walkway such as poles, meters and mailboxes, the distance from the curb and the adjoining topography. For instance, pedestrians tend to shy away from curb space and will not press close against building walls and windows. If the adjoining space is retail with windows, pedestrians may stop to look and block flow. The type of pedestrian flow can also affect the performance. The pedestrian going to and from work, using the same facilities day after day, will have a tendency to walk faster than a shopping or sight-seeing pedestrian. In addition, the age of the pedestrian may affect the walking speed. Older or very young persons tend to walk slower than other groups. The pedestrian patterns can be free flowing with people able to walk freely without impedance from outside influences or they may walk in groups (platoon) due to the influence of traffic signals or transit discharges.

These items were considered in evaluation of the pedestrian facilities around the project. Currently, there is not a high volume of pedestrians around the site during peak hours. Future 2003 pedestrian volumes with the project and operation of the Pasadena Blue Line were evaluated along Del Mar Boulevard, Raymond Avenue and Arroyo Parkway. Site related pedestrian volumes disperse as they travel farther from the site. Table 12 below details the anticipated future 2003 pedestrian environment in terms of free flow and platoon characteristics.

**Table 12
Future 2003 Pedestrian LOS**

<u>Street Segment</u>	<u>Unit Flow Rate V_p (p/min/ft)</u>	<u>Free Flow Volume LOS</u>	<u>Platoon Volumes LOS</u>
Arroyo Parkway btwn Del Mar Blvd and Project Dwy	1.6	A	B
Del Mar Blvd btwn Arroyo Parkway and Raymond Ave	1.3	A	B
Raymond Avenue btwn Del Mar Blvd and Project Dwy	4.4	A	C

Unit Flow Rate - V_p persons per minute per foot

Parking Analysis

Parking for the Pasadena Del Mar Station project will be provided by subterranean parking garages with a limited number of surface parking spaces. The quantity of parking to be provided by the project will be approximately 1,200 to 1,500 spaces with 600 of the spaces dedicated for transit parking. The remaining parking will be provided for retail, restaurant, and residential components of the project. The parking access will be from single driveways on Raymond Avenue and Arroyo Parkway. The driveway on Raymond Avenue will be a full service driveway with right and left turns accommodated on entry and exit. There will be three lanes provided on the driveway with the middle lane reversible to accommodate the higher volume of entering or exiting vehicles depending on the time of day. The driveway on Arroyo Parkway will be at the north end of the site. Entering and exiting vehicles at the Arroyo Parkway driveway will be limited to right turn only because of a raised center median along Arroyo Parkway. The driveway will be three lanes in width with a double entry and single exit lane. The access to the site will be controlled by gates that will be located sufficiently on site to preclude queues on Arroyo Parkway.

Walker Parking Consultants conducted an independent queue analysis, May 2001, under the scenario that the 600 space parking structure for transit was built on the Arroyo Parkway side of the Del Mar Station site with access exclusively from Arroyo Parkway. A 60 percent peak hour volume was utilized which is consistent with other studies. They concluded that with a combination of one insertion card reader (for pre-paid parkers) and an auto spit ticket dispenser (for daily parkers) that an average queue of 4 cars behind the service position can be anticipated. They recommended a design queue of 9 cars behind the service position for one entry lane and a 4-car reservoir for two-lane entry. Upon conclusion, it was further recommended that the garage would be

best serviced with a design of three control lanes, one each direction and one reversible lane to accommodate the morning influx and evening departure of vehicles.

The project proposes garage entries from both Raymond Avenue and Arroyo Parkway with access for both the transit parking and project components available from either driveway. Therefore, the worst case scenario with all transit parking accessed from Arroyo Parkway, which was evaluated by Walker Parking, would more than accommodate the traffic volumes split between the two driveways.

The number of parking spaces provided will include 600 spaces dedicated for transit users and sufficient additional spaces to provide parking for the retail, restaurant and residential components of the project.

FUTURE TRAFFIC CONDITIONS

Other projects proposed for development could add substantial amounts of traffic to the major roadway facilities in the project vicinity. For this reason, the analysis of future traffic conditions was expanded to include potential traffic from yet undeveloped or unoccupied projects. Briefly, the methodology for estimating future traffic volumes was as follows: First, current (2001) traffic volumes were determined by traffic counts (as described in a preceding section). Next, an ambient traffic growth factor of 1.0 percent compounded annually was applied to develop Year 2003 "baseline" figures. Traffic expected to be generated from "related projects" was then added to the baseline traffic volumes to form the basis for Year 2003 "Without Project" conditions. Finally, project traffic, calculated previously, was analyzed as an incremental addition to the Year 2003 "Without Project" conditions to achieve the future (Year 2003) "With Project" scenarios.

Traffic Growth

Based on an analysis of the trends in traffic growth in this portion of Pasadena over the last several years, an annual traffic growth factor of 1.0 percent for the area street system was used for the analysis. An ambient growth of 1.0 percent per year is consistent with previous assumptions made in the Pasadena community. This growth factor was used to account for increases in traffic resulting from projects not yet proposed or outside of the study area. This "growth factor", compounded annually, was applied to the existing traffic volumes to develop the estimated baseline volumes for the study year 2003.

Cumulative Development

In addition to the use of the above ambient growth rate, listings of potential projects located within a two-mile radius of the project site that might be developed within the

study time frame were obtained from the City of Pasadena's Planning Department. A review of these development plans indicate that 41 projects in the study area could produce additional traffic at the study intersections if they are built out. It should be noted that this project, or any actions taken by the City regarding this project, does not have a direct bearing on these other proposed projects. In fact, all proposed projects are included in this analysis in order to be conservative. Some of these projects will likely be completed subsequent to Year 2003, many will not be built, or will be built at a less intensive scale than is now proposed.

The locations of the related projects are shown in Figure 11, with their descriptions and trip generation estimates shown in Table 13. Traffic expected to be generated by the related projects was estimated by applying the trip generation equations and rates in Appendix A. To evaluate Year 2003 "Without Project" traffic conditions, peak hour trips estimated in Table 13 were assigned to the area circulation system, using methods similar to those previously described for project traffic assignment. The traffic assignment percentages utilized for the related projects trips were similar to those described earlier for this project.

The related projects traffic volumes were then combined with the growth-factored, background traffic volumes described in the previous section, resulting in Year 2003 "Without Project" AM and PM peak-hours traffic estimates, which are shown in Figures 12(a) and 12(b), respectively.

These estimates are the "benchmark" volumes used in determining project traffic impacts on the street system. Actual future traffic volumes in the study area could be substantially less than depicted in Figures 12(a) and 12(b) because the timing of their completion (if at all) is speculative. Additionally, some of the projects identified may be delayed or not built to the intensity described. However, they were included in this traffic analysis to present the most conservative conditions reasonably expected to occur.

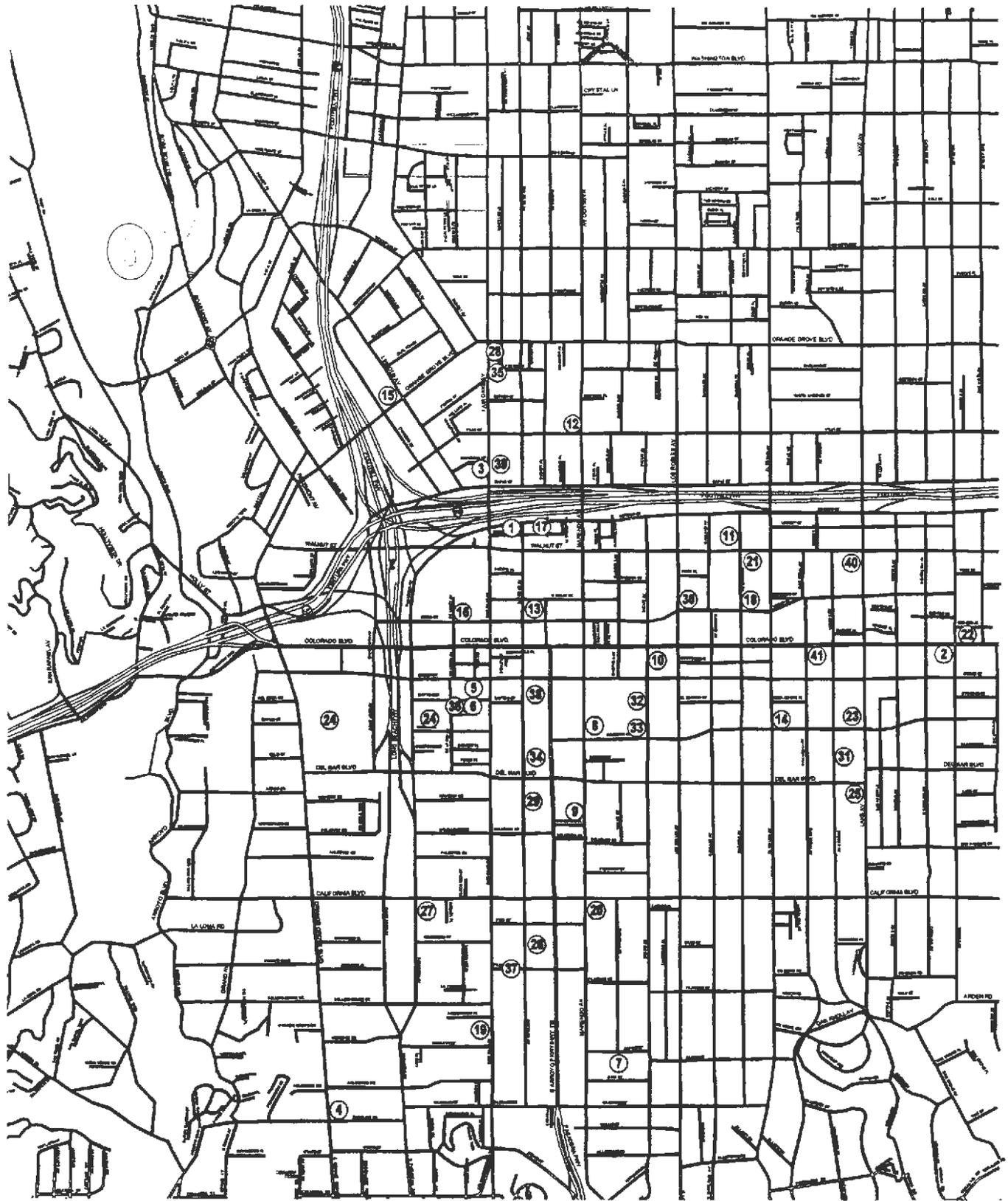


FIGURE 11

4/11/2001

FN PAS-DELMAR/CUMULPR.

PASADENA DEL MAR STATION PROJECT
RELATED PROJECTS LOCATIONS



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**Table 13
Related Projects Description and Trip Generation**

Map No.	Address/Location	Land Use, Size	Vehicle Trip Generation				Daily
			AM Pk. Hr.		PM Pk. Hr.		
			Inbound	Outbound	Inbound	Outbound	
1	145 Chestnut Street	143-unit Apartments	12	62	64	32	990
2	35 S. Wilson	48-unit Apartments	4	23	30	15	420
3	511 S. Fair Oaks Avenue	57,629 sf Self-Storage Facility	5	4	7	7	140
4	324, 327, 285 Madeline Drive	49,990 sf Westridge School	116	45	20	31	660
5	20 W. Green Street	32 Residential Dwelling Units	3	16	24	12	330
		23,000 sf Commercial	41	26	114	124	2,650
		Previous Use: 5,720 sf Commercial	(18)	(11)	(46)	(49)	(1,080)
			26	31	92	87	1,900
6	42 W. Dayton Street	18 Residential Dwelling Units	2	10	19	9	240
		4,635 sf Retail	16	10	40	43	950
			18	20	59	52	1,190
7	249 Ohio Street	11-Unit Condominium	2	7	7	3	100
8	280 Marengo Avenue	31,135 sf Office	65	9	19	95	540
9	457 S. Marengo Avenue	22-Unit Condominium	3	12	12	6	180
10	300 E. Colorado Boulevard	Paseo Pasadena					
		590,000 sf Retail	281	179	972	1,054	21,340
		120,000 sf Office	190	26	36	178	1,530
		400-unit High-end Condo/Townhouse	26	127	129	64	2,114
		Less Internal Linkages					
		Retail (5%)	(14)	(9)	(49)	(53)	(1,070)
Office (Based on Dwelling Units & Residential Dwelling Units (5%))	(15)	(15)	(56)	(55)	(1,160)		
			(1)	(6)	(6)	(3)	(106)

Table 13 (Con't)
Related Projects Description and Trip Generation

Map No.	Address/Location	Land Use, Size	Vehicle Trip Generation				
			AM Pk. Hr.		PM Pk. Hr.		Daily
			Inbound	Outbound	Inbound	Outbound	
		Less Transit/Walk-in Trips					
		Retail (0%/5%)	(14)	(9)	(49)	(53)	(1,070)
		Office (5%/0%)	(10)	(1)	(2)	(9)	(80)
		Subtotal	440	280	962	1,116	21,290
		Less Pass-by Trips					
		Retail(15%)	<u>(66)</u>	<u>(42)</u>	<u>(144)</u>	<u>(167)</u>	<u>(3,190)</u>
			377	250	831	956	18,308
11	210-218 S. Madison Avenue	19-Unit Condominium	2	12	11	5	160
12	581 Marengo Avenue	10-Unit Condominium	1	7	6	3	90
13	155 N. Raymond Ave	32-unit Apartment	3	16	24	12	192
		3,684 sf Retail	<u>12</u>	<u>8</u>	<u>34</u>	<u>37</u>	<u>816</u>
			15	24	58	49	1,008
14	721 E. Cordova Avenue	24,000 sf Retail	41	27	118	127	2,720
15	651 N. Orange Grove	28,000 sf Horizon School	189	167	88	100	2,220
16	35 N. De Lacey Avenue	42,260 sf Retail	59	37	171	185	3,920
17	Corson St & Marengo Avenue	48,500 sf Office ¹	92	13	23	111	761
18	Madison Ave & Union Street	200-space Parking Structure (58,000 sf) ¹	N/A	N/A	N/A	N/A	N/A
19	951-957 S. Fair Oaks Avenue	117,000 sf Convalescent & Assisted Living Facilities	7	5	19	15	430
20	656 S. Marengo Avenue	8-Unit Townhouse	1	6	5	3	80
21	600-648 E. Walnut Street	38-unit Multi-Family Residential ¹	3	16	16	8	252

Table 13 (Con't)
Related Projects Description and Trip Generation

Map No.	Address/Location	Land Use, Size	Vehicle Trip Generation				
			AM Pk. Hr.		PM Pk. Hr.		Daily
			Inbound	Outbound	Inbound	Outbound	
22	1021 E. Colorado Boulevard	<u>Allwin/Koll¹</u> 170,950 sf Office	252	34	46	225	2,003
23	171 South Lake Avenue	<u>Champion Development¹</u> 19,310 sf Retail 17,696 sf Restaurant 205-room Hotel	156	119	209	176	4,716
24	Ambassador College Campus (preferred project in DSEIR)	<u>West Campus</u> 957 Residential Units 22 Single Family Homes 1,262-seat theater (existing to remain) 5 Single Family Homes (existing to remain) Previous use to be removed – 308,444 sf Institutional Subtotal	52 7 5	253 21 269	266 21 276	131 18 96	4,440 260 4,220
		<u>East Campus</u> 150 Residential Units 960,000 sf Office 40,000 sf Retail Less Internal, Transit/Walk Pass-By Less Existing Use Subtotal	12 995 56 (100) (12) 951	65 136 36 (57) (2) 178	67 196 165 (176) (2) 250	33 959 178 (214) (13) 943	1,030 7,540 3,780 (4,010) (110) 8,230
		Total	956	447	526	1,039	12,450
25.	401 S. Lake Avenue	<u>S. Lake Avenue Retail (Macy's)¹</u> 123,216 sf Retail 27,000 sf Restaurant	159	131	162	185	3,904

Table 13 (Con't)
Related Projects Description and Trip Generation

Map No.	Address/Location	Land Use, Size	Vehicle Trip Generation				
			AM Pk. Hr.		PM Pk. Hr.		Daily
			Inbound	Outbound	Inbound	Outbound	
26	Fillmore btwn Raymond Ave Arroyo Pkwy	<u>Fillmore Rail Station¹</u> 123-space Parking Structure	N/A	N/A	N/A	N/A	N/A
27	California Ave at Pasadena Ave	<u>Huntington Hospital¹</u> 57,000 sf Phase II 152,275 sf Phase III	148	55	46	146	3,511
28	SEC of Fair Oaks Ave & Orange Grove Blvd.	14,490 sf Walgreen's Pharmacy	7	32	74	77	1,280
		7,200 sf Retail	20	13	53	58	1,260
			27	45	127	135	2,540
29	443 S. Raymond Avenue	47-unit Condominium	5	23	22	11	340
		8,953 sf Light Industrial	7	1	1	8	60
			12	24	23	19	400
30	492 E. Union Street	<u>Pasadena Art Museum¹</u> 30,962 sf Museum 1-unit Residential	0	1	21	53	534
31	290 Hudson	140-unit Apartment	12	61	63	31	970
32	S/O Green St btwn Marengo Euclid Ave	<u>Convention Center Expansion¹</u> 60,000 sf Conference Room space	N/A	N/A	77	45	610
33	185 S. Euclid Ave	135-unit Apartment	11	59	62	30	940
		4,521 sf Commercial	15	10	39	42	930
		Previous Use: 19,350 sf Medical Office	(38)	(9)	(47)	(42)	(580)
	Total	(12)	60	54	30	1,290	
34.	N. Side Del Mar btwn Raymond Avenue and Arroyo Parkway	600 space rail station parking	480	290	290	480	2,300
35	790 N. Fair Oaks	140-unit Affordable Senior Building	11	13	21	17	N/A

**Table 13 (Con't)
Related Projects Description and Trip Generation**

Map No.	Address/Location	Land Use, Size	Vehicle Trip Generation				
			AM Pk. Hr.		PM Pk. Hr.		Daily
			Inbound	Outbound	Inbound	Outbound	
36	50 W. Dayton Avenue	20 Multi-family Residential Units	2	12	11	5	170
37	707 S. Raymond Avenue	89,000 sf Biotech Office	150	20	30	149	1,210
38	120 S. Raymond Avenue	<u>STATS on the Green</u>					
		Building A -- 47,000 sf Commercial	62	40	183	198	4,190
		42 units Multi-family residential	4	22	20	10	310
		Building B -- 112,500 sf Commercial	104	67	326	353	7,350
		59 units Multi-family residential	6	28	27	13	420
		11,100 sf Restaurant	7	2	56	27	1,000
		Building C -- 35,900 sf Commercial	53	34	153	166	3,530
		84,300 sf Cinema	N/A	N/A	205	115	1,100
		Previous Use:					
		60,759 sf Retail	(73)	(46)	(217)	(235)	(4,950)
		3,220 sf Office	(11)	(1)	(14)	(69)	(90)
			152	146	739	578	12,860
39	408 N. Fair Oaks Avenue	40-room Holiday Inn Express Motel	68	122	16	14	360
40	199 N. Lake Avenue	226,000 sf Office	314	43	57	276	2,480
41	720 E. Colorado Boulevard	120 Residential Dwelling Units	10	53	56	28	850
		8,000 sf Retail	21	14	57	62	1,340
			31	67	113	90	2,190

¹ Source: Plaza Pasadena Renovation Draft EIR, City of Pasadena, August 1999

² Source: Preliminary Final Environmental Impact Report (EIR) for the Proposed West Gateway Specific Plan, April 1998

³ Source: Ambassador Campus Draft Supplemental EIR – December 2000

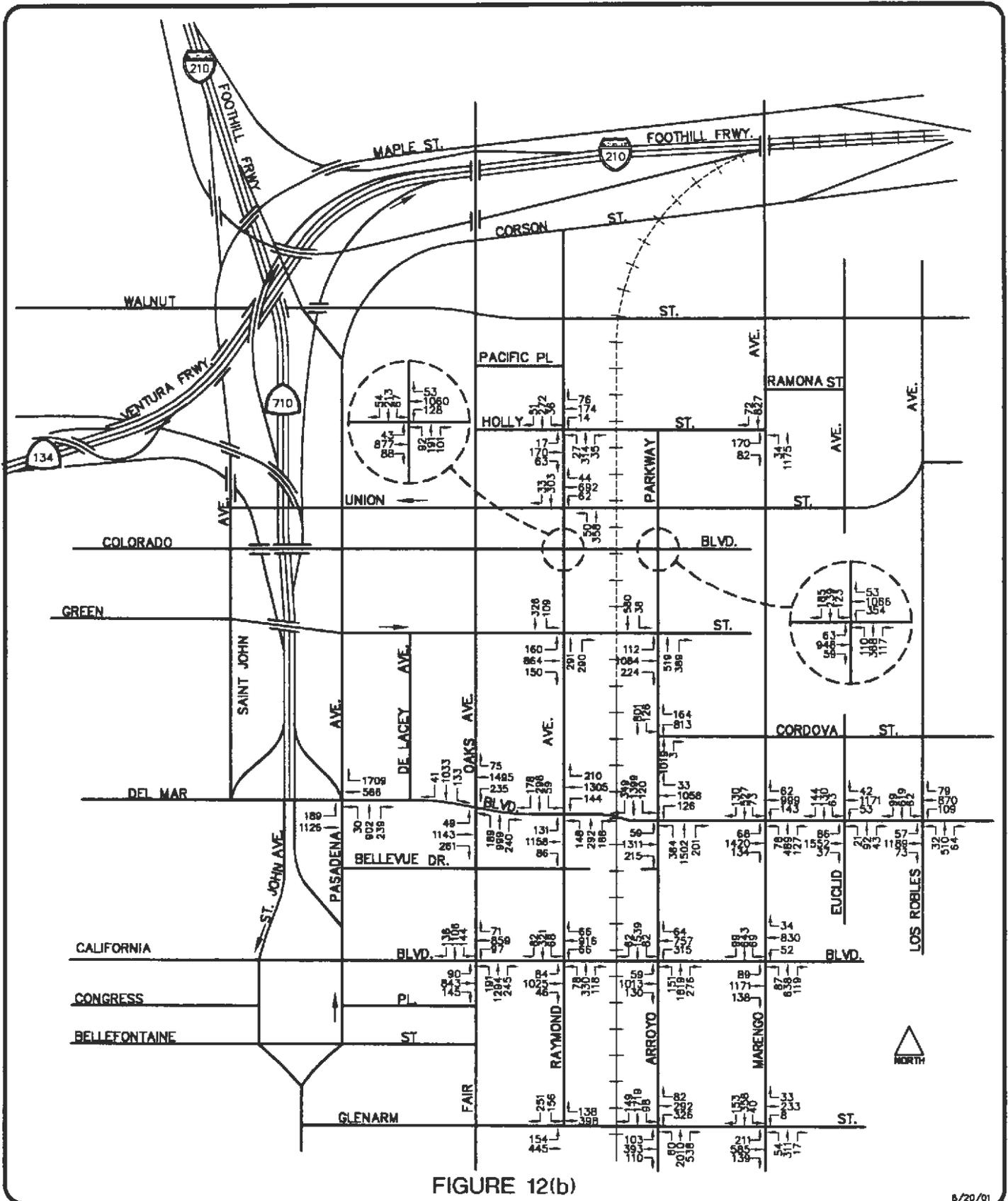


FIGURE 12(b)

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FUTURE (2003) TRAFFIC VOLUMES
WITHOUT PROJECT
PM PEAK HOUR



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Highway System Improvements

A review of anticipated transportation improvements was conducted for the street system servicing the site. Roadway improvements along Del Mar Boulevard will be conducted simultaneously with project construction. An eastbound right turn lane onto Arroyo Parkway from Del Mar Boulevard, a third westbound through lane on Del Mar Boulevard west of Arroyo Parkway to the rail tracks transitioning to a westbound right turn lane on Del Mar Boulevard at Raymond Avenue will be constructed as a separate project. These improvements will be reviewed and evaluated separately from this project. In addition, the City of Pasadena will also construct a southbound right turn lane on Arroyo Parkway north of Del Mar Boulevard simultaneous with the project development. The development project will be constructed so as to provide sufficient right-of-way to accommodate these improvements.

Several off-site development projects also propose traffic improvements. However, these improvements are not assumed to be completed in this analysis in order to evaluate the project under the "worst case scenario" conditions.

Transit System Improvements

The Pasadena Metro Blue Line is a light rail transit service (LRT) that is currently under construction from Union Station in Downtown Los Angeles to Pasadena. The route will traverse an existing rail right-of-way that runs through Chinatown, Lincoln Heights, Highland Park, South Pasadena and will terminate at the Sierra Madre Villa Station. The LRT will have thirteen stations, and the project will be located on the Del Mar Station site. There is also a station planned on Fillmore Street south of the project site as well as the Memorial Park Station north of the site. The Pasadena Blue Line Construction Authority has proposed that the new service will begin July 1, 2003.

A supplemental study of traffic flow and queuing analysis at planned Blue Line crossing has been prepared by Korve Engineering, June 2000. The data included in that report

is consistent with this traffic analysis and conclude sufficient traffic capacity will exist in the future when the Blue Line is operational with implementation of several improvements. The traffic analysis of the Blue Line construction and operation is covered in a separate environmental analysis.

An evaluation of queue lengths along Del Mar Boulevard with the operation of the Pasadena Blue Line in operation was conducted for the future with the project volumes. The traffic volumes utilized in this evaluation were more conservative than that of the Korve Engineering analysis. The evaluation reaffirmed the conclusions of the previous study that adequate vehicle storage is available.

This light rail extension will greatly expand the rail and bus opportunities accessible from the project and hence it is likely that many residents and employees of the proposed project will utilize Blue Line Transit service. Figure 13 illustrates the future Blue Line route & Station locations in the project vicinity.

Analysis of Future Traffic Conditions (Without and With Project)

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

Traffic volumes for the analysis were developed as follows:

- o As described earlier in the report, future Year 2003 benchmark traffic volumes for the "Without Project" condition were determined by combining the area "ambient" traffic growth with traffic generated by the identified related projects. Roadway improvements as described in the "Highway Systems Improvements" previously in the report are included in the "Without Project" analysis.
- o Traffic volumes generated by the project, as determined earlier, were then added to the "Without Project" benchmark volumes to determine traffic impacts directly attributable to the proposed development.

Future (Year 2003) traffic volumes at the study intersections for the "With Proposed Project" conditions are shown in Figure 14(a) for the AM peak hour and Figure 14(b) for the PM peak hour. The results of the capacity analysis of future traffic conditions at the study intersections are summarized in Table 12 for the project scenario.

As stated previously, future travel demands will likely be less than are reflected in this table. Additionally, potential traffic mitigation measures required of some of the related projects, which may improve the projected Levels of Service conditions in the future, have not been assumed. Therefore, it is probable that future conditions at the study intersections will be better than those calculated for Table 12.

Project Intersection Impacts

A project is considered to significantly impact an intersection when the volume-to-capacity ratio of that intersection exceeds a certain threshold at a particular level of service. According to the City of Pasadena, a project impact is significant under the following criteria shown in Table 15.

As shown in Table 14, the project is anticipated to significantly impact 1 of the 22 study intersections during either one or both peak hours. Prior to the addition of project traffic, 10 of the 22 study intersections will be operating at adverse levels of service (i.e. LOS E or F) during one or both peak hours. With the project traffic, one additional study intersection will be operating at adverse levels of service. Mitigation will be implemented to reduce the project impacts to a level of insignificance and is discussed in a forthcoming section.

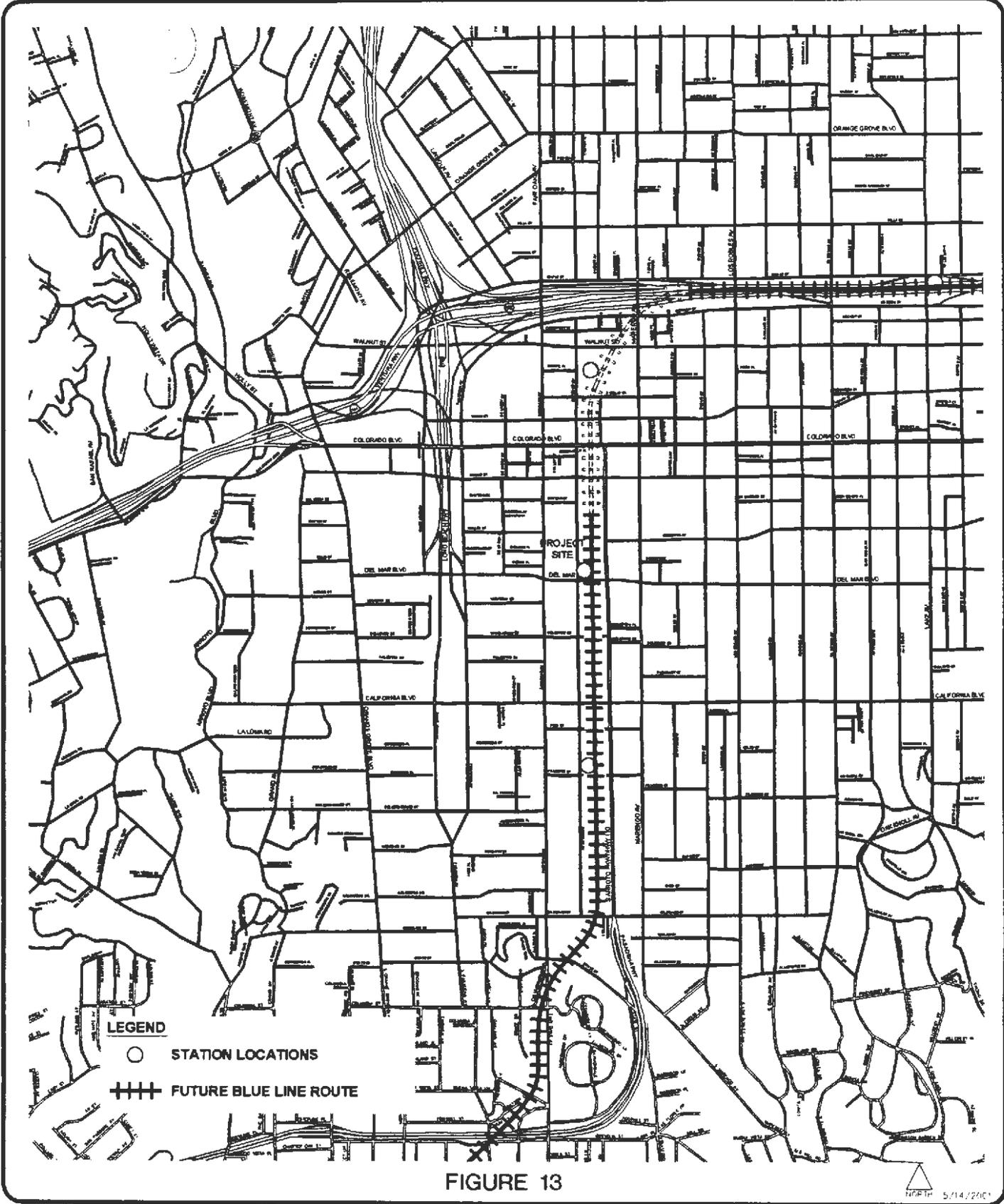


FIGURE 13

FN PAS-DE, MAR, PAL

**FUTURE BLUE LINE ROUTE
AND STATION LOCATIONS**

SOURCE: VARIOUS TRANSIT PROPERTIES



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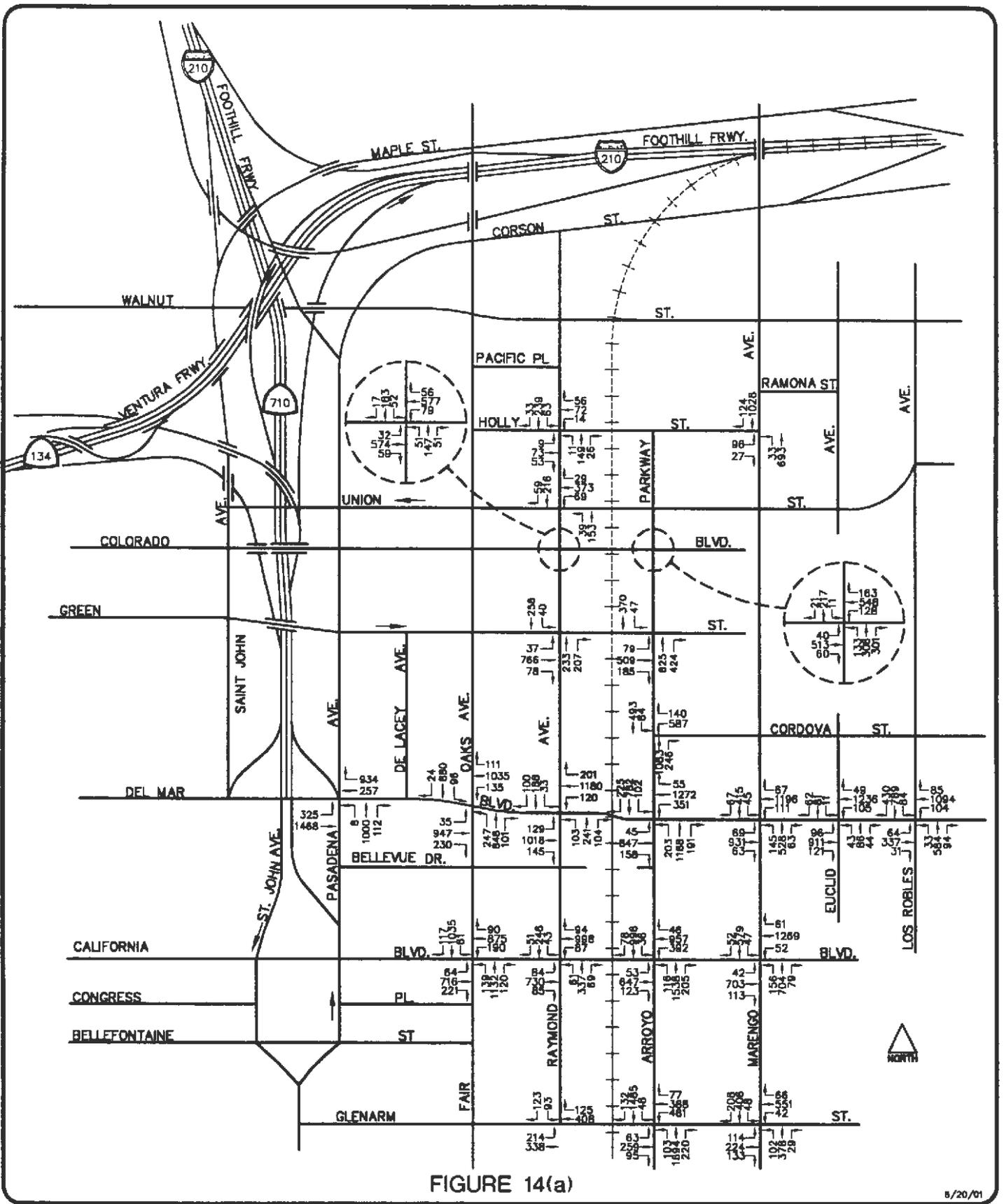


FIGURE 14(a)

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FUTURE (2003) TRAFFIC VOLUMES
WITH PROJECT
AM PEAK HOUR



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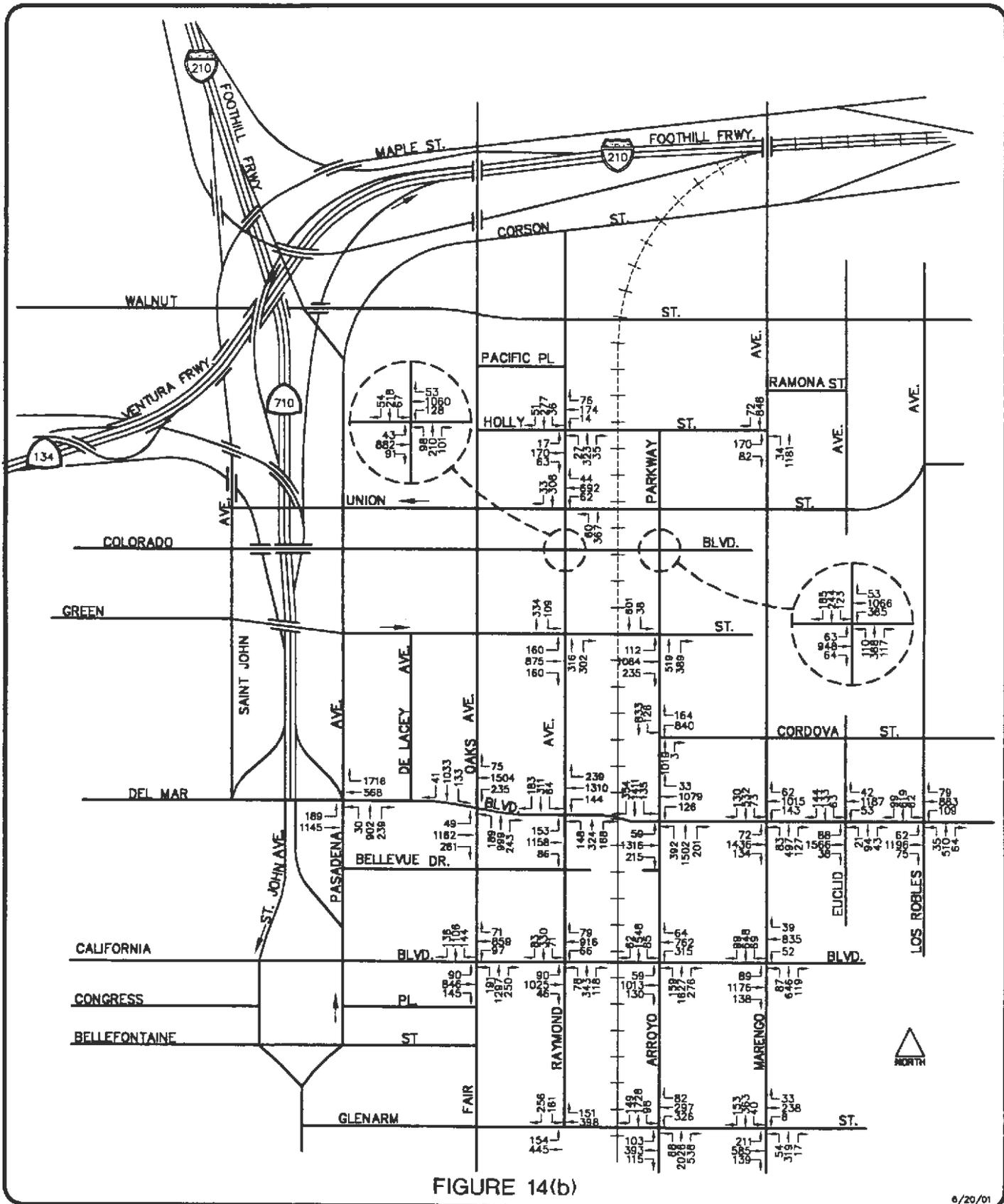


FIGURE 14(b)

6/20/01

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FUTURE (2003) TRAFFIC VOLUMES
WITH PROJECT
PM PEAK HOUR



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Table 14
Intersection Capacity Analysis Summary
Future (2003) Traffic Conditions – Without and With Project

No.	Intersection	Peak Hour	Future (2003)				
			Without Project		With Project		Impact
			ICU	LOS	ICU	LOS	
1.	Holly Street and Raymond Avenue	AM	0.229	A	0.229	A	0.000
		PM	0.266	A	0.268	A	0.002
2.	Holly Street and Marengo Avenue	AM	0.517	A	0.519	A	0.002
		PM	0.627	B	0.629	B	0.002
3.	Union Street and Raymond Avenue	AM	0.305	A	0.306	A	0.001
		PM	0.464	A	0.469	A	0.005
4.	Colorado Boulevard and Raymond Avenue	AM	0.425	A	0.426	A	0.001
		PM	0.602	B	0.612	B	0.010
5.	Colorado Boulevard and Arroyo Parkway	AM	0.544	A	0.547	A	0.003
		PM	0.785	C	0.793	C	0.008
6.	Green Street and Raymond Avenue	AM	0.401	A	0.422	A	0.021
		PM	0.527	A	0.542	A	0.015
7.	Green Street and Arroyo Parkway	AM	0.514	A	0.515	A	0.001
		PM	0.589	A	0.591	A	0.002
8.	Cordova Street and Arroyo Parkway	AM	0.654	B	0.657	B	0.003
		PM	0.697	B	0.706	C	0.009
9.	Del Mar Boulevard and Pasadena Avenue	AM	1.229	F	1.237	F	0.008
		PM	1.652	F	1.657	F	0.005
10.	Del Mar Boulevard and Fair Oaks Avenue	AM	0.987	E	0.989	E	0.002
		PM	1.156	F	1.163	F	0.007
11.	Del Mar Boulevard and Raymond Avenue	AM	0.679	B	0.690	B	0.011
		PM	0.780	C	0.805	D	0.025
12.	Del Mar Boulevard and Arroyo Parkway	AM	0.917	E	0.935	E	0.018
		PM	1.120	F	1.129	F	0.009
13.	Del Mar Boulevard and Marengo Avenue	AM	0.876	D	0.888	D	0.012
		PM	1.053	F	1.065	F	0.012*
14.	Del Mar Boulevard and Euclid Avenue	AM	0.666	B	0.670	B	0.004
		PM	0.751	C	0.757	C	0.006
15.	Del Mar Boulevard and Los Robles Avenue	AM	1.016	F	1.022	F	0.006
		PM	0.969	E	0.974	E	0.005

* Denotes a significant impact prior to mitigation.

Table 14 (cont.)
Intersection Capacity Analysis Summary
Future (2003) Traffic Conditions – Without and With Project

<u>No.</u>	<u>Intersection</u>	<u>Peak Hour</u>	<u>Future (2003)</u>				
			<u>Without Project</u>		<u>With Project</u>		
			<u>ICU</u>	<u>LOS</u>	<u>ICU</u>	<u>LOS</u>	<u>Impact</u>
16.	California Boulevard and Fair Oaks Avenue	AM	1.014	F	1.014	F	0.000
		PM	1.112	F	1.116	F	0.004
17.	California Boulevard and Raymond Avenue	AM	0.638	B	0.646	B	0.008
		PM	0.682	B	0.691	B	0.009
18.	California Boulevard and Arroyo Parkway	AM	1.219	F	1.223	F	0.004
		PM	1.508	F	1.512	F	0.004
19.	California Boulevard and Marengo Avenue	AM	1.073	F	1.077	F	0.004
		PM	1.008	F	1.013	F	0.005
20.	Glenarm Street and Raymond Avenue	AM	0.497	A	0.502	A	0.005
		PM	0.509	A	0.513	A	0.004
21.	Glenarm Street and Arroyo Parkway	AM	0.857	D	0.864	D	0.007
		PM	1.063	F	1.069	F	0.006
22.	Glenarm Street and Marengo Avenue	AM	0.665	B	0.667	B	0.002
		PM	0.549	A	0.552	A	0.003

* Denotes a significant impact prior to mitigation.

Table 15
Intersection Significant Impact Criteria

<u>Future With Project Level of Service</u>	<u>ICU Value Increase</u>
A	≥ 0.060
B	≥ 0.050
C	≥ 0.040
D	≥ 0.030
E	≥ 0.020
F	≥ 0.010

Project Segment Impacts

Future (Year 2003) average daily traffic volumes for the "With Project" conditions were also analyzed at the studied street segments. Table 16 shows the average daily traffic without and with the project. The City has also established threshold criteria to determine impacts on the street system due to project traffic. The threshold criteria are based on average daily traffic growth and are shown in Table 17. According to Table 17, a street segment would be impacted if the project increases the average daily traffic by 2.5% or greater. In addition, mitigation requirements vary depending on the size of the impact, ranging from TDM and ridesharing to extensive physical improvements.

As shown in Table 16 the project would be anticipated to result in one significant traffic-related segment impact.

**Table 16
Street Segment Analysis Summary**

<u>Segment Number</u>	<u>Segment</u>	<u>From/To</u>	<u>ADT</u>				<u>Percent Increase</u>
			<u>Existing (2001)</u>	<u>Without Project (2003)</u>	<u>Project Only</u>	<u>With Project (2003)</u>	
1.	Green Street	Fair Oaks Ave. to Raymond Ave.	13,787	15,933	215	16,148	1.35%
2.	Cordova Street	Arroyo Parkway to Marengo Ave.	9,239	11,419	244	11,663	2.14%
3.	Del Mar Boulevard	DeLacey Ave. to Fair Oaks Ave.	20,069	27,865	315	28,180	1.13%
4.	Del Mar Boulevard	Fair Oaks Ave. to Raymond Ave.	22,257	29,817	315	30,132	1.06%
5.	Del Mar Boulevard	Arroyo Parkway to Marengo Ave.	23,755	29,310	501	29,811	1.71%
6.	Del Mar Boulevard	Euclid Ave. to Los Robles Ave.	20,688	25,387	358	25,745	1.41%
7.	Fair Oaks Avenue	Green Street to Del Mar Blvd.	34,086	37,673	29	37,702	0.08%
8.	Raymond Avenue	Del Mar Blvd. to California Blvd.	7,343	9,075	488	9,563	5.38%*
9.	Raymond Avenue	California Blvd. to Glenam St.	9,917	11,565	258	11,823	2.23%
10.	Arroyo Parkway	Del Mar Blvd. to California Blvd.	31,961	37,750	258	38,008	0.68%
11.	Arroyo Parkway	California Blvd. to Glenam St.	49,104	54,856	286	55,142	0.52%

* Denotes significant impact, prior to mitigation.

**Table 17
Street Segment Significant Impact Criteria**

<u>ADT Growth</u>	<u>Required Traffic Mitigation</u>
0.0%-2.4%	Staff Review and Conditions
2.5%-4.9%	Soft Mitigation Required TDM, Rideshare, etc.
5.0%-7.4%	Soft Mitigation Required Physical Mitigation Required
7.5%+	Soft Mitigation Required Extensive Physical Mitigation Required

Impacts on Regional Transportation System

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

Furthermore, all development projects which are required to prepare an EIR are subject to the Land Use Analysis program of the CMP. This requirement is to provide decision-makers with the project-specific traffic impacts created by large projects on the CMP

highway network. The traffic impact analysis (TIA) to be included in an EIR requires that all freeway segments where the project adds 150 or more trips, in each direction, during the peak hours be analyzed. An analysis is also required at all CMP intersections where the project will add 50 or more trips during the peak hour.

Future traffic volumes were projected on the four freeway segments analyzed in the previous section. The future Year 2003 freeway volumes "Without Project" are shown in Table 18.

Traffic volumes attributable to the Project, as determined earlier, were then analyzed as an incremental increase to the "Without Project" conditions. This methodology allowed for both an assessment of overall future freeway conditions and a determination of the project impacts to these regional transportation facilities. The Level of Service values used for freeway segment analyses are estimated by calculating the demand-to-capacity (D/C) ratio and using the LOS definitions shown in Table 19.

The CMP defines regional project impacts as significant if the demand-to-capacity ratio increases by 0.020 or more, and the final, "With Project" Level of Service is LOS F. The "With Project" traffic volumes and associated project impacts are also shown in Table 18.

**Table 18
Future (2003) Freeway Volumes
and Levels of Service**

Freeway Segment	Peak Hour	Direction	No. Lanes	Freeway Capacity	Without Project				With Project				
					Daily	Volume	D/C Ratio	LOS	Daily	Volume	D/C Ratio	LOS	Impact
Long Beach Freeway (SR-710) north of Colorado Blvd.	AM	N/B	2	4,000	71,200	3,540	0.885	D	71,400	3,550	0.888	D	0.003
		S/B	3	6,000		2,620	0.437	B		2,625	0.438	B	0.001
	PM	N/B	2	4,000	2,940	0.735	C	2,951	0.738	C	0.003		
		S/B	3	6,000	3,950	0.658	C	3,965	0.661	C	0.003		
Ventura Freeway (SR-134) west of Orange Grove Blvd.	AM	W/B	5*	9,600	218,000	11,000	1.146	F(0)	218,230	11,012	1.147	F(0)	0.001
		E/B	5*	9,600		8,020	0.835	D		8,025	0.836	D	0.001
	PM	W/B	5*	9,600	8,430	0.878	D	8,443	0.879	D	0.001		
		E/B	5*	9,600	8,880	0.925	D	8,896	0.927	D	0.002		
Foothill Freeway (I-210) east of Los Robles Ave.	AM	W/B	5	10,000	307,450	14,140	1.414	F(2)	307,800	14,150	1.415	F(2)	0.001
		E/B	5	10,000		10,170	1.017	F(0)		10,187	1.019	F(0)	0.002
	PM	W/B	5	10,000	12,060	1.206	F(0)	12,085	1.209	F(0)	0.003		
		E/B	5	10,000	14,720	1.472	F(3)	14,740	1.474	F(3)	0.002		
Foothill Freeway (I-210) north of Orange Grove Blvd.	AM	N/B	4	8,000	134,400	6,390	0.799	D	134,600	6,400	0.800	D	0.001
		S/B	4	8,000		4,650	0.581	C		4,654	0.582	C	0.001
	PM	N/B	4	8,000	5,140	0.643	C	5,151	0.644	C	0.001		
		S/B	4	8,000	7,060	0.883	D	7,074	0.884	D	0.001		
Pasadena Freeway (I-110) South of Glenarm Street	AM	N/B	3	6,000	37,100	2,340	0.390	B	37,420	2,346	0.391	B	0.001
		S/B	2	4,000		2,130	0.533	B		2,146	0.537	B	0.004
	PM	N/B	3	6,000	3,040	0.507	B	2,062	0.344	A	0.004		
		S/B	2	4,000	2,080	0.520	B	2,097	0.524	B	0.004		

† LOS designations based on criteria detailed in Appendix D, Exhibit D6, page D-40, 1997 Los Angeles County CMP.

* Includes HOV lane.

** Significant Impact, prior to mitigation

**Table 19
Freeway Mainline Level of Service Definitions**

<u>D/C Ratio</u>	<u>LOS</u>	<u>D/C Ratio</u>	<u>LOS*</u>
0.00 - 0.35	A	<1.00 - 1.25	F(0)
>0.35 - 0.54	B	>1.25 - 1.35	F(1)
>0.54 - 0.77	C	>1.35 - 1.45	F(2)
>0.77 - 0.93	D	>1.45	F(3)
>0.93 - 1.00	E		

* LOS F(1) through F(3) represent severe congestion (travel speeds less than 25 MPH for more than one hour).

Source: Los Angeles County Metropolitan Transportation Authority, Congestion Management Program, 1997.

According to Table 19, the Project is not expected to significantly impact any of the studied freeway segments during the AM or PM Peak Hours. However, the table shows that continuing growth throughout the regional area which will cause continued deterioration on all of the studied freeway segments. Correction of conditions such as these are addressed by a variety of measures and programs detailed in the Los Angeles County CMP.

According to the traffic analysis, the project would not add 50 or more trips to the CMP intersections during the AM or PM peak hour in the vicinity of the project. CMP intersections are located at Arroyo Parkway and California Boulevard, St. John Avenue and California Boulevard, and at Pasadena Avenue and California Boulevard. Due to the close proximity to the project site, an impact analysis for the intersection of Arroyo Parkway and California Boulevard was conducted and is shown in Table 12. The impact analysis is based on the intersection capacity methodology used at the 22 study intersections and was discussed in a previous section. As Table 12 shows, the project will not significantly impact the intersection of Arroyo Parkway at California Boulevard.

Queue Analysis

The City of Pasadena, Pasadena Blue Line and other interested parties propose physical roadway improvements adjacent to the project site. These improvements include the following:

- o A southbound and eastbound right-turn lane at Arroyo Parkway and Del Mar Boulevard.
- o A westbound right-turn lane on Del Mar Boulevard at Raymond Avenue.
- o A third westbound travel lane from east of the rail tracks to Arroyo Parkway.

In an evaluation of queue lengths, it was determined that adequate vehicle storage would be available along Del Mar Boulevard with the Pasadena Blue Line in operation. No impacts are anticipated due to the construction of the project. Table 20 below provides a summary of the evaluation.

The project will be developed to accommodate the proposed roadway improvements. Figure 15 provides the concept plans of these roadway improvements.

**Table 20
Summary of Queue Lengths
With the Pasadena Blue Line in Operation**

<u>Street Segment</u>	<u>Storage Space Available*</u>	<u>Time Period</u>	<u>Queue Length (ft)</u>
Westbound Del Mar Boulevard	203 ft	AM	196 ft
East of Raymond to rail tracks		PM	170 ft
Eastbound Del Mar Boulevard	203 ft	AM	59 ft
West of the rail tracks to Raymond		PM	69 ft
Westbound Del Mar Boulevard	231 ft	AM	85 ft
East of the rail tracks to Arroyo Pky		PM	89 ft
Eastbound Del Mar Boulevard	231 ft	AM	200 ft
West of Arroyo Pky to rail tracks		PM	250 ft**

* As discussed in the June 2000 Korve Engineering Pasadena Blue Line in Operation Analysis

** Potential for a vehicle to wait on the west side of the tracks – sufficient room available

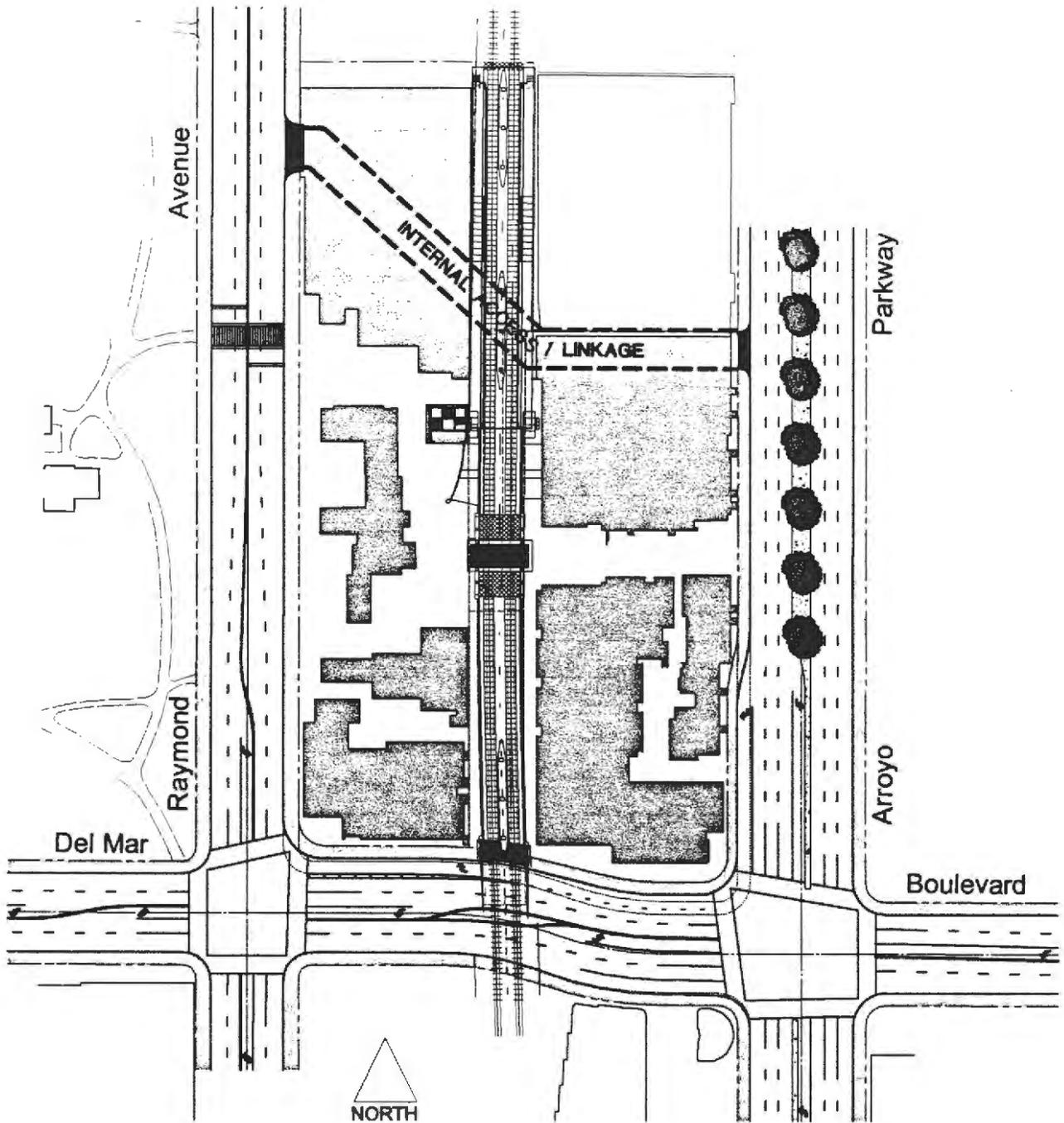


FIGURE 15

8/21/2001

FN PAS-DELMAR/DELMAR-OEDICATE

**DEL MAR BLUE LINE STATION
PROPOSED SITE ROADWAY IMPROVEMENTS**



CRAIN & ASSOCIATES

2007 Sawtelle Boulevard
Los Angeles, California 90025
(310) 473-6508

Transportation Planning - Traffic Engineering

MITIGATION MEASURES

The proposed project mitigation is designed to mitigate the project impact and work in conjunction with the Pasadena Blue Line construction. The project traffic improvement includes contribution to improvements to the traffic signal system

Signal Improvement

Traffic Signal System Upgrades -- The project will participate in the funding of a new traffic signal control system by funding improvements at the intersection of Del Mar Boulevard and Marengo Avenue to mitigate the traffic impact at this intersection. This new signal system, when installed at all intersections in the study area, will result in enhanced capacity and traffic flow at all study intersections through the implemented adaptive traffic signal timing programs, hardware, detection devices and CCTV units.

Implementation of the signal improvement mitigates the significant traffic impact to a level of insignificance. As noted below in Table 21, conditions improve with construction of the project and implementation of the project-related traffic mitigations at the significantly impacted intersection.

UNMITIGATED IMPACT

Street Segment Impact

Investigation of potential improvements to mitigate the significant impact at Raymond Avenue between Del Mar Boulevard and California Boulevard was conducted. Additional vehicular capacity could be gained through widening of Raymond Avenue and parking restrictions along the impacted roadway segment. However, physical roadway improvements and parking restrictions would create secondary impacts which are not desirable at this time. Therefore, the significant traffic impact to Raymond Avenue between Del Mar Boulevard and California Boulevard remains unmitigated.

The appendix portion of the traffic analysis includes a Transportation Demand Management (TDM) Plan which could be implemented by the project to reduce vehicle trips to and from the site. The TDM Plan is not included as a mitigation measure because the project is primarily residential in nature and currently the City of Pasadena does not have the means to monitor or enforce TDM Plans for residential projects. The Plan is included as a voluntary measure for reference.

Table 21
Intersection Capacity Analysis Summary
Future (2003) Traffic Conditions – Without and With Project Mitigation

<u>Map No.</u>	<u>Intersection</u>	<u>Peak Hour</u>	<u>Future (2003)</u>							
			<u>Without Project</u>		<u>With Project</u>			<u>With Project Plus Mitigation</u>		
			<u>ICU</u>	<u>LOS</u>	<u>ICU</u>	<u>LOS</u>	<u>Impact</u>	<u>ICU</u>	<u>LOS</u>	<u>Impact</u>
13.	Del Mar Boulevard and Marengo Avenue	AM	0.876	D	0.888	D	0.012	0.858	D	-0.018
		PM	1.053	F	1.065	F	0.012*	1.035	F	-0.018

* Denotes a significant impact prior to mitigation.

APPENDIX A

TRANSPORTATION DEMAND MANAGEMENT PLAN



TDM Plan

The proposed project is consistent with several objectives of the City of Pasadena Mobility Element Goals. The mobility element is contained within the City's General Plan. Specifically, the project meets the goals set forth in items 7.1.I (increase the availability and use of transit), 7.1.II (increase the use of bicycling and walking) and 7.1.IV (develop land use planning to support the mobility goals).

In addition to the inclusion of several goals of the City of Pasadena Mobility Element, the project is expected to draw a large portion of projected project trips away from private vehicles to public transit. As the central focus of the project is the Blue Line Rail Extension, scheduled for completion by mid-2003, it is envisioned that a large percentage of residents of the apartment component of the project will utilize the rail and bus opportunities accessible from the project site. In addition, many patrons of the commercial component of the project will likely be drawn from the usage of the light rail and buses. There are also other transit opportunities in the project vicinity with the proximity of the Pasadena ARTS "downtown" bus route and transit lines which will be located along Raymond Avenue along with existing routes along Arroyo Parkway and Del Mar Boulevard.

In order to ensure that future residents of the project are aware of the mobility that their proximity to the Blue Line and other transit properties affords them, the following measures are recommended for implementation.

- o An informational packet containing information regarding bus and rail schedules and routes and the availability of discounted bus and rail passes to be provided to all residents of the apartment component of the project and all employees of the commercial portion of the project.
- o In order to encourage transit usage, free transit passes to be made available to new residents and employees of the project.

- o Information detailing amenities provided on the site and within close proximity to be provided to residents of the project.
- o Bicycle racks and/or lockers are to be distributed throughout the project site. In addition, secure resident only bicycle racks to be provided near the residential component of the project site. Information regarding MTA Cycle Express permits to be provided to encourage bicyclist's usage of the Blue Line.
- o Carpooling information to be provided to those residents who do not work in close proximity to another Blue Line Station or other transit stops.
- o The developer will consider installing dedicated high speed internet access lines in the apartment units in order to encourage telecommuting.

The above measures will be effective in reducing the number of vehicle trips generated by the proposed project. In addition, it should be noted that while a 15 percent transit discount was used to determine project traffic generation, as previously shown in Table 7, actual transit usage is expected to be much higher.

APPENDIX B
TRIP GENERATION RATES



Related Project Trip Generation Rates

Condominium - per unit

Daily: $\text{Ln}(T) = 0.85 \text{Ln}(U) + 2.564$
AM Peak Hour: $\text{Ln}(T) = 0.79 \text{Ln}(U) + 0.298$; I/B = 17%, O/B = 83%
PM Peak Hour: $\text{Ln}(T) = 0.827 \text{Ln}(U) + 0.309$; I/B = 67%, O/B = 33%

Single-Family Detached Housing - per unit

Daily: $\text{Ln}(T) = 0.92 \text{Ln}(U) + 2.707$
AM Peak Hour: $T = 0.704 \text{Ln}(U) + 12.09$; I/B = 25%, O/B = 75%
PM Peak Hour: $\text{Ln}(T) = 0.887 \text{Ln}(U) + 0.605$; I/B = 64%, O/B = 36%

Apartment - per unit

Daily: $T = 5.994(U) + 134.114$
AM Peak Hour: $T = 0.497(U) + 3.238$; I/B = 16%, O/B = 84%
PM Peak Hour: $T = 0.541(U) + 18.743$; I/B = 67%, O/B = 73%

Office Park - per 1,000 square feet

Daily: $T = 3.5(A)$
AM Peak Hour: $T = 0.43(A)$; I/B = 92%, O/B = 8%
PM Peak Hour: $T = 0.39(A)$; I/B = 15%, O/B = 85%

General Office - per 1,000 square feet

Daily: $\text{Ln}(T) = 0.768 \text{Ln}(A) + 3.654$
AM Peak Hour: $\text{Ln}(T) = 0.797 \text{Ln}(A) + 1.558$; I/B = 88%, O/B = 12%
PM Peak Hour: $T = 1.121 (A) + 79.295$; I/B = 17%, O/B = 83%

Shopping Center - per 1,000 square feet

Daily: $\text{Ln}(T) = 0.643 \text{Ln}(A) + 5.866$
AM Peak Hour: $\text{Ln}(T) = 0.596 \text{Ln}(A) + 2.329$; I/B = 61%, O/B = 39%
PM Peak Hour: $\text{Ln}(T) = 0.660 \text{Ln}(A) + 3.403$; I/B = 48%, O/B = 52%

Junior/Community College - per 1,000 square feet

Daily: $T = 18.36 (A)$
AM Peak Hour: $T = 1.78 (A)$; I/B = 80%, O/B = 20%
PM Peak Hour: $T = 1.66 (A)$; I/B = 46%, O/B = 54%

Quality Restaurant - per 1,000 square feet

Daily: $T = 89.95(A)$
AM Peak Hour: $T = 0.81(A)$; I/B = 82%, O/B = 18%
PM Peak Hour: $T = 7.49(A)$; I/B = 67%, O/B = 33%

Movie Theater with Matinee - per 1,000 square feet

Daily: $T = 13.08(A)$
AM Peak Hour: N/A
PM Peak Hour: $T = 3.80(A)$; I/B = 64%, O/B = 36%

Related Project Trip Generation Rates (cont.)

Mini-Warehouse - per 1,000 square feet

Daily: $\ln(T) = 1.010 \ln(A) + 0.815$
AM Peak Hour: $T = 0.15(A)$; I/B = 59%, O/B = 41%
PM Peak Hour: $\ln(T) = 1.015 \ln(A) - 1.487$; I/B = 51%, O/B = 49%

High School - per 1,000 square feet

Daily: $T = 13.27(A)$
AM Peak Hour: $T = 3.22(A)$; I/B = 72%, O/B = 28%
PM Peak Hour: $T = 1.02(A)$; I/B = 40%, O/B = 60%

Private School - per 1,000 square feet

Daily: N/A
AM Peak Hour: $T = 3.54(A)$; I/B = 63%, O/B = 37%
PM Peak Hour: $T = 0.77(A)$; I/B = 38%, O/B = 62%

Pharmacy/Drugstore with Drive-Through Window - per 1,000 square feet

Daily: $T = 88.16(A)$
AM Peak Hour: $T = 2.66(A)$; I/B = 17%, O/B = 83%
PM Peak Hour: $T = 10.40(A)$; I/B = 49%, O/B = 51%

Warehousing - per 1,000 square feet

Daily: $T = 3.676(A) + 350.266$
AM Peak Hour: $\ln(T) = 0.707 \ln(A) + 1.148$; 82%, O/B = 18%
PM Peak Hour: $\ln(T) = 0.754 \ln(A) + 0.826$; I/B = 24%, O/B = 76%

Day Care Center - per 1,000 square feet

Daily: $T = 79.26(A)$
AM Peak Hour: $T = 12.71(A)$; I/B = 53%, O/B = 47%
PM Peak Hour: $\ln(T) = 0.664 \ln(A) + 3.026$; I/B = 47%, O/B = 53%

Hotel - per room

Daily: $T = 8.946(R) - 368.112$
AM Peak Hour: $\ln(T) = 1.234 \ln(A) - 1.998$; I/B = 61%, O/B = 39%
PM Peak Hour: $\ln(T) = 1.212 \ln(A) - 1.763$; I/B = 53%, O/B = 47%

Medical/Dental Office Building - per 1,000 square feet

Daily: $T = 40.892(A) - 214.97$
AM Peak Hour: $T = 2.43(A)$; I/B = 80%, O/B = 20%
PM Peak Hour: $\ln(T) = 0.921 \ln(A) + 1.763$; I/B = 53%, O/B = 47%

General Light Industrial - per 1,000 square feet

Daily: $T = 6.97 (A)$
AM Peak Hour: $T = 0.92(A)$; I/B = 88%, O/B = 12%
PM Peak Hour: $T = 0.98(A)$; I/B = 12%, O/B = 88%

Related Project Trip Generation Rates (cont.)

Retirement Community - per unit

Daily: $T = N/A$
AM Peak Hour: $T = 0.17(U)$; I/B = 45%, O/B = 55%
PM Peak Hour: $T = 0.27(U)$; I/B = 56%, O/B = 44%

Motel - per occupied room

Daily: $\ln(T) = 0.973 \ln(R) + 2.298$
AM Peak Hour: $\ln(T) = 0.897 \ln(R) - 0.013$; I/B = 36%, O/B = 64%
PM Peak Hour: $T = 0.532(R) + 5.947$; I/B = 53%, O/B = 47%

Ln = Logarithmic equation
T = Trip ends
A = 1,000's of sq. ft.
U = Dwelling Units

I/B = Inbound trip percentage
O/B = Outbound trip percentage
R = Rooms

The ICU calculation worksheets and all other worksheets are included in a separate traffic study technical appendix on file at the City Pasadena, Planning and Permitting Division.

**APPENDIX D:
AIR QUALITY WORKSHEETS**

**ENVIRONMENTAL IMPACT REPORT
DEL MAR STATION
MIXED USE DEVELOPMENT PROJECT**



URBEMIS 7G For Windows 5.1.0

File Name: C:\Program Files\URBEMIS 7G For Windows\Projects\traindepotop.urb
Project Name: Train Depot Operations
Project Location: South Coast Air Basin (Los Angeles area)

DETAIL REPORT
(Pounds/Day - Winter)

AREA SOURCE EMISSION ESTIMATES (Winter Pounds per Day, Unmitigated)					
Source	ROG	NOx	CO	PM10	SOX
Natural Gas	0.21	2.78	1.18	0.01	-
Wood Stoves	0.00	0.00	0.00	0.00	0.00
Fireplaces	0.00	0.00	0.00	0.00	0.00
Landscaping - No winter emissions					
Consumer Prdcts	17.07	-	-	-	-
TOTALS (lbs/day, unmitigated)	17.29	2.78	1.18	0.01	0.00

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	PM10
Apartments high rise	29.83	35.73	216.22	13.65
High turnover (sit-down)	10.34	17.60	90.93	6.55
Specialty Retail Center	2.71	4.46	22.92	1.66
TOTAL EMISSIONS (lbs/day)	42.89	57.79	330.07	21.86

Does not include correction for passby trips.
Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2004 Temperature (F): 60 Season: Winter

EMFAC Version: EMFAC7G (10/96)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
Apartments high rise	4.82 trips / dwelling units	349.00	1,682.18
High turnover (sit-down)	117.63 trips / 1000 sq. ft.	8.00	941.04
Specialty Retail Center	34.86 trips / 1000 sq. ft.	7.00	244.02

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel		
Light Duty Autos	75.00	1.16	98.58	0.26		
Light Duty Trucks	10.00	0.13	99.54	0.33		
Medium Duty Trucks	3.00	1.44	98.56	-		
Lite-Heavy Duty Trucks	1.00	19.56	40.00	40.44		
Med.-Heavy Duty Trucks	1.00	19.56	40.00	40.44		
Heavy-Heavy Trucks	5.00	-	-	100.00		
Urban Buses	2.00	-	-	100.00		
Motorcycles	3.00	100.00% all fuels				
Travel Conditions						
		Residential		Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Rural Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Trip Speeds (mph)	35.0	40.0	40.0	40.0	40.0	40.0
% of Trips - Residential	20.0	37.0	43.0			
% of Trips - Commercial (by land use)						
High turnover (sit-down) rest.				5.0	2.5	92.5
Specialty Retail Center				2.0	1.0	97.0

Changes made to the default values for Area

The area source mitigation measure option switch changed from on to off.
The percentage of wood stoves changed from 35 to 0.
The fireplace percentage of residential units changed from 10 to 0.
The landscape year changed from 2000 to 2004.
Changes made to the default values for Operations

The pass by trips option switch changed from on to off.
The mitigation option switch changed from on to off.
The operational emission year changed from 2000 to 2004.
The operational winter temperature changed from 50 to 60.
The operational summer temperature changed from 90 to 85.
The operational summer selection item changed from 8 to 6.
The double counting internal work trip limit changed from to 51.9324.
The double counting shopping trip limit changed from to 25.9662.
The double counting other trip limit changed from to 723.3374.
The travel mode environment settings changed from both to: both

URBEMIS 7G For Windows 5.1.0

File Name: C:\Program Files\URBEMIS 7G For Windows\Projects\traindepotop.urb
 Project Name: Train Depot Operations
 Project Location: South Coast Air Basin (Los Angeles area)

DETAIL REPORT
 (Pounds/Day - Summer)

AREA SOURCE EMISSION ESTIMATES (Summer Pounds per Day, Unmitigated)					
Source	ROG	NOx	CO	PM10	SOX
Natural Gas	0.21	2.78	1.18	0.01	-
Wood Stoves - No summer emissions					
Fireplaces - No summer emissions					
Landscaping	0.25	0.02	1.75	0.01	0.00
Consumer Prdcts	17.07	-	-	-	-
TOTALS (lbs/day, unmitigated)	17.53	2.79	2.93	0.01	0.00

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	PM10
Apartments high rise	21.88	32.47	139.02	13.65
High turnover (sit-down)	7.06	15.92	60.43	6.55
Specialty Retail Center	1.88	4.03	15.25	1.66
TOTAL EMISSIONS (lbs/day)	30.83	52.42	214.70	21.86

Does not include correction for passby trips.

Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2004 Temperature (F): 85 Season: Summer

EMFAC Version: EMFAC7G (10/96)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
Apartments high rise	4.82 trips / dwelling units	349.00	1,682.18
High turnover (sit-down)	117.63 trips / 1000 sq. ft.	8.00	941.04
Specialty Retail Center	34.86 trips / 1000 sq. ft.	7.00	244.02

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Duty Autos	75.00	1.16	98.58	0.26
Light Duty Trucks	10.00	0.13	99.54	0.33
Medium Duty Trucks	3.00	1.44	98.56	-
Lite-Heavy Duty Trucks	1.00	19.56	40.00	40.44
Med.-Heavy Duty Trucks	1.00	19.56	40.00	40.44
Heavy-Heavy Trucks	5.00	-	-	100.00
Urban Buses	2.00	-	-	100.00
Motorcycles	3.00	100.00% all fuels		

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Rural Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Trip Speeds (mph)	35.0	40.0	40.0	40.0	40.0	40.0
% of Trips - Residential	20.0	37.0	43.0			

% of Trips - Commercial (by land use)

High turnover (sit-down) rest.	5.0	2.5	92.5
Specialty Retail Center	2.0	1.0	97.0

Changes made to the default values for Area

The area source mitigation measure option switch changed from on to off.
The percentage of wood stoves changed from 35 to 0.
The fireplace percentage of residential units changed from 10 to 0.
The landscape year changed from 2000 to 2004.
Changes made to the default values for Operations

The pass by trips option switch changed from on to off.
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The operational emission year changed from 2000 to 2004.
The operational winter temperature changed from 50 to 60.
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The operational summer selection item changed from 8 to 6.
The double counting internal work trip limit changed from to 51.9324.
The double counting shopping trip limit changed from to 25.9662.
The double counting other trip limit changed from to 723.3374.
The travel mode environment settings changed from both to: both

URBEMIS 7G For Windows 5.1.0

File Name: C:\Program Files\URBEMIS 7G For Windows\Projects\trainconst1.urb
Project Name: Train Depot Construction Phase I
Project Location: South Coast Air Basin (Los Angeles area)

DETAIL REPORT
(Pounds/Day - Winter)

Total Land Use Area to be Developed (Estimated): 18 acres
Retail/Office/Institutional Square Footage: 15000
Single Family Units: 0 Multi-family Units: 349

CONSTRUCTION EMISSION ESTIMATES

Source	ROG	NOx	CO	PM10	SOX
Demolition	-	-	-	0.00	-
Site Grading	34.64	572.96	-	38.42	54.71
Const. Worker Trips	1.07	1.51	2.87	0.29	-
Stationary Equip	2.18	1.78	-	0.10	0.03
Mobile Equip. - Gas	0.00	0.00	-	0.00	0.00
Mobile Equip. - Diesel	27.44	491.36	-	31.50	47.85
Architectural Coatings	0.00	-	-	-	-
Asphalt Offgassing	0.00	-	-	-	-
TOTALS (lbs/day, unmitigated)	65.33	1,067.61	2.87	70.31	102.59

Changes made to the default values for Construction

The demolition option switch changed from on to off.
The asphalt option switch changed from on to off.
The architectural coating option switch changed from on to off.
The construction year changed from 2000 to 2002.
The length of construction period changed from 250 to 365.
The site grading max daily acreage estimate changed from to 0.02.
The site grading annual days earth moving changed from 250 to 182.
The site grading fork lift 175 HP total vehicles changed from to 3.
The site grading truck: off hwy total vehicles changed from to 12.
The site grading tracked loader total vehicles changed from to 2.
The site grading miscellaneous total vehicles changed from to 9.
The worker construction year changed from 2000 to 2002.
The stationary equipment equipment units changed from 2 to 13.
The mobile diesel fork lift 175 HP total vehicles changed from to 3.
The mobile diesel truck: off hwy total vehicles changed from to 12.
The mobile diesel tracked loader total vehicles changed from to 2.
The mobile diesel miscellaneous total vehicles changed from to 3.
The coatings number of days of painting changed from 20 to 0.

URBEMIS 7G For Windows 5.1.0

File Name: C:\Program Files\URBEMIS 7G For Windows\Projects\trainconst1.urb
Project Name: Train Depot Construction Phase I
Project Location: South Coast Air Basin (Los Angeles area)

DETAIL REPORT
(Pounds/Day - Summer)

Total Land Use Area to be Developed (Estimated): 18 acres
Retail/Office/Institutional Square Footage: 15000
Single Family Units: 0 Multi-family Units: 349

CONSTRUCTION EMISSION ESTIMATES

Source	ROG	NOx	CO	PM10	SOX
Demolition	-	-	-	0.00	-
Site Grading	34.64	572.96	-	38.42	54.71
Const. Worker Trips	1.07	1.51	2.87	0.29	-
Stationary Equip	2.18	1.78	-	0.10	0.03
Mobile Equip. - Gas	0.00	0.00	-	0.00	0.00
Mobile Equip. - Diesel	27.44	491.36	-	31.50	47.85
Architectural Coatings	0.00	-	-	-	-
Asphalt Offgassing	0.00	-	-	-	-
TOTALS (lbs/day, unmitigated)	65.33	1,067.61	2.87	70.31	102.59

Changes made to the default values for Construction

The demolition option switch changed from on to off.
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The mobile diesel truck: off hwy total vehicles changed from to 12.
The mobile diesel tracked loader total vehicles changed from to 2.
The mobile diesel miscellaneous total vehicles changed from to 3.
The coatings number of days of painting changed from 20 to 0.

URBEMIS 7G For Windows 5.1.0

File Name: C:\Program Files\URBEMIS 7G For Windows\Projects\trainconst2.urb
Project Name: Train Depot Construction Phase I
Project Location: South Coast Air Basin (Los Angeles area)

DETAIL REPORT
(Pounds/Day - Winter)

Total Land Use Area to be Developed (Estimated): 18 acres
Retail/Office/Institutional Square Footage: 15000
Single Family Units: 0 Multi-family Units: 349

CONSTRUCTION EMISSION ESTIMATES

Source	ROG	NOx	CO	PM10	SOX
Demolition	-	-	-	0.00	-
Site Grading	0.00	0.00	-	0.00	0.00
Const. Worker Trips	1.07	1.51	2.87	0.29	-
Stationary Equip	1.01	0.82	-	0.05	0.01
Mobile Equip. - Gas	0.00	0.00	-	0.00	0.00
Mobile Equip. - Diesel	5.28	50.56	-	3.35	1.14
Architectural Coatings	668.38	-	-	-	-
Asphalt Offgassing	0.00	-	-	-	-
TOTALS (lbs/day, unmitigated)	675.73	52.90	2.87	3.69	1.16

Changes made to the default values for Construction

The demolition option switch changed from on to off.
The site grading option switch changed from on to off.
The asphalt option switch changed from on to off.
The construction year changed from 2000 to 2002.
The length of construction period changed from 250 to 365.
The site grading max daily acreage estimate changed from to 0.02.
The site grading annual days earth moving changed from 250 to 182.
The site grading fork lift 175 HP total vehicles changed from to 3.
The site grading truck: off hwy total vehicles changed from to 12.
The site grading tracked loader total vehicles changed from to 2.
The site grading miscellaneous total vehicles changed from to 9.
The worker construction year changed from 2000 to 2002.
The asphalt acres to be paved changed from 1 to 0.
The asphalt total days of paving changed from 10 to 0.
The stationary equipment equipment units changed from 2 to 6.
The mobile diesel fork lift 175 HP total vehicles changed from to 3.
The mobile diesel miscellaneous total vehicles changed from to 1.

URBEMIS 7G For Windows 5.1.0

File Name: C:\Program Files\URBEMIS 7G For Windows\Projects\trainconst2.urb
Project Name: Train Depot Construction Phase I
Project Location: South Coast Air Basin (Los Angeles area)

DETAIL REPORT
(Pounds/Day - Summer)

Total Land Use Area to be Developed (Estimated): 18 acres
Retail/Office/Institutional Square Footage: 15000
Single Family Units: 0 Multi-family Units: 349

CONSTRUCTION EMISSION ESTIMATES

Source	ROG	NOx	CO	PM10	SOX
Demolition	-	-	-	0.00	-
Site Grading	0.00	0.00	-	0.00	0.00
Const. Worker Trips	1.07	1.51	2.87	0.29	-
Stationary Equip	1.01	0.82	-	0.05	0.01
Mobile Equip. - Gas	0.00	0.00	-	0.00	0.00
Mobile Equip. - Diesel	5.28	50.56	-	3.35	1.14
Architectural Coatings	668.38	-	-	-	-
Asphalt Offgassing	0.00	-	-	-	-
TOTALS (lbs/day, unmitigated)	675.73	52.90	2.87	3.69	1.16

Changes made to the default values for Construction

The demolition option switch changed from on to off.
The site grading option switch changed from on to off.
The asphalt option switch changed from on to off.
The construction year changed from 2000 to 2002.
The length of construction period changed from 250 to 365.
The site grading max daily acreage estimate changed from to 0.02.
The site grading annual days earth moving changed from 250 to 182.
The site grading fork lift 175 HP total vehicles changed from to 3.
The site grading truck: off hwy total vehicles changed from to 12.
The site grading tracked loader total vehicles changed from to 2.
The site grading miscellaneous total vehicles changed from to 9.
The worker construction year changed from 2000 to 2002.
The asphalt acres to be paved changed from 1 to 0.
The asphalt total days of paving changed from 10 to 0.
The stationary equipment equipment units changed from 2 to 6.
The mobile diesel fork lift 175 HP total vehicles changed from to 3.
The mobile diesel miscellaneous total vehicles changed from to 1.

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
 JUNE 1989 VERSION
 PAGE 1

JOB: Arroyo and Cordova- project
 RUN: Hour 1 (WORST CASE ANGLE)
 POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= .5 M/S Z0= 100. CM ALT= 256. (M)
 BRG= WORST CASE VD= .0 CM/S
 CLAS= 4 (D) VS= .0 CM/S
 MIXH= 1000. M AMB= 9.0 PPM
 SIGTH= 5. DEGREES TEMP= 15.5 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	* X1	* Y1	* X2	* Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. NB Arroyo	10	-500	10	500	AG	1183	53.0	.0	13.0
B. SB Arroyo	-10	500	-10	-500	AG	1673	53.0	.0	13.0
C. EB Cordova	0	-10	500	-10	AG	129	53.0	.0	13.0

III. RECEPTOR LOCATIONS

RECEPTOR	* X	* Y	* Z
1. MFR	100	-100	16.0
2. MFR	100	100	16.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	* BRG (DEG)	* PRED CONC (PPM)	* A	* B	* C
1. MFR	344.	11.8	1.3	1.5	.0
2. MFR	196.	11.8	1.3	1.5	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
 JUNE 1989 VERSION
 PAGE 1

JOB: Fair Oaks and Del Mar - no project
 RUN: Hour 1 (WORST CASE ANGLE)
 POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= .5 M/S Z0= 100. CM ALT= 256. (M)
 BRG= WORST CASE VD= .0 CM/S
 CLAS= 4 (D) VS= .0 CM/S
 MIXH= 1000. M AMB= 9.0 PPM
 SIGTH= 5. DEGREES TEMP= 15.5 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	* X1	* Y1	* X2	* Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. NB Fair Oaks	10	-500	10	500	AG	1123	53.0	.0	13.0
B. SB Fair Oaks	-10	500	-10	-500	AG	1529	53.0	.0	13.0
C. EB Del Mar	-500	-10	500	-10	AG	1516	53.0	.0	13.0
D. WB Del Mar	500	10	-500	10	AG	1725	53.0	.0	13.0

III. RECEPTOR LOCATIONS

RECEPTOR	* X	* Y	* Z
1. project	13	13	16.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	* BRG (DEG)	* PRED CONC (PPM)	* A	* B	* C	* D
1. project	268.	21.6	.0	.2	2.2	10.2

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
 JUNE 1989 VERSION
 PAGE 1

JOB: Fair Oaks and Del Mar - with project
 RUN: Hour 1 (WORST CASE ANGLE)
 POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= .5 M/S Z0= 100. CM ALT= 256. (M)
 BRG= WORST CASE VD= .0 CM/S
 CLAS= 4 (D) VS= .0 CM/S
 MIXH= 1000. M AMB= 9.0 PPM
 SIGTH= 5. DEGREES TEMP= 15.5 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	* X1	* Y1	* X2	* Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. NB Fair Oaks	10	-500	10	500	AG	1123	53.0	.0	13.0
B. SB Fair Oaks	-10	500	-10	-500	AG	1529	53.0	.0	13.0
C. EB Del Mar	-500	-10	500	-10	AG	1538	53.0	.0	13.0
D. WB Del Mar	500	10	-500	10	AG	1734	53.0	.0	13.0

III. RECEPTOR LOCATIONS

RECEPTOR	* X	* Y	* Z
1. project	13	13	16.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	* BRG (DEG)	* PRED CONC (PPM)	* CONC (PPM)	A	B	C	D
1. project	268.	21.7	.0	.2	2.3	10.2	

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
 JUNE 1989 VERSION
 PAGE 1

JOB: Raymond and Del Mar - no project
 RUN: Hour 1 (WORST CASE ANGLE)
 POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= .5 M/S Z0= 100. CM ALT= 256. (M)
 BRG= WORST CASE VD= .0 CM/S
 CLAS= 4 (D) VS= .0 CM/S
 MIXH= 1000. M AMB= 9.0 PPM
 SIGTH= 5. DEGREES TEMP= 15.5 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	* X1	* Y1	* X2	* Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. NB Raymond	* 10	* -500	* 10	* 500	* AG	633	53.0	.0	13.0
B. SB Raymond	* -10	* 500	* -10	* -500	* AG	528	53.0	.0	13.0
C. EB Del Mar	* -500	* -10	* 500	* -10	* AG	1385	53.0	.0	13.0
D. WB Del Mar	* 500	* 10	* -500	* 10	* AG	1631	53.0	.0	13.0

III. RECEPTOR LOCATIONS

RECEPTOR	* X	* Y	* Z
1. project	* 13	* 13	* 16.0
2. park	* -13	* 13	* 16.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	* BRG (DEG)	* PRED CONC (PPM)	* A	* B	* C	* D
1. project	* 268.	* 20.9	* .0	* .0	* 2.1	* 9.7
2. park	* 92.	* 20.9	* .0	* .0	* 2.1	* 9.7

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: Arroyo and Del Mar - existing
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= .5 M/S Z0= 100. CM ALT= 256. (M)
BRG= WORST CASE VD= .0 CM/S
CLAS= 4 (D) VS= .0 CM/S
MIXH= 1000. M AMB= 9.0 PPM
SIGTH= 5. DEGREES TEMP= 15.5 DEGREE (C)

II. LINK VARIABLES

LINK	* LINK COORDINATES (M)	* EF	H	W
DESCRIPTION	* X1 Y1 X2 Y2 * TYPE VPH (G/MI)	(M)	(M)	
A. NB Arroyo	* 10 -500 10 500 * AG 1432 53.0	.0	13.0	
B. SB Arroyo	* -10 500 -10 -500 * AG 1364 53.0	.0	13.0	
C. EB Del Mar	* -500 -10 500 -10 * AG 1278 53.0	.0	13.0	
D. WB Del Mar	* 500 10 -500 10 * AG 1367 53.0	.0	13.0	

III. RECEPTOR LOCATIONS

RECEPTOR	* COORDINATES (M)
	* X Y Z
1. project	* -13 13 1.8

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	* BRG (DEG)	* PRED CONC (PPM)	* CONC/LINK (PPM)	A	B	C	D
1. project	* 92.	* 37.6	* 2.5 3.7 2.1 20.3				

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: Marengo and Del Mar - existing
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= .5 M/S Z0= 100. CM ALT= 256. (M)
BRG= WORST CASE VD= .0 CM/S
CLAS= 4 (D) VS= .0 CM/S
MIXH= 1000. M AMB= 9.0 PPM
SIGTH= 5. DEGREES TEMP= 15.5 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	* X1	* Y1	* X2	* Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. NB Marengo	10	-500	10	500	AG	503	52.0	.0	13.0
B. SB Marengo	-10	500	-10	-500	AG	681	52.0	.0	13.0
C. EB Del Mar	-500	-10	500	-10	AG	1277	52.0	.0	13.0
D. WB Del Mar	500	10	-500	10	AG	938	52.0	.0	13.0

III. RECEPTOR LOCATIONS

RECEPTOR	* X	* Y	* Z
1. MFR	13	13	16.0
2. MFR	-13	13	1.8
3. MFR	13	-13	1.8

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	* BRG (DEG)	* PRED CONC (PPM)	* A	* B	* C	* D
1. MFR	267.	16.8	.0	.0	2.7	5.0
2. MFR	93.	28.0	.9	1.8	2.9	13.4
3. MFR	272.	31.9	1.3	1.2	18.7	1.6

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: Los Robles and Del Mar - exist
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= .5 M/S Z0= 100. CM ALT= 256. (M)
BRG= WORST CASE VD= .0 CM/S
CLAS= 4 (D) VS= .0 CM/S
MIXH= 1000. M AMB= 9.0 PPM
SIGTH= 5. DEGREES TEMP= 15.5 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	* X1	* Y1	* X2	* Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. NB Los Roble	10	-500	10	500	AG	521	53.0	.0	13.0
B. SB Los Roble	-10	500	-10	-500	AG	654	53.0	.0	13.0
C. EB Del Mar	-500	-10	500	-10	AG	1073	53.0	.0	13.0
D. WB Del Mar	500	10	-500	10	AG	736	53.0	.0	13.0

III. RECEPTOR LOCATIONS

RECEPTOR	* X	* Y	* Z
1. SFR	13	-13	16.0
2. SFR	-13	-13	1.8

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	* BRG (DEG)	* PRED CONC (PPM)	* A	* B	* C	* D
1. SFR	272.	17.0	.0	.0	6.6	1.2
2. SFR	88.	29.4	1.0	1.8	16.3	1.4

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
 JUNE 1989 VERSION
 PAGE 1

JOB: Los Robles and Del Mar - no project
 RUN: Hour 1 (WORST CASE ANGLE)
 POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= .5 M/S Z0= 100. CM ALT= 256. (M)
 BRG= WORST CASE VD= .0 CM/S
 CLAS= 4 (D) VS= .0 CM/S
 MIXH= 1000. M AMB= 9.0 PPM
 SIGTH= 5. DEGREES TEMP= 15.5 DEGREE (C)

II. LINK VARIABLES

LINK	* LINK COORDINATES (M)	* EF	H	W
DESCRIPTION	* X1 Y1 X2 Y2 * TYPE VPH (G/MI)	(M)	(M)	
A. NB Los Roble	* 10 -500 10 500 * AG 646	53.0	.0	13.0
B. SB Los Roble	* -10 500 -10 -500 * AG 801	53.0	.0	13.0
C. EB Del Mar	* -500 -10 500 -10 * AG 1315	53.0	.0	13.0
D. WB Del Mar	* 500 10 -500 10 * AG 1001	53.0	.0	13.0

III. RECEPTOR LOCATIONS

RECEPTOR	* COORDINATES (M)
	* X Y Z
1. SFR	* 13 -13 16.0
2. SFR	* -13 -13 1.8

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	* BRG (DEG)	* PRED CONC (PPM)	* CONC (PPM)	* CONC/LINK (PPM)	A	B	C	D
1. SFR	* 272.	* 18.7	* .0	.0	8.0	1.6		
2. SFR	* 88.	* 33.7	* 1.2	2.2	19.6	1.7		

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
 JUNE 1989 VERSION
 PAGE 1

JOB: Arroyo and California - without project
 RUN: Hour 1 (WORST CASE ANGLE)
 POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= .5 M/S Z0= 100. CM ALT= 256. (M)
 BRG= WORST CASE VD= .0 CM/S
 CLAS= 4 (D) VS= .0 CM/S
 MIXH= 1000. M AMB= 9.0 PPM
 SIGTH= 5. DEGREES TEMP= 15.5 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	* X1	* Y1	* X2	* Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. NB Arroyo	10	-500	10	500	* AG	1742	53.0	.0	13.0
B. SB Arroyo	-10	500	-10	-500	* AG	1984	53.0	.0	13.0
C. EB Californi	-500	-10	500	-10	* AG	1371	53.0	.0	13.0
D. WB Californi	500	10	-500	10	* AG	970	53.0	.0	13.0

III. RECEPTOR LOCATIONS

RECEPTOR	* X	* Y	* Z
1. SFR	61	-13	1.8

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	* BRG (DEG)	* PRED CONC (PPM)	* A	* B	* C	* D
1. SFR	272.	34.7	1.8	1.6	20.5	1.9

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: Marengo and California - existing
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= .5 M/S Z0= 100. CM ALT= 256. (M)
BRG= WORST CASE VD= .0 CM/S
CLAS= 4 (D) VS= .0 CM/S
MIXH= 1000. M AMB= 9.0 PPM
SIGTH= 5. DEGREES TEMP= 15.5 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	* X1	* Y1	* X2	* Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. NB Marengo	10	-500	10	500	AG	654	53.0	.0	13.0
B. SB Marengo	-10	500	-10	-500	AG	695	53.0	.0	13.0
C. EB Californi	-500	-10	500	-10	AG	1282	53.0	.0	13.0
D. WB Californi	500	10	-500	10	AG	956	53.0	.0	13.0

III. RECEPTOR LOCATIONS

RECEPTOR	* X	* Y	* Z
1. MFR	13	13	16.0
2. MFR	-13	-13	1.8
3. MFR	13	-13	1.8

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	* BRG (DEG)	* PRED CONC (PPM)	* A	* B	* C	* D
1. MFR	267.	17.0	.0	.0	2.7	5.2
2. MFR	88.	32.9	1.2	1.9	19.1	1.7
3. MFR	272.	32.9	1.8	1.3	19.1	1.7

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
 JUNE 1989 VERSION
 PAGE 1

JOB: Marengo and California - with project
 RUN: Hour 1 (WORST CASE ANGLE)
 POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= .5 M/S Z0= 100. CM ALT= 256. (M)
 BRG= WORST CASE VD= .0 CM/S
 CLAS= 4 (D) VS= .0 CM/S
 MIXH= 1000. M AMB= 9.0 PPM
 SIGTH= 5. DEGREES TEMP= 15.5 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	* X1	* Y1	* X2	* Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. NB Marengo	10	-500	10	500	AG	774	53.0	.0	13.0
B. SB Marengo	-10	500	-10	-500	AG	838	53.0	.0	13.0
C. EB Californi	-500	-10	500	-10	AG	1364	53.0	.0	13.0
D. WB Californi	500	10	-500	10	AG	1021	53.0	.0	13.0

III. RECEPTOR LOCATIONS

RECEPTOR	* X	* Y	* Z
1. MFR	13	13	16.0
2. MFR	-13	-13	1.8
3. MFR	13	-13	1.8

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	* BRG (DEG)	* PRED CONC (PPM)	* A	* B	* C	* D
1. MFR	267.	17.5	.0	.0	2.9	5.6
2. MFR	88.	34.7	1.4	2.3	20.2	1.8
3. MFR	272.	34.6	2.1	1.5	20.2	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: Arroyo and Glenarm - existing
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= .5 M/S Z0= 100. CM ALT= 256. (M)
BRG= WORST CASE VD= .0 CM/S
CLAS= 4 (D) VS= .0 CM/S
MIXH= 1000. M AMB= 9.0 PPM
SIGTH= 5. DEGREES TEMP= 15.5 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	* X1	* Y1	* X2	* Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. NB Arroyo	10	-500	10	500	* AG	1866	53.0	.0	13.0
B. SB Arroyo	-10	500	-10	-500	* AG	1825	53.0	.0	13.0
C. EB Glenarm	-500	-10	500	-10	* AG	985	53.0	.0	13.0
D. WB Glenarm	500	10	-500	10	* AG	467	53.0	.0	13.0

III. RECEPTOR LOCATIONS

RECEPTOR	* X	* Y	* Z
1. Blair Hi	13	-13	1.8

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	* BRG (DEG)	* PRED CONC (PPM)	* A	* B	* C	* D
1. Blair Hi	358.	41.5	26.3	2.7	2.7	.9

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
 JUNE 1989 VERSION
 PAGE 1

JOB: Arroyo and Glenarm - no project
 RUN: Hour 1 (WORST CASE ANGLE)
 POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= .5 M/S Z0= 100. CM ALT= 256. (M)
 BRG= WORST CASE VD= .0 CM/S
 CLAS= 4 (D) VS= .0 CM/S
 MIXH= 1000. M AMB= 9.0 PPM
 SIGTH= 5. DEGREES TEMP= 15.5 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	* X1	* Y1	* X2	* Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. NB Arroyo	10	-500	10	500	AG	2195	53.0	.0	13.0
B. SB Arroyo	-10	500	-10	-500	AG	2155	53.0	.0	13.0
C. EB Glenarm	-500	-10	500	-10	AG	1029	53.0	.0	13.0
D. WB Glenarm	500	10	-500	10	AG	501	53.0	.0	13.0

III. RECEPTOR LOCATIONS

RECEPTOR	* X	* Y	* Z
1. Blair Hi	13	-13	1.8

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	* BRG (DEG)	* PRED CONC (PPM)	* CONC (PPM)	* A	* B	* C	* D
1. Blair Hi	358.	45.7	30.0	3.0	2.8	.9	



**APPENDIX E:
INVENTORY OF CHARACTER-DEFINING
SPACES AND FEATURES FOR
SANTA FE STATION**

**ENVIRONMENTAL IMPACT REPORT
DEL MAR STATION
MIXED USE DEVELOPMENT PROJECT**



Space Code 1	Feature Code 1-A
Space Yards	Feature Yards
Space Category Outdoor	Feature Category Yard
Space Significance Significant	Feature Significance Significant
Space Date 1935	Feature Date 1935
Recommendation Replace in kind	Condition Fair
	Condition Description Paving and landscaping is disused and minimally maintained.

Description North: Asphalt-paved surface parking lot.
 East: Relationship of east elevation of the building parallel to rail right-of-way and railroad.
 Asphalt-paved passenger loading platform at grade: planters with concrete curbs; painted ferrous pole.
 West: Relationship of west elevation of the building parallel to South Raymond Avenue
 Landscape: grass turf; mature palm trees; small bordered planters.

Space Code 2	Feature Code 2-A
Space Building exterior	Feature General
Space Category Outdoor	Feature Category Wall
Space Significance Significant	Feature Significance Significant
Space Date 1935	Feature Date 1935
Recommendation Protect & secure before, during & after move	Condition Fair
	Condition Description Roof not accessible for inspection; rainwater is leaking heavily at the southeast corner of the baggage room. Door and window openings are boarded-up

Description City of Pasadena Building Permit #739G; 9-17-35; "Railroad Station;" H. L. Gilmore, Architect; T. A. Allen, Contractor; A. T. & S. F. Ry. Co., original owner. The Pasadena Star News (8-2-1935) credits E. A. Harrison, architect of the Santa Fe system. The Pasadena Star News (undated) credits the Rust Nursery Company as contractor for "elaborate landscaping around the station," described as "Tall palms and a row of olive trees are prominent in the scheme, and flower beds and lawns will adorn the street frontage."

Space Code 2	Feature Code 2-B
Space Building exterior	Feature Roof tile
Space Category Outdoor	Feature Category Wall
Space Significance Significant	Feature Significance Significant
Space Date 1935	Feature Date 1935
Recommendation Photograph, remove, crate, label and store securely	Condition Fair
	Condition Description

Description Terra-cotta mission barrel roof tiles; stacked at eaves.

Space Code 2	Feature Code 2-C
Space Building exterior	Feature "Pasadena" sign
Space Category Outdoor	Feature Category Wall
Space Significance Significant	Feature Significance Significant
Space Date 1935	Feature Date 1935
Recommendation Protect & secure before, during & after move	Condition Fair
	Condition Description

Description Sign which reads "Pasadena" on the east elevation at the loggia; composed of individual letters that stand off the wall and may be copper alloy.

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Space Code 2	Feature Code 2-D
Space Building exterior	Feature "Pasadena" sign
Space Category Outdoor	Feature Category Wall
Space Significance Significant	Feature Significance Significant
Space Date 1935	Feature Date 1935
Recommendation Protect & secure before, during & after move	Condition Fair
Description Sign which reads "Pasadena" on the south elevation on the parapet above the outdoor waiting room; composed of individual letters that stand off the wall and may be copper alloy.	Condition Description

Space Code 3	Feature Code
Space Exterior waiting room	Feature
Space Category Assembly	Feature Category
Space Significance Significant	Feature Significance
Space Date 1935	Feature Date
Recommendation Protect and secure before, during & after move	Condition Good
Description	Condition Description

Space Code 3	Feature Code 3-A
Space Exterior waiting room	Feature Ceiling
Space Category Assembly	Feature Category Ceiling
Space Significance Significant	Feature Significance Significant
Space Date 1935	Feature Date 1935
Recommendation Protect and secure before, during & after move	Condition Good
Description Painted wood board sheathing and beams for roof framing.	Condition Description Painted finishes are probably not the original wood finishes.

Space Code 3	Feature Code 3-B
Space Exterior waiting room	Feature Piers
Space Category Assembly	Feature Category Wall
Space Significance Significant	Feature Significance Significant
Space Date 1935	Feature Date 1935
Recommendation Protect and secure before, during & after move	Condition Fair
Description Painted cement plaster (stucco) over wood framed piers which support the roof.	Condition Description Painted cement plaster (stucco) walls; the uniform sand-textured surface may be a new thin surface finish applied over original finishes.

Space Code 3	Feature Code 3-C
Space Exterior waiting room	Feature Floor
Space Category Assembly	Feature Category Floor
Space Significance Significant	Feature Significance Significant
Space Date 1935	Feature Date 1935
Recommendation Replace in kind	Condition Good
Description Smooth-troweled tinted concrete floor with a pressed grid pattern.	Condition Description

Space Code	4	Feature Code	
Space	Hall, south of waiting room	Feature	
Space Category	Circulation	Feature Category	
Space Significance	Significant	Feature Significance	
Space Date	1935	Feature Date	
Recommendation	Protect and secure before, during & after move	Condition	
Description		Condition Description	
Space Code	4	Feature Code	4-A
Space	Hall, south of waiting room	Feature	Ceiling
Space Category	Circulation	Feature Category	Ceiling
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Protect and secure before, during & after move	Condition	Good
Description	Painted textured plaster.	Condition Description	
Space Code	4	Feature Code	4-B
Space	Hall, south of waiting room	Feature	Ceiling
Space Category	Circulation	Feature Category	Wall
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Protect and secure before, during & after move	Condition	Good
Description	Painted textured plaster.	Condition Description	
Space Code	4	Feature Code	4-C
Space	Hall, south of waiting room	Feature	Floor
Space Category	Circulation	Feature Category	Floor
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Replace in kind	Condition	Good
Description	Smooth-troweled tinted concrete floor with a pressed grid pattern.	Condition Description	
Space Code	4	Feature Code	4-D
Space	Hall, south of waiting room	Feature	Ceramic tile trim
Space Category	Circulation	Feature Category	Wall
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Protect and secure before, during & after move	Condition	Fair
Description	Decorative glazed ceramic tile, adhered to walls, spaced, with no grout between tiles, forming a horizontal line at chair rail height and a vertical trim line at corners and openings. The tiles are manufactured from a red terra cotta bisque; typical tiles may have a dark variegated decorative flat glaze. Tiles with a relief pattern in various pre-Columbian motifs are inserted at every fourth or fifth tile. The tiles with reliefs may have a lighter glaze on the foreground, and a darker glaze on the background (deeper) surface to highlight the pattern.	Condition Description	Some relief tiles have been overpainted with inappropriate colors on the background surfaces.

Space Code 4	Feature Code 4-E
Space Hall, south of waiting room	Feature Ceramic tile base
Space Category Circulation	Feature Category Floor
Space Significance Significant	Feature Significance Significant
Space Date 1935	Feature Date 1935
Recommendation Photograph, remove, crate, label and store securely	Condition Good
	Condition Description The tile composition and finish is difficult to assess due to soiling.
Description Ceramic tile with a cove where it meets the concrete floor. The tiles may be manufactured from a red terra cotta bisque; typical tiles may have a dark variegated decorative flat glaze.	

Space Code 4	Feature Code 4-F
Space Hall, south of waiting room	Feature Wood beams
Space Category Circulation	Feature Category Ceiling
Space Significance Significant	Feature Significance Significant
Space Date 1935	Feature Date 1935
Recommendation Protect and secure before, during & after move	Condition Good
	Condition Description Condition of finishes not assessed. The beams may not be structural, but rather applied to the ceiling as a decorative features.
Description Painted rough hewn beams which span east-west across the short dimension of the hall, below the painted plaster ceiling.	

Space Code 4	Feature Code 4-G
Space Hall, south of waiting room	Feature Door, Hall south to Men
Space Category Circulation	Feature Category Door
Space Significance Significant	Feature Significance Significant
Space Date 1935	Feature Date 1935
Recommendation Photograph, remove, crate, label and store securely	Condition Good
	Condition Description Condition of finishes not assessed.
Description Wood frame and paneled door; the finish appears to be an ochre stain with heavy solids and varnish.	

Space Code 4	Feature Code 4-H
Space Hall, south of waiting room	Feature Hardware on Door, Hall south to Men
Space Category Circulation	Feature Category Hardware
Space Significance Significant	Feature Significance Significant
Space Date 1935	Feature Date 1935
Recommendation Photograph, remove, crate, label and store securely	Condition Good
	Condition Description
Description Metal mortised butt hinges. Copper alloy escutcheon (not cylinder or knob) Metal pull on toilet side.	

Space Code 4	Feature Code 4-I
Space Hall, south of waiting room	Feature Door, Hall south to Women
Space Category Circulation	Feature Category Door
Space Significance Significant	Feature Significance Significant
Space Date 1935	Feature Date 1935
Recommendation Photograph, remove, crate, label and store securely	Condition Good
	Condition Description Condition of finishes not assessed.
Description Wood frame and paneled door; the finish appears to be an ochre stain with heavy solids and varnish.	

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Space Code	4	Feature Code	4-J
Space	Hall, south of waiting room	Feature	Hardware on Door, Hall south to Women
Space Category	Circulation	Feature Category	Hardware
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Photograph, remove, crate, label and store securely	Condition	Good
Description	Metal mortised butt hinges. Copper alloy escutcheon (not cylinder or knob) Metal pull on toilet side.		
		Condition Description	

Space Code	4	Feature Code	4-K
Space	Hall, south of waiting room	Feature	Door, Hall south to Outdoor Waiting
Space Category	Circulation	Feature Category	Door
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Photograph, remove, crate, label and store securely	Condition	Good
Description	Wood frame and paneled door; the finish appears to be an ochre stain with heavy solids and varnish.		
		Condition Description	Condition of finishes not assessed.

Space Code	4	Feature Code	4-L
Space	Hall, south of waiting room	Feature	Hardware on Door, Hall south to Women
Space Category	Circulation	Feature Category	Hardware
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Photograph, remove, crate, label and store securely	Condition	Good
Description	Metal mortised butt hinges. Copper alloy escutcheon (not cylinder or knob) Metal pull on toilet side.		
		Condition Description	

Space Code	4	Feature Code	4-M
Space	Hall, south of waiting room	Feature	Hardware on Door, Hall south to
Space Category	Circulation	Feature Category	Hardware
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Photograph, remove, crate, label and store securely	Condition	Good
Description			
		Condition Description	

Space Code	4	Feature Code	4-N
Space	Hall, south of waiting room	Feature	Window, east elevation, north
Space Category	Circulation	Feature Category	Window
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Photograph, remove, crate, label and store securely	Condition	Good
Description	Stained wood frame and single casement (2 x 3).		
		Condition Description	

Space Code 4	Feature Code 4-O
Space Hall, south of waiting room	Feature Window, east elevation, north
Space Category Circulation	Feature Category Hardware
Space Significance Significant	Feature Significance Significant
Space Date 1935	Feature Date 1935
Recommendation Photograph, remove, crate, label and store securely	Condition Good
Description Metal mortised butt hinges; metal thumb turn latch; two metal pin bolts, top and bottom.	Condition Description

Space Code 4	Feature Code 4-P
Space Hall, south of waiting room	Feature Window, east elevation, south
Space Category Circulation	Feature Category Window
Space Significance Significant	Feature Significance Significant
Space Date 1935	Feature Date 1935
Recommendation Photograph, remove, crate, label and store securely	Condition Good
Description Stained wood frame and single casement.	Condition Description

Space Code 4	Feature Code 4-O
Space Hall, south of waiting room	Feature Window, east elevation, south
Space Category Circulation	Feature Category Hardware
Space Significance Significant	Feature Significance Significant
Space Date 1935	Feature Date 1935
Recommendation Photograph, remove, crate, label and store securely	Condition Good
Description Metal mortised butt hinges; metal thumb turn latch.	Condition Description

Space Code 4	Feature Code 4-P
Space Hall, south of waiting room	Feature Lighting fixture
Space Category Circulation	Feature Category Ltg. Fixture
Space Significance Significant	Feature Significance Significant
Space Date 1935	Feature Date 1935
Recommendation Photograph, remove, crate, label and store securely for reinstallation	Condition Good
Description Single incandescent lamp in ceramic base.	Condition Description

Space Code 5	Feature Code
Space Men	Feature
Space Category Toilet	Feature Category
Space Significance Significant	Feature Significance
Space Date 1935	Feature Date
Recommendation Protect and secure before, during & after move	Condition Good
Description This space was inaccessible on the date of observation. Survey notes are based on recall from an earlier visit. We recall that plumbing fixtures, plumbing fittings and toilet accessories are replacements and are not character-defining.	Condition Description

Space Code	5	Feature Code	5-A
Space	Men	Feature	Ceiling
Space Category	Toilet	Feature Category	Ceiling
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Protect and secure before, during & after move	Condition	Good
Description	Painted plaster.		

Space Code	5	Feature Code	5-B
Space	Men	Feature	Walls
Space Category	Toilet	Feature Category	Wall
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Protect and secure before, during & after move	Condition	Good
Description	Painted plaster.		

Space Code	5	Feature Code	5-C
Space	Men	Feature	Wainscots
Space Category	Toilet	Feature Category	Wall
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Protect and secure before, during & after move	Condition	Good
Description	Glazed ceramic tile.		

Space Code	5	Feature Code	5-D
Space	Men	Feature	Floor
Space Category	Toilet	Feature Category	Floor
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Replace in kind	Condition	Good
Description	Ceramic mosaic tile.		

Space Code	5	Feature Code	5-E
Space	Men	Feature	Toilet partitions
Space Category	Toilet	Feature Category	Fixture/Casework
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Photograph, remove, crate, label and store securely	Condition	Fair
Description	Painted metal toilet partition.		

Space Code	5	Feature Code	5-F
Space	Men	Feature	Window
Space Category	Assembly	Feature Category	Window
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Photograph, remove, crate, label and store securely	Condition	Fair
		Condition Description	Appears to have more than one coat of paint.

Description Painted wood double hung sash; divided light (2 x 1) (2 x 1) sash.

Space Code	5	Feature Code	5-F
Space	Men	Feature	Window
Space Category	Assembly	Feature Category	Window
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Photograph, remove, crate, label and store securely	Condition	Fair
		Condition Description	Appears to have more than one coat of paint.

Description Painted wood double hung sash; divided light (2 x 1) (2 x 1) sash.

Space Code	6	Feature Code	
Space	Women	Feature	
Space Category	Toilet	Feature Category	
Space Significance	Significant	Feature Significance	
Space Date	1935	Feature Date	
Recommendation	Protect and secure before, during & after move	Condition	Good
		Condition Description	

Description This space was inaccessible on the date of observation. Survey notes are based on recall from an earlier visit. We recall that plumbing fixtures, plumbing fittings and toilet accessories are replacements and are not character-defining.

Space Code	6	Feature Code	6-A
Space	Women	Feature	Ceiling
Space Category	Toilet	Feature Category	Ceiling
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Protect and secure before, during & after move	Condition	Good
		Condition Description	

Description Painted plaster.

Space Code	6	Feature Code	6-B
Space	Women	Feature	Walls
Space Category	Toilet	Feature Category	Wall
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Protect and secure before, during & after move	Condition	Good
		Condition Description	

Description Painted plaster.

Space Code	6	Feature Code	6-C
Space	Women	Feature	Wainscots
Space Category	Toilet	Feature Category	Wall
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Protect and secure before, during & after move	Condition	Good
Description	Glazed ceramic tile.		

Space Code	6	Feature Code	6-D
Space	Women	Feature	Floor
Space Category	Toilet	Feature Category	Floor
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Replace in kind	Condition	Good
Description	Ceramic mosaic tile.		

Space Code	6	Feature Code	6-E
Space	Women	Feature	Partitions
Space Category	Toilet	Feature Category	Fixture/Casework
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Photograph, remove, crate, label and store securely	Condition	Fair
Description	Painted metal toilet partition.		
		Condition Description	Appears to have more than one coat of paint.

Space Code	6	Feature Code	6-F
Space	Women	Feature	Window
Space Category	Toilet	Feature Category	Fixture/Casework
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Photograph, remove, crate, label and store securely	Condition	Fair
Description	Painted wood frame and double hung with divided light (2 x 1) / (2 x 1) sash.		
		Condition Description	Appears to have more than one coat of paint.

Space Code	6	Feature Code	6-G
Space	Women	Feature	Window
Space Category	Toilet	Feature Category	Fixture/Casework
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Photograph, remove, crate, label and store securely	Condition	Fair
Description	Painted wood frame and double hung with divided light (2 x 1) / (2 x 1) sash.		
		Condition Description	Appears to have more than one coat of paint.

Space Code	7	Feature Code	
Space	Telephone booth	Feature	
Space Category	Mech./Elect.	Feature Category	
Space Significance	Significant	Feature Significance	
Space Date	1935	Feature Date	
Recommendation	Protect & secure before, during & after move	Condition	Fair
Description	Condition Description		
Space Code	7	Feature Code	7-A
Space	Telephone booth	Feature	Ceiling
Space Category	Mech./Elect.	Feature Category	Ceiling
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Protect and secure before, during & after move	Condition	Fair
Description	Condition Description Stained wood, overpainted, with quarter-round crown molding.		
Space Code	7	Feature Code	7-B
Space	Telephone booth	Feature	Walls
Space Category	Mech./Elect.	Feature Category	Wall
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Protect and secure before, during & after move	Condition	Fair
Description	Condition Description Stained wood, overpainted, with quarter-round molding at inside corners.		
Space Code	7	Feature Code	7-C
Space	Telephone booth	Feature	Floor
Space Category	Mech./Elect.	Feature Category	Floor
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Replace in kind	Condition	Fair
Description	Condition Description Smooth-troweled tinted concrete floor with a pressed grid pattern, with quarter round wood base trim.		
Space Code	7	Feature Code	7-D
Space	Telephone booth	Feature	Door
Space Category	Mech./Elect.	Feature Category	Door
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Protect and secure before, during & after move	Condition	Fair
Description	Condition Description Stained wood frame; door is missing.		

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Space Code	7	Feature Code	7-E
Space	Telephone booth	Feature	Door hardware
Space Category	Mech., Elect.	Feature Category	Hardware
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Photograph, remove, crate, label and store securely	Condition	Fair
Description	Two mortised metal door hinges; metal overhead bi-fold door hardware.		

Space Code	7	Feature Code	7-F
Space	Telephone booth	Feature	Lighting fixture
Space Category	Mech., Elect.	Feature Category	Ltg. Fixture
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Photograph, remove, crate, label and store securely	Condition	Fair
Description	Metal canopy.		

Space Code	7	Feature Code	7-F
Space	Telephone booth	Feature	Ventilation grille
Space Category	Mech./Elect.	Feature Category	Grille
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Photograph, remove, crate, label and store securely	Condition	Good
Description	Perforated metal grille in ceiling, open to attic.		

Space Code	8	Feature Code	
Space	Waiting Room	Feature	
Space Category	Assembly	Feature Category	
Space Significance	Significant	Feature Significance	
Space Date	1935	Feature Date	
Recommendation	Protect and secure before, during & after move	Condition	Good
Description			

Space Code	8	Feature Code	8-A
Space	Waiting Room	Feature	Ceiling
Space Category	Assembly	Feature Category	Ceiling
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Protect and secure before, during & after move	Condition	Good
Description	Stained wood plank sheathing.		

Space Code 8	Feature Code 8-B
Space Waiting Room	Feature Purlins
Space Category Assembly	Feature Category Ceiling
Space Significance Significant	Feature Significance Significant
Space Date 1935	Feature Date 1935
Recommendation Protect and secure before, during & after move	Condition Good
Description Stained rough hewn wood beams which span across trusses to end walls, supporting the roof sheathing.	Condition Description

Space Code 8	Feature Code 8-C
Space Waiting Room	Feature Trusses
Space Category Assembly	Feature Category Ceiling
Space Significance Significant	Feature Significance Significant
Space Date 1935	Feature Date 1935
Recommendation Protect and secure before, during & after move	Condition Good
Description Two stained rough hewn wood trusses spanning from east to west; each has wood brackets at the bearing points, and ferrous hardware: two straps at bottom chords per truss, and two horizontal plates with bolts and nuts at each bearing point.	Condition Description Metal hardware may be corroded.

Space Code 8	Feature Code 8-D
Space Waiting Room	Feature Walls
Space Category Assembly	Feature Category Wall
Space Significance Significant	Feature Significance Significant
Space Date 1935	Feature Date 1935
Recommendation Protect and secure before, during & after move	Condition Good
Description Painted textured plaster.	Condition Description Distinctive hand textured finish: appears to be a large dashed pattern, knocked down.

Space Code 8	Feature Code 8-E
Space Waiting Room	Feature Ceramic tile trim
Space Category Assembly	Feature Category Wall
Space Significance Significant	Feature Significance Significant
Space Date 1935	Feature Date 1935
Recommendation Protect and secure before, during & after move	Condition Fair
Description Decorative glazed ceramic tile, adhered to walls, spaced, with no grout between tiles, forming a horizontal line at chair rail height and a vertical trim line at corners and openings. The tiles are manufactured from a red terra cotta bisque; typical tiles may have a dark variegated decorative flat glaze. Tiles with a relief pattern in various pre-Columbian motifs are inserted at every fourth or fifth tile. The tiles with reliefs may have a lighter glaze on the foreground, and a darker glaze on the background (deeper) surface to highlight the pattern.	Condition Description Some relief tiles have been overpainted with inappropriate colors on the background surfaces.

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Space Code	8	Feature Code	8-F
Space	Waiting Room	Feature	Ceramic tile base
Space Category	Circulation	Feature Category	Floor
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Photograph, remove, crate, label and store securely	Condition	Good
Description	Ceramic tile with a cove where it meets the concrete floor. The tiles may be manufactured from a red terra cotta bisque; typical tiles may have a dark variegated decorative flat glaze.		
Space Code	8	Feature Code	8-G
Space	Waiting Room	Feature	Floor
Space Category	Circulation	Feature Category	Floor
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Replace in kind	Condition	Good
Description	Smooth-troweled tinted concrete floor with a pressed grid pattern.		
Space Code	8	Feature Code	8-H
Space	Waiting Room	Feature	Main Entrance Doors, west wall
Space Category	Circulation	Feature Category	Door
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Protect and secure before, during & after move	Condition	Good
Description	Stained wood double doors with sidelights and transoms. Each of two doors are wood paneled with a single small glass light. Each of two sidelights are fixed casements (1 x 3) over a wood panel. There is a single hopper sash (4 x 2) transom over the doors, and a fixed sash (1 x 3) transom over each sidelight.		
Space Code	8	Feature Code	8-I
Space	Waiting Room	Feature	Hardware on Main Entrance Doors, west
Space Category	Circulation	Feature Category	Hardware
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Photograph, remove, crate, label and store securely	Condition	Good
Description	Metal mortised butt hinges at doors; copper alloy push plates on inside; wrought iron pulls and lock plates on outside.		
Space Code	8	Feature Code	8-J
Space	Waiting Room	Feature	Doors to Platform, east wall
Space Category	Circulation	Feature Category	Door
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Protect and secure before, during & after move	Condition	Good
Description	Stained wood double doors with sidelights and transoms. Each of two doors are wood paneled with a single small glass light. Each of two sidelights are fixed casements (1 x 3) over a wood panel. There is a single hopper sash (4 x 2) transom over the doors, and a fixed sash (1 x 3) transom over each sidelight.		

Space Code 8	Feature Code 8-K
Space Waiting Room	Feature Hardware on Doors to Platform, east
Space Category Circulation	Feature Category Hardware
Space Significance Significant	Feature Significance Significant
Space Date 1935	Feature Date 1935
Recommendation Photograph, remove, crate, label and store securely	Condition Good
Description Metal mortised butt hinges at doors; copper alloy push plates on inside; wrought iron pulls and lock plates on outside.	Condition Description

Space Code 8	Feature Code 8-L
Space Waiting Room	Feature Doors to Outdoor Waiting Area, south
Space Category Circulation	Feature Category Door
Space Significance Significant	Feature Significance Significant
Space Date 1935	Feature Date 1935
Recommendation Photograph, remove, crate, label and store securely	Condition Good
Description Stained wood double doors with transom. Each of two doors are wood paneled with a divided light (2 x 2) panels. There is a single hopper sash (6 x 1) transom over the doors.	Condition Description

Space Code 8	Feature Code 8-M
Space Waiting Room	Feature Hardware on Doors to Outdoor Waiting
Space Category Circulation	Feature Category Hardware
Space Significance Significant	Feature Significance Significant
Space Date 1935	Feature Date 1935
Recommendation Photograph, remove, crate, label and store securely	Condition Good
Description Metal mortised butt hinges at doors; copper alloy push plates on inside; wrought iron pulls and lock plates on outside.	Condition Description

Space Code 8	Feature Code 8-N
Space Waiting Room	Feature Door to General Office, north wall, east
Space Category Circulation	Feature Category Door
Space Significance Significant	Feature Significance Significant
Space Date 1935	Feature Date 1935
Recommendation Photograph, remove, crate, label and store securely	Condition Good
Description Stained wood frame and door. Paneled wood door, with wood transom panel with jigsaw pattern.	Condition Description

Space Code 8	Feature Code 8-O
Space Waiting Room	Feature Hardware on Door to General Office.
Space Category Circulation	Feature Category Hardware
Space Significance Significant	Feature Significance Significant
Space Date 1935	Feature Date 1935
Recommendation Photograph, remove, crate, label and store securely	Condition Good
Description Metal mortised butt hinges; copper alloy knob and rosette.	Condition Description

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Space Code	8	Feature Code	8-P
Space	Waiting Room	Feature	Door to General Office, north wall, west
Space Category	Circulation	Feature Category	Door
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Photograph, remove, crate, label and store securely	Condition	Good
Description	Stained wood frame and door. Paneled wood door, with wood transom panel with jigsaw pattern.		
Space Code	8	Feature Code	8-Q
Space	Waiting Room	Feature	Hardware on Door to General Office.
Space Category	Assembly	Feature Category	Hardware
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Photograph, remove, crate, label and store securely	Condition	Good
Description	Metal mortised butt hinges, copper alloy knob and rosette.		
Space Code	8	Feature Code	8-R
Space	Waiting Room	Feature	Windows, east wall, north side
Space Category	Assembly	Feature Category	Window
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Photograph, remove, crate, label and store securely	Condition	Good
Description	Stained wood frame and double casements (2 x 6).		
Space Code	8	Feature Code	8-S
Space	Waiting Room	Feature	Hardware on windows, east wall, north
Space Category	Assembly	Feature Category	Hardware
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Photograph, remove, crate, label and store securely	Condition	Good
Description	Metal mortised butt hinges, and hand crank openers.		
Space Code	8	Feature Code	8-T
Space	Waiting Room	Feature	Windows, east wall, south side
Space Category	Assembly	Feature Category	Window
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Photograph, remove, crate, label and store securely	Condition	Good
Description	Stained wood frame and double casements (2 x 6).		

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Space Code	8	Feature Code	8-U
Space	Waiting Room	Feature	Hardware on windows, east wall, south
Space Category	Assembly	Feature Category	Hardware
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Photograph, remove, crate, label and store securely	Condition	Good
Description	Metal mortised butt hinges, and hand crank openers.		

Space Code	8	Feature Code	8-V
Space	Waiting Room	Feature	Windows, west wall, south side
Space Category	Assembly	Feature Category	Window
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Photograph, remove, crate, label and store securely	Condition	Good
Description	Stained wood frame and double casements (2 x 6).		

Space Code	8	Feature Code	8-W
Space	Waiting Room	Feature	Hardware on windows, west wall, south
Space Category	Assembly	Feature Category	Hardware
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Photograph, remove, crate, label and store securely	Condition	Good
Description	Metal mortised butt hinges, and hand crank openers.		

Space Code	8	Feature Code	8-X
Space	Waiting Room	Feature	Windows, west wall, north side
Space Category	Assembly	Feature Category	Window
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Photograph, remove, crate, label and store securely	Condition	Good
Description	Stained wood frame and double casements (2 x 6).		

Space Code	8	Feature Code	8-Y
Space	Waiting Room	Feature	Hardware on windows, west wall, north
Space Category	Assembly	Feature Category	Hardware
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Photograph, remove, crate, label and store securely	Condition	Good
Description	Metal mortised butt hinges, and hand crank openers.		

Space Code 8	Feature Code 8-Z
Space Waiting Room	Feature Clerestory window, east wall, north side
Space Category Assembly	Feature Category Window
Space Significance Significant	Feature Significance Significant
Space Date 1935	Feature Date 1935
Recommendation Protect and secure before, during & after move	Condition Good
Description Fixed decorative divided lights: three wide wood cross shapes appear as a grille or screen and divide the opening into ten glass panels.	Condition Description

Space Code 8	Feature Code 8-AA
Space Waiting Room	Feature Clerestory window, east wall, south side
Space Category Assembly	Feature Category Window
Space Significance Significant	Feature Significance Significant
Space Date 1935	Feature Date 1935
Recommendation Protect and secure before, during & after move	Condition Good
Description Fixed decorative divided lights: three wide wood cross shapes appear as a grille or screen and divide the opening into ten glass panels.	Condition Description

Space Code 8	Feature Code 8-BB
Space Waiting Room	Feature Clerestory window, west wall, south side
Space Category Assembly	Feature Category Window
Space Significance Significant	Feature Significance Significant
Space Date 1935	Feature Date 1935
Recommendation Protect and secure before, during & after move	Condition Good
Description Fixed decorative divided lights: three wide wood cross shapes appear as a grille or screen and divide the opening into ten glass panels.	Condition Description

Space Code 8	Feature Code 8-CC
Space Waiting Room	Feature Clerestory window, west wall, north side
Space Category Assembly	Feature Category Window
Space Significance Significant	Feature Significance Significant
Space Date 1935	Feature Date 1935
Recommendation Protect and secure before, during & after move	Condition Good
Description Fixed decorative divided lights: three wide wood cross shapes appear as a grille or screen and divide the opening into ten glass panels.	Condition Description

Space Code 8	Feature Code 8-DD
Space Waiting Room	Feature Clerestory window at attic, north wall,
Space Category Assembly	Feature Category Window
Space Significance Significant	Feature Significance Significant
Space Date 1935	Feature Date 1935
Recommendation Photograph, remove, crate, label and store securely	Condition Good
Description Painted wood frame and hopper sash with divided lights (2 x 2).	Condition Description

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Space Code	8	Feature Code	8-FF
Space	Waiting Room	Feature	Clerestory window at attic, north wall.
Space Category	Assembly	Feature Category	Window
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Photograph, remove, crate, label and store securely	Condition	Good
Description	Painted wood frame and hopper sash with divided lights (2 x 2).		

Space Code	8	Feature Code	8-HH
Space	Waiting Room	Feature	Clerestory window at attic, south wall.
Space Category	Assembly	Feature Category	Window
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Photograph, remove, crate, label and store securely	Condition	Good
Description	Painted wood frame and hopper sash with divided lights (2 x 2).		

Space Code	8	Feature Code	8-JJ
Space	Waiting Room	Feature	Clerestory window at attic, south wall.
Space Category	Assembly	Feature Category	Window
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Photograph, remove, crate, label and store securely	Condition	Good
Description	Painted wood frame and hopper sash with divided lights (2 x 2).		

Space Code	8	Feature Code	8-EE
Space	Waiting Room	Feature	Hardware at Clerestory window at attic.
Space Category	Assembly	Feature Category	Hardware
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Photograph, remove, crate, label and store securely	Condition	Good
Description	Metal hinges at window stool; latch and chain at window head.		

Space Code	8	Feature Code	8-GG
Space	Waiting Room	Feature	Hardware at Clerestory window at attic.
Space Category	Assembly	Feature Category	Hardware
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Photograph, remove, crate, label and store securely	Condition	Good
Description	Metal hinges at window stool; chain and latch at window head.		

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Space Code	8	Feature Code	8-II
Space	Waiting Room	Feature	Hardware at Clerestory window at attic.
Space Category	Assembly	Feature Category	Hardware
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Photograph, remove, crate, label and store securely	Condition	Good
Description	Metal hinges at window stool and chain and latch at window head.		
Space Code	8	Feature Code	8-KK
Space	Waiting Room	Feature	Hardware at Clerestory window at attic.
Space Category	Assembly	Feature Category	Hardware
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Photograph, remove, crate, label and store securely	Condition	Good
Description	Metal hinges at window stool and chain and latch at window head.		
Space Code	8	Feature Code	8-LL
Space	Waiting Room	Feature	Large chandelier
Space Category	Assembly	Feature Category	Ltg. Fixture
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Photograph, remove, crate, label and store securely	Condition	Good
Description	Large fixture on pendant rod hung from the center of the ridge beam. Hexagonal metal lantern-shape perforated with internal lighting; one lamp with art glass shade attached as a sconce on each of six lantern faces; glass "Holophane" style reflector at the bottom with a single lamp.		
Space Code	8	Feature Code	8-MM
Space	Waiting Room	Feature	Small chandelier at northeast corner
Space Category	Assembly	Feature Category	Ltg. Fixture
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Photograph, remove, crate, label and store securely	Condition	Good
Description	Fixture on pendant rod hung. Hexagonal art glass and metal lantern with internal lighting.		
Space Code	8	Feature Code	8-NN
Space	Waiting Room	Feature	Small chandelier at southeast corner
Space Category	Assembly	Feature Category	Ltg. Fixture
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Photograph, remove, crate, label and store securely	Condition	Good
Description	Fixture on pendant rod hung. Hexagonal art glass and metal lantern with internal lighting.		

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Space Code 8	Feature Code 8-00
Space Waiting Room	Feature Small chandelier at southwest corner
Space Category Assembly	Feature Category Ltg. Fixture
Space Significance Significant	Feature Significance Significant
Space Date 1935	Feature Date 1935
Recommendation Photograph, remove, crate, label and store securely	Condition Good
Description Fixture on pendant rod hung. Hexagonal art glass and metal lantern with internal lighting.	Condition Description

Space Code 8	Feature Code 8-PP
Space Waiting Room	Feature Small chandelier at northwest corner
Space Category Assembly	Feature Category Ltg. Fixture
Space Significance Significant	Feature Significance Significant
Space Date 1935	Feature Date 1935
Recommendation Photograph, remove, crate, label and store securely	Condition Good
Description Fixture on pendant rod hung. Hexagonal art glass and metal lantern with internal lighting.	Condition Description

Space Code 8	Feature Code 8-QQ
Space Waiting Room	Feature Ticket counter
Space Category Assembly	Feature Category Fixture/Casework
Space Significance Significant	Feature Significance Significant
Space Date 1935	Feature Date 1935
Recommendation Photograph, remove, crate, label and store securely	Condition Fair
Description Stained wood counter and cabinets close the bottom of an arched opening to the General Office at the north wall. In addition to typical covered tile base, typical decorative tile is attached to the face of the base of the cabinet.	Condition Description One of the wood boxes which form ticket agent "windows" on the counter top is detached.

Space Code 8	Feature Code 8-RR
Space Waiting Room	Feature Ticket counter
Space Category Assembly	Feature Category Grille
Space Significance Significant	Feature Significance Significant
Space Date 1935	Feature Date 1935
Recommendation Protect and secure before, during & after move	Condition Good
Description Roll-up coiling metal security grille closes the opening between the Waiting Room and the General Office, rolling down to the top of the ticket counter.	Condition Description

Space Code 9	Feature Code
Space General Office	Feature
Space Category Office	Feature Category
Space Significance Significant	Feature Significance
Space Date 1935	Feature Date
Recommendation Protect and secure before, during & after move	Condition Fair
Description	Condition Description

Space Code	9	Feature Code	9-A
Space	General Office	Feature	Ceiling
Space Category	Office	Feature Category	Ceiling
Space Significance	Significant	Feature Significance	Not Significant
Space Date	After 1953	Feature Date	1935
Recommendation	Replace in kind	Condition	Poor
		Condition Description	The original ceiling plaster finish is substantially missing due to the subsequent addition of ceiling tile adhered to the plaster, followed by suspension of a metal
Description	Original plaster ceiling line with wood crown molding above existing suspended acoustical tile ceiling finish.		

Space Code	9	Feature Code	9-B
Space	General Office	Feature	Walls
Space Category	Office	Feature Category	Wall
Space Significance	Significant	Feature Significance	Significant
Space Date	After 1953	Feature Date	1935
Recommendation	Protect & secure before, during & after move	Condition	Fair
		Condition Description	Soiled, multiple layers of paint.
Description	Painted sand-textured plaster.		

Space Code	9	Feature Code	9-C
Space	General Office	Feature	Chair rails
Space Category	Office	Feature Category	Wall
Space Significance	Significant	Feature Significance	Significant
Space Date	After 1953	Feature Date	1935
Recommendation	Protect & secure before, during & after move	Condition	Fair
		Condition Description	Soiled, multiple layers of paint; original finish unknown.
Description	Painted wood trim at chair back height.		

Space Code	9	Feature Code	9-D
Space	General Office	Feature	Painted wood base
Space Category	Office	Feature Category	Floor
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Photograph, remove, crate, label and store securely for reinstallation	Condition	Fair
		Condition Description	Soiled, multiple layers of paint; original finish unknown.
Description	Painted wood board base with quarter round shoe molding.		

Space Code	9	Feature Code	9-E
Space	General Office	Feature	Floor
Space Category	Office	Feature Category	Floor
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Replace in kind	Condition	Fair
		Condition Description	Soiled; condition difficult to assess.
Description	Smooth-troweled tinted concrete floor with a pressed grid pattern.		

Space Code	9	Feature Code	9-F
Space	General Office	Feature	Window, east wall of bay extension.
Space Category	Office	Feature Category	Window
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Protect & secure before, during & after move	Condition	Fair
Description	Painted wood frame and divided light (2 x 3) fixed casement.		

Space Code	9	Feature Code	9-G
Space	General Office	Feature	Window, east wall of bay extension.
Space Category	Office	Feature Category	Window
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Protect & secure before, during & after move	Condition	Fair
Description	Painted wood frame and divided light (2 x 3) fixed casement.		

Space Code	9	Feature Code	9-H
Space	General Office	Feature	Window, north wall of bay extension on
Space Category	Office	Feature Category	Window
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Photograph, remove, crate, label and store securely for reinstallation	Condition	Fair
Description	Painted wood frame and divided light (2 x 3) casement.		

Space Code	9	Feature Code	9-I
Space	General Office	Feature	Hardware for Window, north wall of bay
Space Category	Office	Feature Category	Hardware
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Photograph, remove, crate, label and store securely for reinstallation	Condition	Fair
Description	Metal mortised butt hinges; extension arm.		

Space Code	9	Feature Code	9-J
Space	General Office	Feature	Window, south wall of bay extension on
Space Category	Office	Feature Category	Window
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Photograph, remove, crate, label and store securely for reinstallation	Condition	Fair
Description	Painted wood frame and divided light (2 x 3) casement.		

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Space Code	9	Feature Code	9-K
Space	General Office	Feature	Hardware for Window, south wall of bay
Space Category	Office	Feature Category	Hardware
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Photograph, remove, crate, label and store securely for reinstallation	Condition	Fair
Description	Metal mortised butt hinges; extension arm.		
Space Code	9	Feature Code	9-L
Space	General Office	Feature	Window, east wall, north side
Space Category	Office	Feature Category	Window
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Photograph, remove, crate, label and store securely for reinstallation	Condition	Fair
Description	Painted wood frame and divided light (2 x 3) casement.		
Space Code	9	Feature Code	9-M
Space	General Office	Feature	Hardware for Window, east wall, north
Space Category	Office	Feature Category	Hardware
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Photograph, remove, crate, label and store securely for reinstallation	Condition	Fair
Description	Metal mortised butt hinges, et al. as found.		
Space Code	9	Feature Code	9-N
Space	General Office	Feature	Window, west wall, first from north
Space Category	Office	Feature Category	Window
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Photograph, remove, crate, label and store securely for reinstallation	Condition	Fair
Description	Painted wood frame and divided light (2 x 3) casement, with a hopper transom with divided lights (2 x 1).		
Space Code	9	Feature Code	9-O
Space	General Office	Feature	Hardware for Window, west wall, first
Space Category	Office	Feature Category	Hardware
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Photograph, remove, crate, label and store securely for reinstallation	Condition	Fair
Description	Metal mortised butt hinges, extension arm, chain and latch, et al. as found;		

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Space Code	9	Feature Code	9-P
Space	General Office	Feature	Window, west wall, second from north
Space Category	Circulation	Feature Category	Window
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Photograph, remove, crate, label and store securely for reinstallation	Condition	Fair
Description	Painted wood frame and divided light (2 x 3) casement, with a hopper transom with divided lights (2 x 1).		
Space Code	9	Feature Code	9-Q
Space	General Office	Feature	Hardware for Window, west wall, second
Space Category	Office	Feature Category	Hardware
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Photograph, remove, crate, label and store securely for reinstallation	Condition	Fair
Description	Metal mortised butt hinges, extension arm, chain and latch, et al. as found;		
Space Code	9	Feature Code	9-R
Space	General Office	Feature	Window, west wall, third from north
Space Category	Circulation	Feature Category	Window
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Photograph, remove, crate, label and store securely for reinstallation	Condition	Fair
Description	Painted wood frame and divided light (2 x 3) casement, with a hopper transom with divided lights (2 x 1).		
Space Code	9	Feature Code	9-S
Space	General Office	Feature	Hardware for Window, west wall, third
Space Category	Office	Feature Category	Hardware
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Photograph, remove, crate, label and store securely for reinstallation	Condition	Fair
Description	Metal mortised butt hinges, extension arm, chain and latch, et al. as found;		
Space Code	9	Feature Code	9-T
Space	General Office	Feature	Window, west wall, fourth from north
Space Category	Circulation	Feature Category	Window
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Photograph, remove, crate, label and store securely for reinstallation	Condition	Fair
Description	Painted wood frame and divided light (2 x 3) casement, with a hopper transom with divided lights (2 x 1).		

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Space Code	9	Feature Code	9-U
Space	General Office	Feature	Hardware for Window, west wall, third
Space Category	Office	Feature Category	Hardware
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Photograph, remove, crate, label and store securely for reinstallation	Condition	Fair
Description	Metal mortised butt hinges, extension arm, chain and latch, et al. as found;		
Space Code	9	Feature Code	9-V
Space	General Office	Feature	Door to exterior, north wall
Space Category	Office	Feature Category	Door
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Photograph, remove, crate, label and store securely for reinstallation	Condition	Fair
Description	Stained wood paneling, overpainted; divided light (2 x 2) glass panel.		
Space Code	9	Feature Code	9-W
Space	General Office	Feature	Hardware on Door to exterior, north wall
Space Category	Office	Feature Category	Hardware
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Photograph, remove, crate, label and store securely for reinstallation	Condition	Fair
Description	Metal mortised butt hinges; copper alloy rosette and knob.		
Space Code	9	Feature Code	9-X
Space	General Office	Feature	Door to exterior, east wall
Space Category	Office	Feature Category	Door
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Photograph, remove, crate, label and store securely for reinstallation	Condition	Fair
Description	Stained wood paneling, overpainted; divided light (2 x 2) glass panel.		
Space Code	9	Feature Code	9-Y
Space	General Office	Feature	Hardware on Door to exterior, east wall
Space Category	Office	Feature Category	Hardware
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Photograph, remove, crate, label and store securely for reinstallation	Condition	Fair
Description	Metal mortised butt hinges; copper alloy rosette and knob.		

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Space Code 9	Feature Code 9-Z
Space General Office	Feature Door to west office, west wall
Space Category Office	Feature Category Door
Space Significance Significant	Feature Significance Significant
Space Date 1935	Feature Date 1935
Recommendation Photograph, remove, crate, label and store securely for reinstallation	Condition Fair
Description Stained wood door with single light panel over single wood panel; fixed wood and pebble textured glass transom.	Condition Description

Space Code 9	Feature Code 9-AA
Space General Office	Feature Hardware on Door to west office, west
Space Category Office	Feature Category Hardware
Space Significance Significant	Feature Significance Significant
Space Date 1935	Feature Date 1935
Recommendation Photograph, remove, crate, label and store securely for reinstallation	Condition Fair
Description Metal mortised butt hinges; copper alloy rosette and thumb turn lock; knob missing.	Condition Description

Space Code 9	Feature Code 9-BB
Space General Office	Feature Door to east office, south wall
Space Category Office	Feature Category Door
Space Significance Significant	Feature Significance Significant
Space Date 1935	Feature Date 1935
Recommendation Protect & secure before, during & after move	Condition Fair
Description Painted wood door frame; door is missing.	Condition Description

Space Code 9	Feature Code 9-CC
Space General Office	Feature Windows to East Office
Space Category Office	Feature Category Window
Space Significance Significant	Feature Significance Significant
Space Date 1935	Feature Date 1935
Recommendation Protect & secure before, during & after move	Condition Fair
Description Painted wood frame; three bays with fixed glazing; each bay has a transom; the center transom has a hopper sash, the other two transoms are fixed glazing.	Condition Description

Space Code 9	Feature Code 9-DD
Space General Office	Feature Glass in Windows to East Office
Space Category Office	Feature Category Window
Space Significance Significant	Feature Significance Significant
Space Date 1935	Feature Date 1935
Recommendation Photograph, remove, crate, label and store securely for reinstallation	Condition Fair
Description The panels are painted glass.	Condition Description

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Space Code	9	Feature Code	9-EE
Space	General Office	Feature	Windows to West Office
Space Category	Office	Feature Category	Window
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Protect & secure before, during & after move	Condition	Fair
Description	Painted wood frame: two bays with fixed glazing; each bay has a transom.		
Space Code	9	Feature Code	9-FF
Space	General Office	Feature	Glass in Windows to West Office
Space Category	Office	Feature Category	Window
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Photograph, remove, crate, label and store securely for reinstallation	Condition	Fair
Description	The panels are painted pebble textured glass.		
Space Code	9	Feature Code	9-GG
Space	General Office	Feature	"Western Union" panel on south wall
Space Category	Office	Feature Category	Wiring Device
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Photograph, remove, crate, label and store securely for reinstallation	Condition	Fair
Description			
Space Code	9	Feature Code	9-HH
Space	General Office	Feature	Stained wood counter, cabinets and
Space Category	Office	Feature Category	Fixture/Casework
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Photograph, remove, crate, label and store securely for reinstallation	Condition	Fair
Description	Includes counter, cabinets, shelves at window stools.		
Space Code	9	Feature Code	9-II
Space	General Office	Feature	Cabinets on north wall
Space Category	Office	Feature Category	Fixture/Casework
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Protect & secure before, during & after move	Condition	Fair
Description	Painted wood cabinets on north wall, including doors, door hardware and shelving.		

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Space Code	9	Feature Code	9-JJ
Space	General Office	Feature	Doors and door hardware at cabinets on
Space Category	Office	Feature Category	Hardware
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Photograph, remove, crate, label and store securely for reinstallation	Condition	Fair
Description	Doors, door hinges and door latches.		
Space Code	9	Feature Code	9-KK
Space	General Office	Feature	Large stained wood flat filing cabinet
Space Category	Office	Feature Category	Furnishing
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Photograph, remove, crate, label and store securely for reinstallation	Condition	Fair
Description	The cabinet is displaced from its original position, which may have been behind and to the north of the ticket counter, creating an aisle and back counter for ticket agents and		
Space Code	10	Feature Code	
Space	West Office	Feature	
Space Category	Office	Feature Category	
Space Significance	Significant	Feature Significance	
Space Date	1951	Feature Date	
Recommendation	Protect & secure before, during & after move	Condition	
Description	City of Pasadena Building Permit #2718 L, 6-18-51, records an addition to office area; H. L. Gilmore, Architect.		
Space Code	10	Feature Code	10-A
Space	West Office	Feature	Ceiling
Space Category	Office	Feature Category	Ceiling
Space Significance	Significant	Feature Significance	Significant
Space Date	1951	Feature Date	1951
Recommendation	Protect & secure before, during & after move	Condition	Fair
Description	Painted perforated acoustical tile attached to ceiling.		
Space Code	10	Feature Code	10-B
Space	West Office	Feature	Plaster wall
Space Category	Office	Feature Category	Wall
Space Significance	Significant	Feature Significance	Significant
Space Date	1951	Feature Date	1935
Recommendation	Protect & secure before, during & after move	Condition	Fair
Description	Substantial water damage: staining and efflorescence, particularly at the lower portion of the north wall.		
Description	Painted sand finish plaster.		

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Space Code	10	Feature Code	10-C
Space	West Office	Feature	Chair rail
Space Category	Office	Feature Category	Wall
Space Significance	Significant	Feature Significance	Significant
Space Date	1951	Feature Date	1935
Recommendation	Protect & secure before, during & after move	Condition	Fair
Description	Painted wood trim at chair back height.		

Space Code	10	Feature Code	10-D
Space	West Office	Feature	Composition tile floor
Space Category	Office	Feature Category	Floor
Space Significance	Significant	Feature Significance	Significant
Space Date	1951	Feature Date	1951
Recommendation	Replace in kind	Condition	Poor
Description	Square composition tile with integral marbled pattern, adhered to subfloor.		

Space Code	10	Feature Code	10-E
Space	West Office	Feature	Window, North Wall, East End
Space Category	Office	Feature Category	Window
Space Significance	Significant	Feature Significance	Significant
Space Date	1951	Feature Date	1935
Recommendation	Photograph, remove, crate, label and store securely for reinstallation	Condition	Poor
Description	Painted wood frame and divided light (2 x 3) single casement sash.		

Space Code	10	Feature Code	10-F
Space	West Office	Feature	Hardware at Window, North Wall, East
Space Category	Office	Feature Category	Hardware
Space Significance	Significant	Feature Significance	Significant
Space Date	1951	Feature Date	1935
Recommendation	Photograph, remove, crate, label and store securely for reinstallation	Condition	Fair
Description	Metal mortised butt hinges; extension openers.		

Space Code	10	Feature Code	10-G
Space	West Office	Feature	Window, North Wall, Second from East
Space Category	Office	Feature Category	Window
Space Significance	Significant	Feature Significance	Significant
Space Date	1951	Feature Date	1935
Recommendation	Photograph, remove, crate, label and store securely for reinstallation	Condition	Fair
Description	Painted wood frame and divided light (2 x 3) single casement sash.		

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Space Code	10	Feature Code	10-H
Space	West Office	Feature	Hardware at Window, North Wall,
Space Category	Office	Feature Category	Hardware
Space Significance	Significant	Feature Significance	Significant
Space Date	1951	Feature Date	1935
Recommendation	Photograph, remove, crate, label and store securely for reinstallation	Condition	Fair
Description	Metal mortised butt hinges; extension openers.		
Space Code	10	Feature Code	10-I
Space	West Office	Feature	Window, North Wall, First from West
Space Category	Office	Feature Category	Window
Space Significance	Significant	Feature Significance	Significant
Space Date	1951	Feature Date	1951
Recommendation	Photograph, remove, crate, label and store securely for reinstallation	Condition	Fair
Description	Painted wood frame and divided light (2 x 3) single casement sash.		
Space Code	10	Feature Code	10-J
Space	West Office	Feature	Hardware at Window, North Wall, First
Space Category	Office	Feature Category	Hardware
Space Significance	Significant	Feature Significance	Significant
Space Date	1951	Feature Date	1951
Recommendation	Photograph, remove, crate, label and store securely for reinstallation	Condition	Fair
Description	Metal mortised butt hinges; extension openers.		
Space Code	10	Feature Code	10-K
Space	West Office	Feature	Window, North Wall, Second from West
Space Category	Office	Feature Category	Window
Space Significance	Significant	Feature Significance	Significant
Space Date	1951	Feature Date	1951
Recommendation	Photograph, remove, crate, label and store securely for reinstallation	Condition	Fair
Description	Painted wood frame and divided light (2 x 3) single casement sash.		
Space Code	10	Feature Code	10-L
Space	West Office	Feature	Hardware at Window, North Wall,
Space Category	Office	Feature Category	Hardware
Space Significance	Significant	Feature Significance	Significant
Space Date	1951	Feature Date	1951
Recommendation	Photograph, remove, crate, label and store securely for reinstallation	Condition	Fair
Description	Metal mortised butt hinges; extension openers.		

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Space Code	10	Feature Code	10-M
Space	West Office	Feature	Window, West Wall
Space Category	Office	Feature Category	Window
Space Significance	Significant	Feature Significance	Significant
Space Date	1951	Feature Date	1951
Recommendation	Photograph, remove, crate, label and store securely for reinstallation	Condition	Fair
Description	Painted wood frame and divided light (2 x 3) single casement sash.		

Space Code	10	Feature Code	10-N
Space	West Office	Feature	Hardware at Window, West Wall
Space Category	Office	Feature Category	Hardware
Space Significance	Significant	Feature Significance	Significant
Space Date	1951	Feature Date	1951
Recommendation	Photograph, remove, crate, label and store securely for reinstallation	Condition	Fair
Description	Metal mortised butt hinges; extension openers.		

Space Code	10	Feature Code	10-O
Space	West Office	Feature	Window, South Wall, West End
Space Category	Office	Feature Category	Window
Space Significance	Significant	Feature Significance	Significant
Space Date	1951	Feature Date	1951
Recommendation	Photograph, remove, crate, label and store securely for reinstallation	Condition	Fair
Description	Painted wood frame and divided light (2 x 3) single casement sash.		

Space Code	10	Feature Code	10-P
Space	West Office	Feature	Hardware at Window, South Wall, West
Space Category	Office	Feature Category	Hardware
Space Significance	Significant	Feature Significance	Significant
Space Date	1951	Feature Date	1951
Recommendation	Photograph, remove, crate, label and store securely for reinstallation	Condition	Fair
Description	Metal mortised butt hinges; extension openers.		

Space Code	10	Feature Code	10-Q
Space	West Office	Feature	Window, South Wall, Second from West
Space Category	Office	Feature Category	Window
Space Significance	Significant	Feature Significance	Significant
Space Date	1951	Feature Date	1951
Recommendation	Photograph, remove, crate, label and store securely for reinstallation	Condition	Fair
Description	Painted wood frame and divided light (2 x 3) single casement sash.		

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Space Code 10	Feature Code 10-R
Space West Office	Feature Hardware at Window, South Wall.
Space Category Office	Feature Category Hardware
Space Significance Significant	Feature Significance Significant
Space Date 1951	Feature Date 1951
Recommendation Photograph, remove, crate, label and store securely for reinstallation	Condition Fair
Description Metal mortised butt hinges; extension openers.	Condition Description

Space Code 10	Feature Code 10-S
Space West Office	Feature Door to Exterior, South Wall
Space Category Office	Feature Category Door
Space Significance Significant	Feature Significance Not Significant
Space Date 1951	Feature Date 1951
Recommendation Replace in kind	Condition Poor
Description Door opening is significant, but the existing painted wood door is a flush panel.	Condition Description The door is a flush panel door, and may not belong to the period of significance. The exterior veneer is cracked and delaminating.

Space Code 10	Feature Code 10-T
Space West Office	Feature Fluorescent lighting fixtures
Space Category Office	Feature Category Ltg. Fixture
Space Significance Significant	Feature Significance Significant
Space Date 1951	Feature Date 1951
Recommendation Photograph, remove, crate, label and store securely for reinstallation	Condition Poor
Description Ceiling mounted fluorescent fixtures; four rows; three lamps per fixture; white metal framed cover with white glass diffuser in a large reeded profile.	Condition Description Some cover components are missing; note that some components are stored on a shelving unit at the north wall of the freight room.

Space Code 11	Feature Code
Space East Office	Feature
Space Category Office	Feature Category
Space Significance Significant	Feature Significance
Space Date 1935	Feature Date
Recommendation Protect & secure before, during & after move	Condition Fair
Description	Condition Description

Space Code 11	Feature Code 11-A
Space East Office	Feature Ceiling
Space Category Office	Feature Category Ceiling
Space Significance Significant	Feature Significance Significant
Space Date 1935	Feature Date 1951
Recommendation Protect & secure before, during & after move	Condition Fair
Description Painted perforated acoustical tile attached to ceiling with painted wood crown molding.	Condition Description

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Space Code	11	Feature Code	11-B
Space	East Office	Feature	Walls
Space Category	Office	Feature Category	Wall
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Protect & secure before, during & after move	Condition	Fair
Description	Painted sand finish plaster.		

Space Code	11	Feature Code	11-C
Space	East Office	Feature	Chair rail
Space Category	Office	Feature Category	Wall
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Protect & secure before, during & after move	Condition	Fair
Description	Painted wood trim a chair back height.		

Space Code	11	Feature Code	11-D
Space	East Office	Feature	Concrete floor
Space Category	Office	Feature Category	Floor
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Replace in kind	Condition	Fair
Description	Smooth-troweled tinted concrete floor with a pressed grid pattern.		

Space Code	11	Feature Code	11-E
Space	East Office	Feature	Door to exterior
Space Category	Office	Feature Category	Door
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Photograph, remove, crate, label and store securely for reinstallation	Condition	Fair
Description	Paint over stained wood panel with one divided light (2 x 2) glass panel.		

Space Code	11	Feature Code	11-F
Space	East Office	Feature	Hardware at Door to exterior
Space Category	Office	Feature Category	Hardware
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Photograph, remove, crate, label and store securely for reinstallation	Condition	Poor
Description	Metal mortised butt hinges; copper alloy rosette (knob missing) and thumb turn lock.		

Space Code 11	Feature Code 11-G
Space East Office	Feature Window, East Wall, North
Space Category Office	Feature Category Window
Space Significance Significant	Feature Significance Significant
Space Date 1935	Feature Date 1935
Recommendation Photograph, remove, crate, label and store securely for reinstallation	Condition Poor
	Condition Description Bottom portion of sash has been cut off, possibly to accommodate a window-mounted air conditioner.

Description Painted wood frame and single divided light (2 x 3) casement.

Space Code 11	Feature Code 11-H
Space East Office	Feature Hardware at Window, East Wall, North
Space Category Office	Feature Category Hardware
Space Significance Significant	Feature Significance Significant
Space Date 1935	Feature Date 1935
Recommendation Photograph, remove, crate, label and store securely for reinstallation	Condition Fair
	Condition Description

Description Metal mortised butt hinges; extension arm.

Space Code 11	Feature Code 11-I
Space East Office	Feature Window, East Wall, South
Space Category Office	Feature Category Window
Space Significance Significant	Feature Significance Significant
Space Date 1935	Feature Date 1935
Recommendation Photograph, remove, crate, label and store securely for reinstallation	Condition Poor
	Condition Description

Description Painted wood frame and single divided light (2 x 3) casement.

Space Code 11	Feature Code 11-J
Space East Office	Feature Hardware at Window, East Wall, South
Space Category Office	Feature Category Hardware
Space Significance Significant	Feature Significance Significant
Space Date 1935	Feature Date 1935
Recommendation Photograph, remove, crate, label and store securely for reinstallation	Condition Fair
	Condition Description

Description Metal mortised butt hinges; extension arm.

Space Code 11	Feature Code 11-K
Space East Office	Feature Fluorescent lighting fixtures
Space Category Office	Feature Category Ltg. Fixture
Space Significance Significant	Feature Significance Significant
Space Date 1951	Feature Date 1951
Recommendation Photograph, remove, crate, label and store securely for reinstallation	Condition Fair
	Condition Description

Description Ceiling mounted fluorescent fixtures; one row; three lamps per fixture; white metal framed cover with white glass diffuser in a large reeded profile.

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Space Code	12	Feature Code	
Space	Hall, North	Feature	
Space Category	Circulation	Feature Category	
Space Significance	Significant	Feature Significance	
Space Date	1935	Feature Date	
Recommendation	Protect & secure before, during & after move	Condition	Fair
Description		Condition Description	

Space Code	12	Feature Code	12-A
Space	Hall, North	Feature	Ceiling
Space Category	Circulation	Feature Category	Ceiling
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Protect & secure before, during & after move	Condition	Fair
Description	Painted sand finish.	Condition Description	

Space Code	12	Feature Code	12-B
Space	Hall, North	Feature	Walls
Space Category	Circulation	Feature Category	Wall
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Protect & secure before, during & after move	Condition	Fair
Description	Painted sand finish.	Condition Description	

Space Code	12	Feature Code	12-C
Space	Hall, North	Feature	Chair rail
Space Category	Circulation	Feature Category	Wall
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Protect & secure before, during & after move	Condition	Fair
Description	Painted wood trim at chair back height.	Condition Description	

Space Code	12	Feature Code	12-D
Space	Hall, North	Feature	Base
Space Category	Circulation	Feature Category	Floor
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Photograph, remove, crate, label and store securely for reinstallation	Condition	Fair
Description	Painted wood board base with quarter round shoe molding.	Condition Description	

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Space Code	12	Feature Code	12-E
Space	Hall, North	Feature	Concrete floor
Space Category	Circulation	Feature Category	Floor
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Replace in kind	Condition	Fair
Description	Smooth-troweled tinted concrete floor with a pressed grid pattern.		
Space Code	12	Feature Code	12-F
Space	Hall, North	Feature	Door, East Wall, to Toilet
Space Category	Circulation	Feature Category	Door
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Photograph, remove, crate, label and store securely for reinstallation	Condition	Poor
Description	Painted wood frame and door; door has a glass panel over a wood panel.		
Space Code	12	Feature Code	12-G
Space	Hall, North	Feature	Hardware at Door, East Wall, to Toilet
Space Category	Circulation	Feature Category	Hardware
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Photograph, remove, crate, label and store securely for reinstallation	Condition	Poor
Description	Metal mortised butt hinges; cylinder lock; copper alloy rosette, knob missing.		
Space Code	12	Feature Code	12-H
Space	Hall, North	Feature	Door, West Wall, to Toilet
Space Category	Circulation	Feature Category	Door
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Photograph, remove, crate, label and store securely for reinstallation	Condition	Fair
Description	Painted wood frame and door; door has a pebble textured glass panel over a wood panel.		
Space Code	12	Feature Code	12-I
Space	Hall, North	Feature	Hardware at Door, West Wall, to Toilet
Space Category	Circulation	Feature Category	Hardware
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Photograph, remove, crate, label and store securely for reinstallation	Condition	Fair
Description	Metal mortised butt hinges; copper alloy push plate; white metal plated pull on toilet side.		

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Space Code	12	Feature Code	12-J
Space	Hall, North	Feature	Door, West Wall, to Coat Closet
Space Category	Circulation	Feature Category	Door
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Photograph, remove, crate, label and store securely for reinstallation	Condition	Fair
Description	Painted wood frame and door; door has two wood panels.		
Space Code	12	Feature Code	12-K
Space	Hall, North	Feature	Hardware at Door, West Wall, to Coat
Space Category	Circulation	Feature Category	Hardware
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Photograph, remove, crate, label and store securely for reinstallation	Condition	Fair
Description	Metal mortised butt hinges; copper alloy rosette and knob on hall side; metal rosette and knob on closet side.		
Space Code	12	Feature Code	12-L
Space	Hall, North	Feature	Door, North Wall, to Baggage Room
Space Category	Circulation	Feature Category	Door
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Photograph, remove, crate, label and store securely for reinstallation	Condition	Fair
Description	Painted wood frame and door; door has two wood panels.		
Space Code	12	Feature Code	12-M
Space	Hall, North	Feature	Hardware at Door, North Wall, to
Space Category	Circulation	Feature Category	Hardware
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Photograph, remove, crate, label and store securely for reinstallation	Condition	Fair
Description	Metal mortised butt hinges; copper alloy rosettes and knobs on both sides.		
Space Code	12	Feature Code	12-N
Space	Hall, North	Feature	Lighting fixture
Space Category	Circulation	Feature Category	Ltg. Fixture
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Photograph, remove, crate, label and store securely for reinstallation	Condition	Fair
Description	Single incandescent lamp in ceramic base.		

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Space Code	13	Feature Code	
Space	Toilet, Staff, East	Feature	
Space Category	Toilet	Feature Category	
Space Significance	Significant	Feature Significance	
Space Date	1935	Feature Date	
Recommendation	Protect & secure before, during & after move	Condition	Fair
Description	The layout and finishes of this space are significantly different from the other three spaces with toilets. Therefore, this space may have been adapted from a different use. One possibility is that it was the "trainmen's room" noted in newspaper records.		

Space Code	13	Feature Code	13-A
Space	Toilet, Staff, East	Feature	Ceiling
Space Category	Toilet	Feature Category	Ceiling
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Protect & secure before, during & after move	Condition	Fair
Description	Painted sand finish plaster.		

Space Code	13	Feature Code	13-B
Space	Toilet, Staff, East	Feature	Plaster
Space Category	Toilet	Feature Category	Wall
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Protect & secure before, during & after move	Condition	Fair
Description	Painted sand finish plaster on east, south and west walls.		

Space Code	13	Feature Code	13-C
Space	Toilet, Staff, East	Feature	Wood paneling
Space Category	Toilet	Feature Category	Wall
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Protect & secure before, during & after move	Condition	Fair
Description	Painted vertical ship lap or tongue and groove paneling with V-grooves at the joints at the north wall.		

Space Code	13	Feature Code	13-D
Space	Toilet, Staff, East	Feature	Window
Space Category	Toilet	Feature Category	Window
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Photograph, remove, crate, label and store securely for reinstallation	Condition	Fair
Description	Painted wood frame and single divided light (2 x 3) sash.		

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Space Code 13	Feature Code 13-E
Space Toilet, Staff, East	Feature Hardware at window
Space Category Toilet	Feature Category Hardware
Space Significance Significant	Feature Significance Significant
Space Date 1935	Feature Date 1935
Recommendation Photograph, remove, crate, label and store securely for reinstallation	Condition Poor
	Condition Description Wood soiled and damaged from wear and weather.
Description Metal mortised butt hinges; thumb turn latch.	

Space Code 13	Feature Code 13-F
Space Toilet, Staff, East	Feature Floor
Space Category Toilet	Feature Category Floor
Space Significance Significant	Feature Significance Significant
Space Date 1935	Feature Date 1935
Recommendation Replace in kind	Condition Fair
	Condition Description
Description Smooth-troweled tinted concrete floor with a pressed grid pattern.	

Space Code 13	Feature Code 13-G
Space Toilet, Staff, East	Feature Base
Space Category Toilet	Feature Category Floor
Space Significance Significant	Feature Significance Significant
Space Date 1935	Feature Date 1935
Recommendation Photograph, remove, crate, label and store securely for reinstallation	Condition Poor
	Condition Description Soiled; damaged from wear.
Description Painted wood base without shoe molding	

Space Code 13	Feature Code 13-H
Space Toilet, Staff, East	Feature Partition
Space Category Toilet	Feature Category Fixture/Casework
Space Significance Significant	Feature Significance Significant
Space Date 1935	Feature Date 1935
Recommendation Photograph, remove, crate, label and store securely for reinstallation	Condition Fair
	Condition Description
Description Painted wood toilet partition.	

Space Code 13	Feature Code 13-I
Space Toilet, Staff, East	Feature Lavatory
Space Category Toilet	Feature Category Plumb. Fixture
Space Significance Significant	Feature Significance Significant
Space Date 1935	Feature Date 1935
Recommendation Photograph, remove, crate, label and store securely for reinstallation	Condition Fair
	Condition Description Badly soiled.
Description Vitreous porcelain wall-mounted lavatory.	

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Space Code	13	Feature Code	13-J
Space	Toilet, Staff, East	Feature	Soap dispenser
Space Category	Toilet	Feature Category	Toilet accessories
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Photograph, remove, crate, label and store securely for reinstallation	Condition	Fair
Description	White metal plated bracket with glass reservoir.		

Space Code	14	Feature Code	
Space	Toilet, Staff, West	Feature	
Space Category	Toilet	Feature Category	
Space Significance	Significant	Feature Significance	
Space Date	1935	Feature Date	
Recommendation	Protect & secure before, during & after move	Condition	Fair
Description			

Space Code	14	Feature Code	14-A
Space	Toilet, Staff, West	Feature	Ceiling
Space Category	Toilet	Feature Category	Ceiling
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Protect & secure before, during & after move	Condition	Fair
Description	Painted sand finish plaster.		

Space Code	14	Feature Code	14-B
Space	Toilet, Staff, West	Feature	Walls
Space Category	Toilet	Feature Category	Wall
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Protect & secure before, during & after move	Condition	Fair
Description	Painted sand finish plaster.		

Space Code	14	Feature Code	14-C
Space	Toilet, Staff, West	Feature	Floor
Space Category	Toilet	Feature Category	Floor
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Replace in kind	Condition	Fair
Description	Smooth-troweled tinted concrete floor with a pressed grid pattern; integral covered concrete base.		

Space Code	14	Feature Code	14-D
Space	Toilet, Staff, West	Feature	Window
Space Category	Toilet	Feature Category	Window
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Protect & secure before, during & after move	Condition	Fair
Description	Painted wood frame and double hung divided light (1 x 2) sash.		

Space Code	14	Feature Code	14-E
Space	Toilet, Staff, West	Feature	Partition
Space Category	Toilet	Feature Category	Fixture/Casework
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Photograph, remove, crate, label and store securely for reinstallation	Condition	Fair
Description	Painted metal toilet partition.		

Space Code	14	Feature Code	14-F
Space	Toilet, Staff, West	Feature	Lighting fixture
Space Category	Toilet	Feature Category	Ltg. Fixture
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Photograph, remove, crate, label and store securely for reinstallation	Condition	Good
Description	Single incandescent lamp in ceramic base.		

Space Code	15	Feature Code	
Space	Coat Closet	Feature	
Space Category	Circulation	Feature Category	
Space Significance	Significant	Feature Significance	
Space Date	1935	Feature Date	
Recommendation	Protect & secure before, during & after move	Condition	Fair
Description			

Space Code	15	Feature Code	15-A
Space	Coat Closet	Feature	Ceiling
Space Category	Circulation	Feature Category	Ceiling
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Protect & secure before, during & after move	Condition	Fair
Description	Painted sand finish plaster.		

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Space Code	15	Feature Code	15-B
Space	Coat Closet	Feature	Walls
Space Category	Circulation	Feature Category	Wall
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Protect & secure before, during & after move	Condition	Fair
Description	Painted sand finish plaster.		
Space Code	15	Feature Code	15-C
Space	Coat Closet	Feature	Floor
Space Category	Circulation	Feature Category	Floor
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Protect & secure before, during & after move	Condition	Fair
Description	Smooth-troweled tinted concrete floor with a pressed grid pattern.		
Space Code	15	Feature Code	15-D
Space	Coat Closet	Feature	Base
Space Category	Circulation	Feature Category	Floor
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Photograph, remove, crate, label and store securely for reinstallation	Condition	Fair
Description	Painted wood base.		
Space Code	15	Feature Code	15-E
Space	Coat Closet	Feature	Shelf and rod
Space Category	Circulation	Feature Category	Fixture/Casework
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Protect & secure before, during & after move	Condition	Fair
Description	Painted wood shelf; galvanized steel clothes rod.		
Space Code	16	Feature Code	
Space	Baggage Room	Feature	
Space Category	Freight	Feature Category	
Space Significance	Significant	Feature Significance	
Space Date	1953	Feature Date	
Recommendation	Protect & secure before, during & after move	Condition	Fair
Description	City of Pasadena Building Permit #8118 L, 6-10-53, records a 20 feet by 25 feet addition to the baggage room, of stucco and frame construction; H. L. Gilmore, Architect; ATSF Ry., Owner & Contractor. Field observation indicates that the addition may be that portion of the space at the western end of the room.		

Space Code	16	Feature Code	16-A
Space	Baggage Room	Feature	Roof structure
Space Category	Freight	Feature Category	Ceiling
Space Significance	Significant	Feature Significance	Significant
Space Date	1953	Feature Date	1953
Recommendation	Protect & secure before, during & after move	Condition	Fair
Description	Painted wood board sheathing and carpenter trusses, dating from both 1935 and 1953.		

Space Code	16	Feature Code	16-B
Space	Baggage Room	Feature	Walls
Space Category	Freight	Feature Category	Wall
Space Significance	Significant	Feature Significance	Significant
Space Date	1953	Feature Date	1953
Recommendation	Protect & secure before, during & after move	Condition	Fair
Description	Painted wood board sheathing, dating from both 1935 and 1953		

Space Code	16	Feature Code	16-C
Space	Baggage Room	Feature	Concrete floor
Space Category	Freight	Feature Category	Floor
Space Significance	Significant	Feature Significance	Significant
Space Date	1953	Feature Date	1935
Recommendation	Replace in kind	Condition	Poor
Description	Concrete floor at east end of space.		

Space Code	16	Feature Code	16-D
Space	Baggage Room	Feature	Wood floor
Space Category	Freight	Feature Category	Floor
Space Significance	Significant	Feature Significance	Significant
Space Date	1953	Feature Date	1953
Recommendation	Photograph, remove, crate, label and store securely for reinstallation	Condition	Poor
Description	Tongue and groove wood strip floor, raised to loading dock height at a line which crosses the room in a north-south direction nearer the east wall.		

Space Code	16	Feature Code	16-E
Space	Baggage Room	Feature	Baggage door, East Wall, South End
Space Category	Freight	Feature Category	Door
Space Significance	Significant	Feature Significance	Significant
Space Date	1953	Feature Date	1935
Recommendation	Photograph, remove, crate, label and store securely for reinstallation	Condition	Poor
Description	Large painted wood panel door with horizontal metal straps; suspended from an overhead track with rollers; two divided light (1 x 3) glass panels.		

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Space Code	16	Feature Code	16-F
Space	Baggage Room	Feature	Hardware at Baggage door, East Wall.
Space Category	Freight	Feature Category	Hardware
Space Significance	Significant	Feature Significance	Significant
Space Date	1953	Feature Date	1935
Recommendation	Photograph, remove, crate, label and store securely for reinstallation	Condition	Fair
Description	Metal overhead track.		
Space Code	16	Feature Code	16-G
Space	Baggage Room	Feature	Baggage door, North Wall, East End
Space Category	Freight	Feature Category	Door
Space Significance	Significant	Feature Significance	Significant
Space Date	1953	Feature Date	1953
Recommendation	Photograph, remove, crate, label and store securely for reinstallation	Condition	Fair
Description	Large painted wood panel door with two divided light (2 x 2) wire glass panels over two wood panels with diagonal beaded boards; suspended from overhead track with rollers.		
Space Code	16	Feature Code	16-H
Space	Baggage Room	Feature	Hardware at Baggage door, North Wall.
Space Category	Freight	Feature Category	Hardware
Space Significance	Significant	Feature Significance	Significant
Space Date	1953	Feature Date	1953
Recommendation	Photograph, remove, crate, label and store securely for reinstallation	Condition	Fair
Description	Metal overhead track.		
Space Code	16	Feature Code	16-I
Space	Baggage Room	Feature	Baggage door, North Wall, West End
Space Category	Freight	Feature Category	Door
Space Significance	Significant	Feature Significance	Significant
Space Date	1953	Feature Date	1953
Recommendation	Photograph, remove, crate, label and store securely for reinstallation	Condition	Fair
Description	Large painted wood panel door with two divided light (2 x 2) wire glass panels over two wood panels with diagonal beaded boards; suspended from overhead track with rollers; woven wire security screen attached to interior of glazed panels.		
Space Code	16	Feature Code	16-J
Space	Baggage Room	Feature	Hardware at Baggage door, North Wall.
Space Category	Freight	Feature Category	Hardware
Space Significance	Significant	Feature Significance	Significant
Space Date	1953	Feature Date	1953
Recommendation	Photograph, remove, crate, label and store securely for reinstallation	Condition	Fair
Description	Metal overhead track.		

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Space Code	16	Feature Code	16-K
Space	Baggage Room	Feature	Baggage door opening, East Wall, North
Space Category	Freight	Feature Category	Door
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Protect & secure before, during & after move	Condition	Fair
Description	Baggage door opening (excluding door).		

Space Code	16	Feature Code	16-L
Space	Baggage Room	Feature	Roll-up door in opening, East Wall.
Space Category	Freight	Feature Category	Door
Space Significance	Significant	Feature Significance	Not Significant
Space Date	After 1953	Feature Date	After 1953
Recommendation	Replace in kind	Condition	Fair
Description	Sectional roll-up door and hardware.		

Condition Description The door and hardware is not significant, and may be retained or replaced. If replaced, replication of the adjacent door to the south may be appropriate.

Space Code	16	Feature Code	16-M
Space	Baggage Room	Feature	Door to exterior, East Wall
Space Category	Freight	Feature Category	Door
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Photograph, remove, crate, label and store securely for reinstallation	Condition	Fair
Description	Painted wood frame and paneled door with a single divided light (2 x 2) glazed panel.		

Space Code	16	Feature Code	16-N
Space	Baggage Room	Feature	Hardware at Door to exterior, East Wall
Space Category	Freight	Feature Category	Door
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Photograph, remove, crate, label and store securely for reinstallation	Condition	Fair
Description	Metal mortised butt hinges.		

Space Code	16	Feature Code	16-N
Space	Baggage Room	Feature	
Space Category	Freight	Feature Category	Door
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Photograph, remove, crate, label and store securely for reinstallation	Condition	Fair
Description	Metal mortised butt hinges.		

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Space Code 16	Feature Code 16-O
Space Baggage Room	Feature Window, South Wall, East
Space Category Freight	Feature Category Window
Space Significance Significant	Feature Significance Significant
Space Date 1953	Feature Date 1953
Recommendation Photograph, remove, crate, label and store securely for reinstallation	Condition Fair
Description Painted wood frame and single casement divided light (2 x 2) sash.	Condition Description

Space Code 16	Feature Code 16-P
Space Baggage Room	Feature Hardware at Window, South Wall, East
Space Category Freight	Feature Category Hardware
Space Significance Significant	Feature Significance Significant
Space Date 1953	Feature Date 1953
Recommendation Photograph, remove, crate, label and store securely for reinstallation	Condition Fair
Description Metal mortised butt hinges; et al. as found.	Condition Description

Space Code 16	Feature Code 16-Q
Space Baggage Room	Feature Window, South Wall, West
Space Category Freight	Feature Category Window
Space Significance Significant	Feature Significance Significant
Space Date 1953	Feature Date 1953
Recommendation Photograph, remove, crate, label and store securely for reinstallation	Condition Fair
Description Painted wood frame and single casement divided light (2 x 2) sash.	Condition Description

Space Code 16	Feature Code 16-R
Space Baggage Room	Feature Hardware at Window, South Wall, West
Space Category Freight	Feature Category Hardware
Space Significance Significant	Feature Significance Significant
Space Date 1953	Feature Date 1953
Recommendation Photograph, remove, crate, label and store securely for reinstallation	Condition Fair
Description Metal mortised butt hinges; et al. as found.	Condition Description

Space Code 16	Feature Code 16-S
Space Baggage Room	Feature Window, West Wall, North
Space Category Freight	Feature Category Window
Space Significance Significant	Feature Significance Significant
Space Date 1953	Feature Date 1953
Recommendation Photograph, remove, crate, label and store securely for reinstallation	Condition Fair
Description Painted wood frame and single hopper sash with divided light (2 x 2) sash.	Condition Description

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Space Code	16	Feature Code	16-T
Space	Baggage Room	Feature	Hardware at Window, West Wall, North
Space Category	Freight	Feature Category	Hardware
Space Significance	Significant	Feature Significance	Significant
Space Date	1953	Feature Date	1953
Recommendation	Photograph, remove, crate, label and store securely for reinstallation	Condition	Fair
Description	Metal mortised butt hinges; latch; chains.		
Space Code	16	Feature Code	16-U
Space	Baggage Room	Feature	Window, West Wall, Second from north
Space Category	Freight	Feature Category	Window
Space Significance	Significant	Feature Significance	Significant
Space Date	1953	Feature Date	1953
Recommendation	Photograph, remove, crate, label and store securely for reinstallation	Condition	Fair
Description	Painted wood frame and single hopper sash with divided light (2 x 2) sash.		
Space Code	16	Feature Code	16-V
Space	Baggage Room	Feature	Hardware at Window, West Wall,
Space Category	Freight	Feature Category	Hardware
Space Significance	Significant	Feature Significance	Significant
Space Date	1953	Feature Date	1953
Recommendation	Photograph, remove, crate, label and store securely for reinstallation	Condition	Fair
Description	Metal mortised butt hinges; latch; chains.		
Space Code	16	Feature Code	16-W
Space	Baggage Room	Feature	Window, West Wall, Third from north
Space Category	Freight	Feature Category	Window
Space Significance	Significant	Feature Significance	Significant
Space Date	1953	Feature Date	1953
Recommendation	Photograph, remove, crate, label and store securely for reinstallation	Condition	Fair
Description	Painted wood frame and single hopper sash with divided light (2 x 2) sash.		
Space Code	16	Feature Code	16-X
Space	Baggage Room	Feature	Hardware at Window, West Wall, Third
Space Category	Freight	Feature Category	Hardware
Space Significance	Significant	Feature Significance	Significant
Space Date	1953	Feature Date	1953
Recommendation	Photograph, remove, crate, label and store securely for reinstallation	Condition	Fair
Description	Metal mortised butt hinges; latch; chains.		

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Space Code	16	Feature Code	16-Y
Space	Baggage Room	Feature	Baggage Scale
Space Category	Freight	Feature Category	Fixture: Casework
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Photograph, remove, crate, label and store securely for reinstallation	Condition	Fair
Description	Scale platform and instrument in concrete floor, near north wall.		

Space Code	16	Feature Code	16-Z
Space	Baggage Room	Feature	Baggage Scale
Space Category	Freight	Feature Category	Fixture: Casework
Space Significance	Significant	Feature Significance	Significant
Space Date	1953	Feature Date	1935
Recommendation	Photograph, remove, crate, label and store securely for reinstallation	Condition	Fair
Description	Scale platform and instrument in wood floor at loading dock height, near north wall.		

Space Code	16	Feature Code	16-AA
Space	Baggage Room	Feature	Metal lighting fixtures
Space Category	Freight	Feature Category	Ltg. Fixture
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1935
Recommendation	Photograph, remove, crate, label and store securely for reinstallation	Condition	Fair
Description	Two spun metal lighting fixtures with enamel finish.		

Space Code	16	Feature Code	16-AA
Space	Baggage Room	Feature	Lighting
Space Category	Freight	Feature Category	Ltg. Fixture
Space Significance	Significant	Feature Significance	Significant
Space Date	1951	Feature Date	1935
Recommendation	Photograph, remove, crate, label and store securely for reinstallation	Condition	Fair
Description	Two spun metal lighting fixtures with enamel finish.		

Space Code	16	Feature Code	16-BB
Space	Baggage Room	Feature	Lighting fixture covers
Space Category	Freight	Feature Category	Ltg. Fixture
Space Significance	Significant	Feature Significance	Significant
Space Date	1951	Feature Date	1951
Recommendation	Photograph, remove, crate, label and store securely for reinstallation	Condition	Poor
Description	White metal frame and glass diffusers; other remnants stored at northeast corner.		

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Space Code	16	Feature Code	16-CC
Space	Baggage Room	Feature	Bracket
Space Category	Freight	Feature Category	Bracket
Space Significance	Significant	Feature Significance	Significant
Space Date	1953	Feature Date	1951
Recommendation	Photograph, remove, crate, label and store securely for reinstallation	Condition	Poor
Description	Bracket dislocated from roof overhang on north elevation. found on floor.		
Space Code	17	Feature Code	
Space	Baggage Office	Feature	
Space Category	Office	Feature Category	
Space Significance	Significant	Feature Significance	
Space Date	1953	Feature Date	
Recommendation	Photograph, remove, crate, label and store securely for reinstallation	Condition	Fair
Description	The space may have been added when the baggage room was expanded.		
Space Code	17	Feature Code	17-A
Space	Baggage Office	Feature	Ceiling
Space Category	Office	Feature Category	Ceiling
Space Significance	Significant	Feature Significance	Significant
Space Date	1935	Feature Date	1953
Recommendation	Photograph, remove, crate, label and store securely for reinstallation	Condition	Fair
Description	Painted wood boards and crown molding.		
Space Code	17	Feature Code	17-B
Space	Baggage Office	Feature	West and south walls
Space Category	Office	Feature Category	Wall
Space Significance	Significant	Feature Significance	Significant
Space Date	1953	Feature Date	1953
Recommendation	Photograph, remove, crate, label and store securely for reinstallation	Condition	Fair
Description	Painted wood sheathing at south and west walls.		
Space Code	17	Feature Code	17-C
Space	Baggage Office	Feature	North and East Walls
Space Category	Office	Feature Category	Wall
Space Significance	Significant	Feature Significance	Significant
Space Date	1953	Feature Date	1953
Recommendation	Photograph, remove, crate, label and store securely for reinstallation	Condition	Fair
Description	Painted wood post and header frame, with glass panels and transoms over plywood panels at the base; framed opening in the east wall.		

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Space Code	17	Feature Code	17-D
Space	Baggage Office	Feature	Floor
Space Category	Office	Feature Category	Floor
Space Significance	Significant	Feature Significance	Significant
Space Date	1953	Feature Date	1935
Recommendation	Replace in kind	Condition	Fair
Description	Concrete		

Space Code	17	Feature Code	17-E
Space	Baggage Office	Feature	Desk
Space Category	Office	Feature Category	Fixture:Casework
Space Significance	Significant	Feature Significance	Significant
Space Date	1953	Feature Date	1953
Recommendation	Photograph, remove, crate, label and store securely for reinstallation	Condition	Fair
Description	Painted wood standing height table with drawers; top is a recent plywood replacement.		

Space Code	18	Feature Code	
Space	Baggage Records	Feature	
Space Category	Baggage	Feature Category	
Space Significance	Significant	Feature Significance	
Space Date	1953	Feature Date	
Recommendation	Protect & secure before, during & after move	Condition	Fair
Description	Use of space uncertain; appears to be constructed for storing small objects and records. The space may have been constructed at the same time that the Baggage Room was expanded in 1953.		

Space Code	18	Feature Code	18-A
Space	Baggage Records	Feature	Ceiling
Space Category	Baggage	Feature Category	Ceiling
Space Significance	Significant	Feature Significance	Significant
Space Date	1953	Feature Date	1953
Recommendation	Protect & secure before, during & after move	Condition	Fair
Description	Painted plywood and wood trim.		

Space Code	18	Feature Code	18-B
Space	Baggage Records	Feature	Walls
Space Category	Baggage	Feature Category	Wall
Space Significance	Significant	Feature Significance	Significant
Space Date	1953	Feature Date	1953
Recommendation	Protect & secure before, during & after move	Condition	Fair
Description	Painted plywood and wood trim.		

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Space Code 18	Feature Code 18-C
Space Baggage Records	Feature Door
Space Category Baggage	Feature Category Door
Space Significance Significant	Feature Significance Significant
Space Date 1953	Feature Date 1953
Recommendation Photograph, remove, crate, label and store securely for reinstallation	Condition Fair
Description Painted wood frame and five panel door.	Condition Description

Space Code 18	Feature Code 18-D
Space Baggage Records	Feature Hardware at Door
Space Category Baggage	Feature Category Hardware
Space Significance Significant	Feature Significance Significant
Space Date 1953	Feature Date 1953
Recommendation Photograph, remove, crate, label and store securely for reinstallation	Condition Fair
Description Metal mortised butt hinges et al. as found.	Condition Description

Space Code 18	Feature Code 18-E
Space Baggage Records	Feature Shelves and cabinets
Space Category Baggage	Feature Category Fixture/Casework
Space Significance Significant	Feature Significance Significant
Space Date 1953	Feature Date 1953
Recommendation Protect & secure before, during & after move	Condition Good
Description Painted wood fixed shelves, adjustable shelves, and cabinets with doors.	Condition Description

Space Code 18	Feature Code 18-F
Space Baggage Records	Feature Cabinet doors
Space Category Baggage	Feature Category Fixture/Casework
Space Significance Significant	Feature Significance Significant
Space Date 1953	Feature Date 1953
Recommendation Photograph, remove, crate, label and store securely for reinstallation	Condition Good
Description Painted wood cabinets doors, metal hinges, metal latches.	Condition Description



**APPENDIX F:
TREE INVENTORY**

ENVIRONMENTAL IMPACT REPORT
DEL MAR STATION
MIXED USE DEVELOPMENT PROJECT



DEL MAR STATION TREE INVENTORY AND EVALUATION

FOR THE CENTRAL PARK MARKET

AT DEL MAR STATION PROJECT

CITY OF PASADENA, CALIFORNIA



PREPARED FOR DEL MAR STATION, LLC

23 APRIL 2001

Del Mar Station Tree Inventory and Evaluation

For the Central Park Market

At Del Mar Station Project

City of Pasadena, California

Prepared for:

Del Mar Station, LLC

Prepared by:

TERACOR Resource Management

42217 Rio Nedo, Suite A101

Temecula, California 92590

909 296 5600

23 April 2001

This report contains information related to the arboreal resources present at the proposed Del Mar Station project site. This evaluation presents the results of objective site assessment and research related to site landscaping, as it pertains to historic development of the site. Recommendations contained herein represent the best professional opinion of TERACOR Resource Management, Inc.

Attest:



Samuel Reed
Principal

24 April 2001

Date

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DEL MAR STATION TREE INVENTORY AND EVALUATION

Site Location

The proposed Central Park Market at Del Mar Station Project is located in the City of Pasadena, as shown in Exhibit 1 - Regional Location Map on page 2. It is bounded by Raymond Avenue to the west, Del Mar Boulevard on the south, Arroyo Parkway on the east, and existing development to the north. Central Park lies immediately west of the site across Raymond Avenue. The project site is a 4.2 acre area located within the Old Pasadena Area of Influence.

Purpose of this Assessment

This assessment was prepared by TERACOR Resource Management and its associates.

The purpose of this assessment was to 1) inventory and map tree resources on-site, 2) conduct individual tree evaluations to assist the planning team in determining which trees might be candidates for preservation or translocation, and 3) evaluate the potential cultural or historic significance of trees on-site relative to the site development history and traditional southern California landscaping practices.

Methodology

All trees on-site were identified, inventoried, evaluated and mapped by a field assessment team which included S. Reed and C. Langford. Uncertain identifications and standard tree translocation practices were confirmed on-site with C. Crotty, ISA Certified Arborist No. 749. Historic photograph, topographic map, and Sanborn map analysis was conducted at collections in the Map Library at California State University, Northridge, by M. Swift. Additional historic mapping and photographic research was conducted at the University of California at Los Angeles Department of Geography Map Library and Spence Air Photo collection by C. Langford. Historical evaluations based images obtained from these sources were conducted by TERACOR staff members.

Site Resources

The project area consists of one permanent, single story structure; the historic Santa Fe Railroad Station (Del Mar Station), constructed in 1935, as well as parking lots, several temporary mobile unit offices currently utilized by the Metropolitan Transit Authority (MTA), the planned Blue Line railway corridor (not

developed at this time), two landscaped areas on-site, perimeter landscaping, temporary chain-link fencing, and sidewalks on three sides of the site.

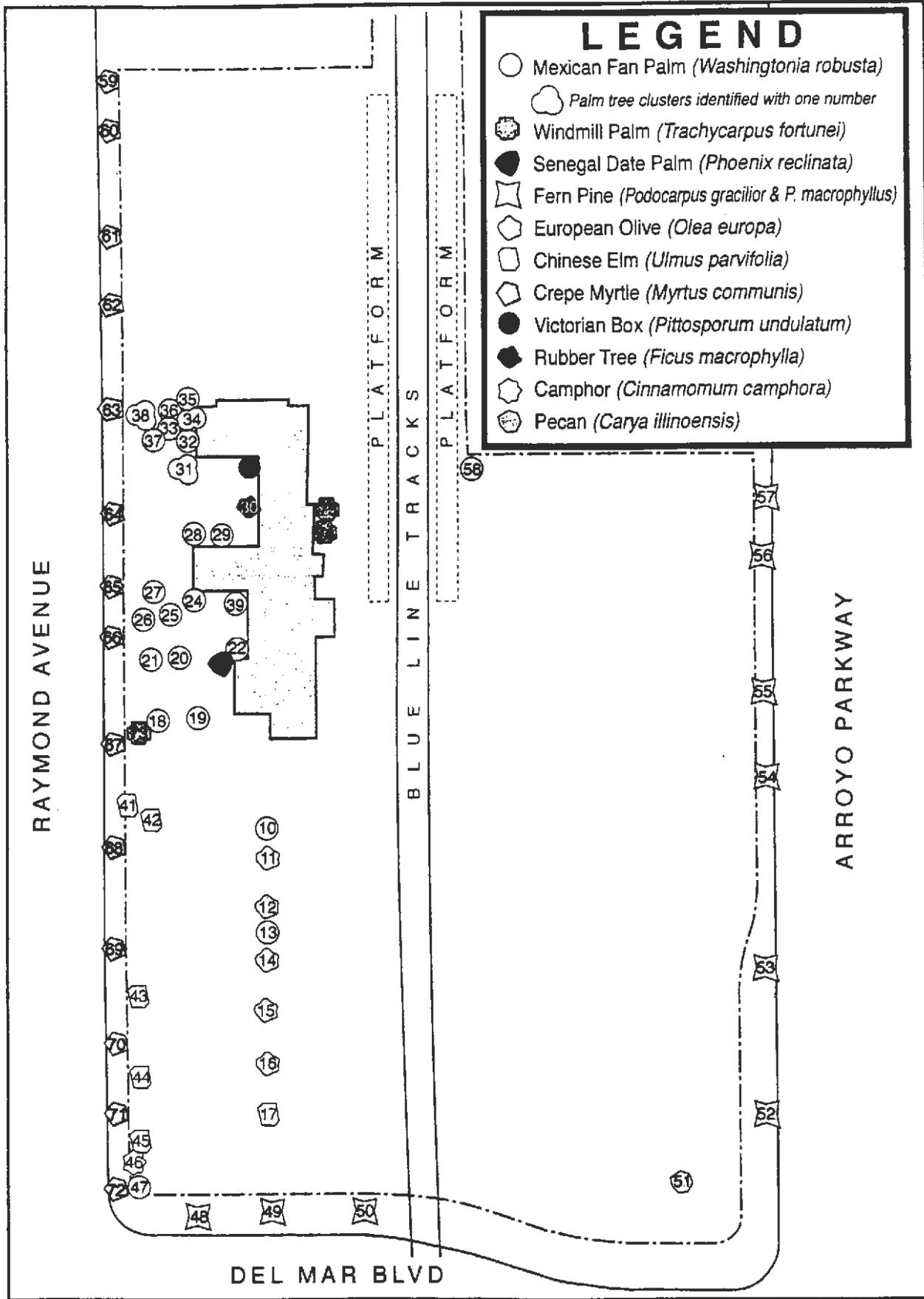
Tree Inventory

There are a total of sixty-six (66) trees located across the property and public rights-of-way adjacent to the property. A total of twenty-four (24) of these 66 trees appear to be within the rights-of-way along the three boulevards surrounding the site. Each tree has been assessed, recorded, numbered and tagged in the field for future identification purposes. Exhibit 2 - Tree Location Map on page 4 depicts the approximate location of each specimen assessed. Appendix A - Tree Evaluation Forms contains the assessments for each of the trees, with the exception of juvenile trees recently planted along Raymond Avenue. These fourteen (14) juvenile crepe myrtle trees were too underdeveloped to be meaningfully evaluated.

There were eleven tree species identified on or adjacent to the site. All eleven (11) species are ornamental and not native to the natural California landscape. These species are identified below in Table 1 - Summary of Trees On or Adjacent to the Project Site.

Table 1 - Summary of Trees On or Adjacent to the Project Site

Species	Number of Individuals
Mexican Fan Palm (<i>Washingtonia robusta</i>)	24
Windmill Palm (<i>Trachycarpus fortunei</i>)	3
Senegal Date Palm (<i>Phoenix reclinata</i>)	1
Fern Pine or Yew Pine (<i>Podocarpus gracilior & macrophyllus</i>)	9
European Olive (<i>Olea europaea</i>)	5
Chinese Elm (<i>Ulmus parvifolia</i>)	6
Crepe Myrtle (<i>Myrtus communis</i>)	14
Victorian Box (<i>Pittosporum undulatum</i>)	1
Rubber Tree (<i>Ficus macrophylla</i>)	1
Camphor (<i>Cinnamomum camphora</i>)	1
Pecan (<i>Carya illinoensis</i>)	1
TOTAL	66



The condition of trees at the project site varies considerably from species to species, however, there was relative uniformity between individuals of each species as a result of similar levels of care and maintenance over the years. All species on-site are well-adapted to the to southern California environment and are found commonly throughout Pasadena and the greater Los Angeles area. Exhibits 3 through 5 - Photographs of the Site on pages 6, 7 and 8, respectively, depict most of the trees on the property, as well as the conditions under which these trees have grown.

Generally, most of the trees on-site are in relatively good health, especially the palm trees. From an aesthetic standpoint, the palms also are in relatively good condition. The European olives and Chinese elms, however, have been subjected to intensive trimming and poor maintenance practices in the past. The extensive trimming lopped off most of the canopies and resulted in secondary regrowth. Secondary regrowth from the trunk and older branches is leggy and poorly articulated in these species on the site, and has resulted in poor aesthetic ratings for these specimens. Branches in all of the trees of these two species are long and often unarticulated. This condition is relatively uncommon to olives and elms, which, when property maintained, produce strong branches and articulated canopies.

Mexican Fan Palms

The 24 fan palms on-site are largely suitable for preservation or translocation, however, trees which approach or exceed 50 feet in height are unstable when replanted and require permanent or semi-permanent tie-down mechanisms. Wind can be especially damaging to re-planted palm trees. Approximately half of the fan palms are considered too tall for conventional replanting and careful planning would be required to find a suitable location for these trees. Parks, parkways, school-grounds, and residential locations would all be considered high risk sites for replanting tall palms. Industrial or office areas where tie-downs could be engineered would be more suitable locations.

Tree No's. 31 and 38 are actually comprised of between 2 to 3 separate trees, but they have grown together in a cluster. These trees are suitable for preservation, and if properly secured and tied together, would be considered suitable for translocation. Costs for translocation of palms are not prohibitive.

Palm trees are a signature tree for southern California, particularly the communities of Santa Monica, Beverly Hills, the Crenshaw district, Pasadena, and Mid-Wilshire. They line the residential streets of these communities, and are also commonly as accent trees in commercial and hotel development. Their presence at the main entrance Del Mar Station is typical of their accent utilization across southern California, which is generally meant to suggest arrival at a special destination. Review of historical information



▲ Photo 1 - Tree No.'s 10 through 12 - Mexican fan palm and European olives in parking lot.



▲ Photo 2 - Tree No.s 13 through 15 - Mexican fan palm and European olives facing west.



◀ Photo 3 - Tree No.'s 16 and 17 - European olive and Chinese elm. These trees in the parking lot have had major branches lopped off in the past, regrowth is mostly leggy and unarticulated.



▲ Photo 4 - View facing north of Mexican fan palms at the front of Del Mar Station. The tree numbers seen are mainly 18 through 27.



▼ Photo 5 - View facing northwest of the stand of European olives, previously shown in earlier photographs. The tree numbers are 11 through 16.

▶ Photo 6 - Tree No.'s 31 through 35 are Mexican fan palms located against the foundation of the Del Mar Station building. Juvenile trees, sprouting from lack of maintenance, have become overcrowded at this location.



◀ Photo 7 - Tree No.'s 41 and 42 are Chinese elms, both of which have leggy canopies due to having major branches lopped off. These trees are located along Raymond Avenue.

Photo 8 - Tree No.'s 43 and 44 - additional Chinese elms along Raymond Avenue



Photo 9 - The existing landscaping at the corner of Del Mar and Raymond is shown. Tree No. 46, a camphor tree, is shown with the bright yellow-green foliage. It is in very poor condition. The fan palm is Tree No. 47



Photo 10 - Shrubs shown to the left of the photo were not assessed; the juvenile fern pines in the foreground are Tree No.'s 48 and 49. The fan palm is Tree No. 50



Photo 11 - This pecan tree (Tree No. 51) is located at the corner of Del Mar and Arroyo. It is in relatively good health despite its location within an asphalt parking lot. Tree No. 52, a fern pine, is shown behind the pecan.



Photo 12 - Juvenile fern pines along Arroyo (Tree No.'s 54 and 55)



Photo 13 - Tree No. 56, a fern pine along Arroyo.

Photo 14 - Tree No. 57, the northerly-most fern pine on this site along Arroyo



Photo 16 - This cluster of Mexican fan palms is comprised of Tree No. s 31 through 38. The perspective is facing south.



Photo 15 - Tree No. 58, located in the northwest corner of the parking lot is a Mexican fan palm.

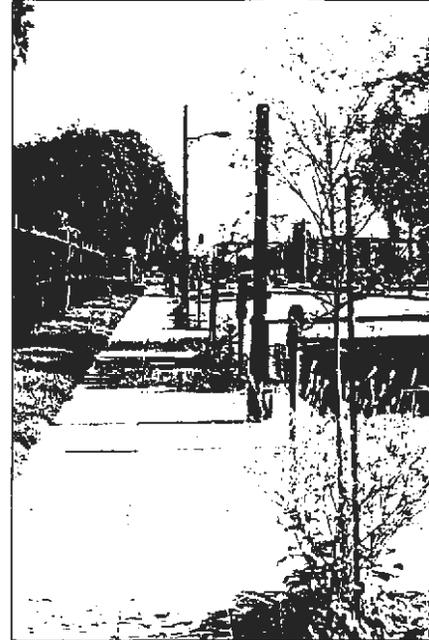


Photo 17 - Juvenile crepe myrtles are shown in this photograph (Tree No. s 63 through 72) along Raymond.

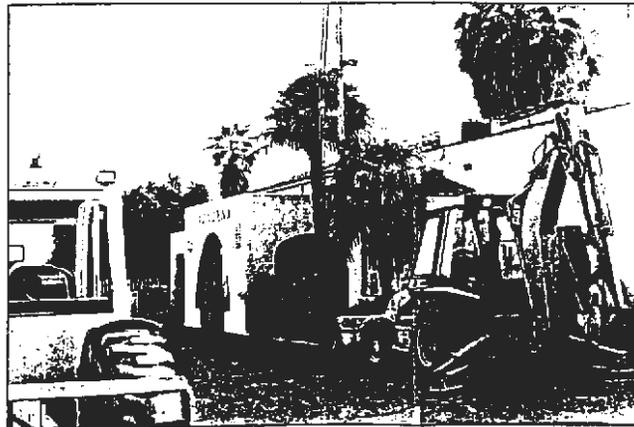


Photo 18 - Tree No. s 74 and 75 are windmill palms located on the east side of Del Mar Station.

suggests they are of various ages, and have been growing on the property (both originally and in a volunteer capacity) since 1953. Natural recruitment appears to be the primary mechanism for placement.

The Mexican fan palms are between 20 to 50 years old.

Windmill Palms and Senegal Date Palm

These small decorative palms on-site are located near building entrances and are in relatively good condition. They have not been carefully maintained, however, and other dead small palms were in evidence. It is not clear that translocation would be beneficial, and replacement with new trees or other species is probably the most prudent action.

Fern and Yew Pines

There are nine (9) fern and yew pines located along Del Mar Boulevard and Arroyo Parkway in the public right-of-way. These appear to be the designated street trees. Tree No's. 48 and 49 are juvenile trees which appear stressed and may have to be replaced when the site is redeveloped. Other trees in this category appear to be in reasonable health, and would only have to be moved or replaced if new driveways, sidewalks, or street furniture is installed.

European Olives

The five (5) European olives on-site are in generally poor to average condition. They are located in a single line within the parking lot for the station, and have been in place since the station was constructed. Historic photographic evidence indicated the 5 olives had reached substantial size by 1940, subsequent to station development. We estimate the age of these trees to be approximately 65 years old.

Olive trees, when properly maintained, have the potential to produce remarkably articulated canopies and beautiful trunks. These trees have not been maintained well on this property as major branches have been lopped off and most growth is secondary and leggy. They have the potential to be rehabilitated, however, translocation and rehabilitation together would pose a significant challenge and the end result is not predictable.

Olive groves were planted in great numbers in southern California prior to the beginning of the 20th Century, but have gradually disappeared from the southland as a commercial tree. Their use on this site,

though probably not intentional, symbolically displays the row of olives against the casually-configured palms in the front lawn along Raymond Avenue, suggesting a historical juxtaposition between California's rugged agricultural past and the balmy welcome of a relaxed urban future. This symbolic relationship is most likely very unintentional, but it was the only creative aspect we detected in the landscaping on the property.

Chinese Elm

There were five elm trees assessed; four were off-site. None of the five are in particularly good condition. Tree No. 17, for example, is multi-trunked but appears to have "volunteered" on-site and was probably cut down some time ago in the past and has since re-sprouted and grown to adult-size.

Crepe Myrtle

Fourteen (14) juvenile crepe myrtle are present along Raymond Avenue and were counted but not assessed due to their under-developed size and canopies. They appear to be stressed and in need of irrigation, otherwise, some may need to be replaced.

Victorian Box and Rubber Tree

The one Victorian box is another "volunteer" tree on-site, and is growing too close to the station foundation. This tree is poorly articulated and should be removed. The rubber tree appears to be in a similar circumstance; it also has sprouted too close to the building and is best removed and replaced with a more desirable species.

Camphor Tree

The lone camphor tree is located at the intersection of Raymond Avenue and Del Mar Boulevard. It has numerous broken and dead branches in its canopy and is considered a hazard, with no particular significance to the property.

Pecan Tree

One pecan tree is located at the southeast corner of the property within an asphalt parking lot. It is in relatively good condition but contributes no historic or cultural significance to the property.

Historical Review of Landscape Development On-site

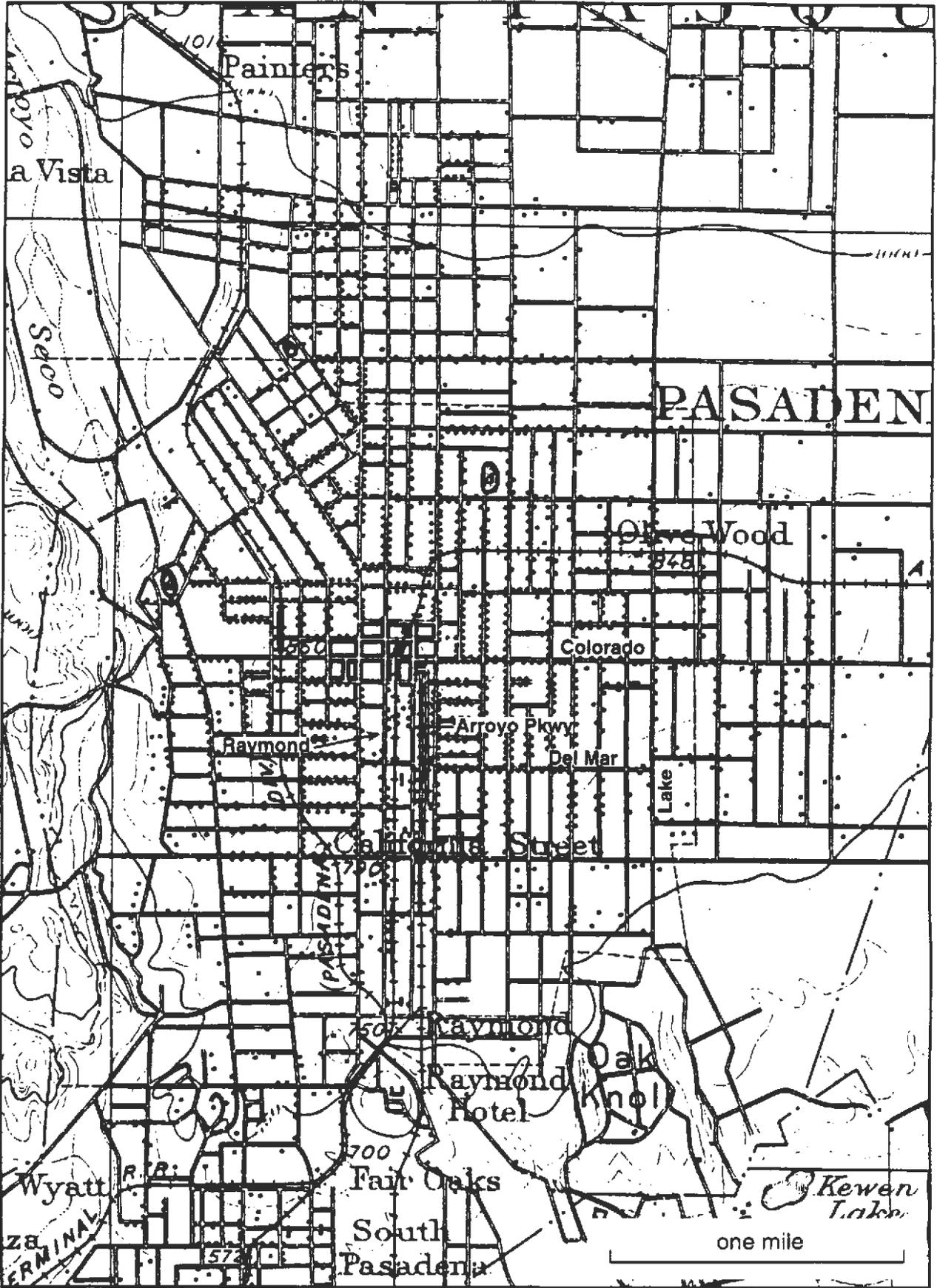
Exhibit 6 - USGS Topographic Map on page 12 vaguely illustrates the extent of street and structural development in place in Pasadena in 1900; primarily, it depicts the location of the rail line on the property. Between two to three structures are shown as existent on the site in 1900, however, the Atchison, Topeka and Santa Fe Freight building had not yet been constructed. By 1921 the two or three structures in the northwest corner of the site had apparently been removed, as shown in Exhibit 7 - Historical 1921 Photograph of the Site on page 13. It is also possible that they had not been removed, but were located imprecisely in the 1900 topographic map. Landscaping shown in Exhibit 7 has no relationship to landscaping presently on-site. By 1921, the freight house on the east side of the rail line had been constructed, and billboard advertising had been erected along Raymond Avenue. Exhibit 8 - Historical 1928 Photograph of the Site on page 14 shows site development more clearly; a spur to the rail line has been constructed on the east side of the property but landscaping is minimal to non-existent. A two-story structure of woodframe construction is shown in 1928 immediately west of the rail line on-site.

Exhibit 9 - Historical 1930 Sanborn Map of the Site on page 15 illustrates that two structures were present on the property by 1930, both previously referenced. No currently-existent landscaping was present on-site at this time. Exhibit 10 - Historical 1933 Photograph of the Site on page 16 confirms earlier determinations but offers no additional information.

In 1935 the Del Mar Station was constructed, as seen in Exhibit 11- Historical 1940 Photograph of the Site on page 17. The five (5) European olive trees have been placed within the station's parking lot, which put their age at approximately 65 years. It cannot be determined from the photograph if any palm trees have been planted at the site, but if they had been by 1940, it is not apparent in the photograph. It also appears that small trees or shrubbery may have been planted along Del Mar Boulevard, but this is not certain. Exhibit 12 - Historical 1947 Sanborn Map of the Site on page 18 confirms the presence of existing structures on the property.

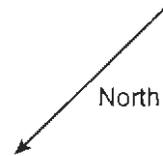
Exhibit 13 - Historical 1953 Photograph of the Site on page 19 indicates through interpretation of shadows that several palm trees may have been present at the station's west entrance. The many palm trees present today at this location were not present in 1953, which led us to the conclusion that most palm trees on-site are well under 50 years of age.

Based on the photograph in Exhibit 13 we determined that only a few palms and the olives were present on-site in 1953, suggesting that most landscaping on-site is not of historical origin.



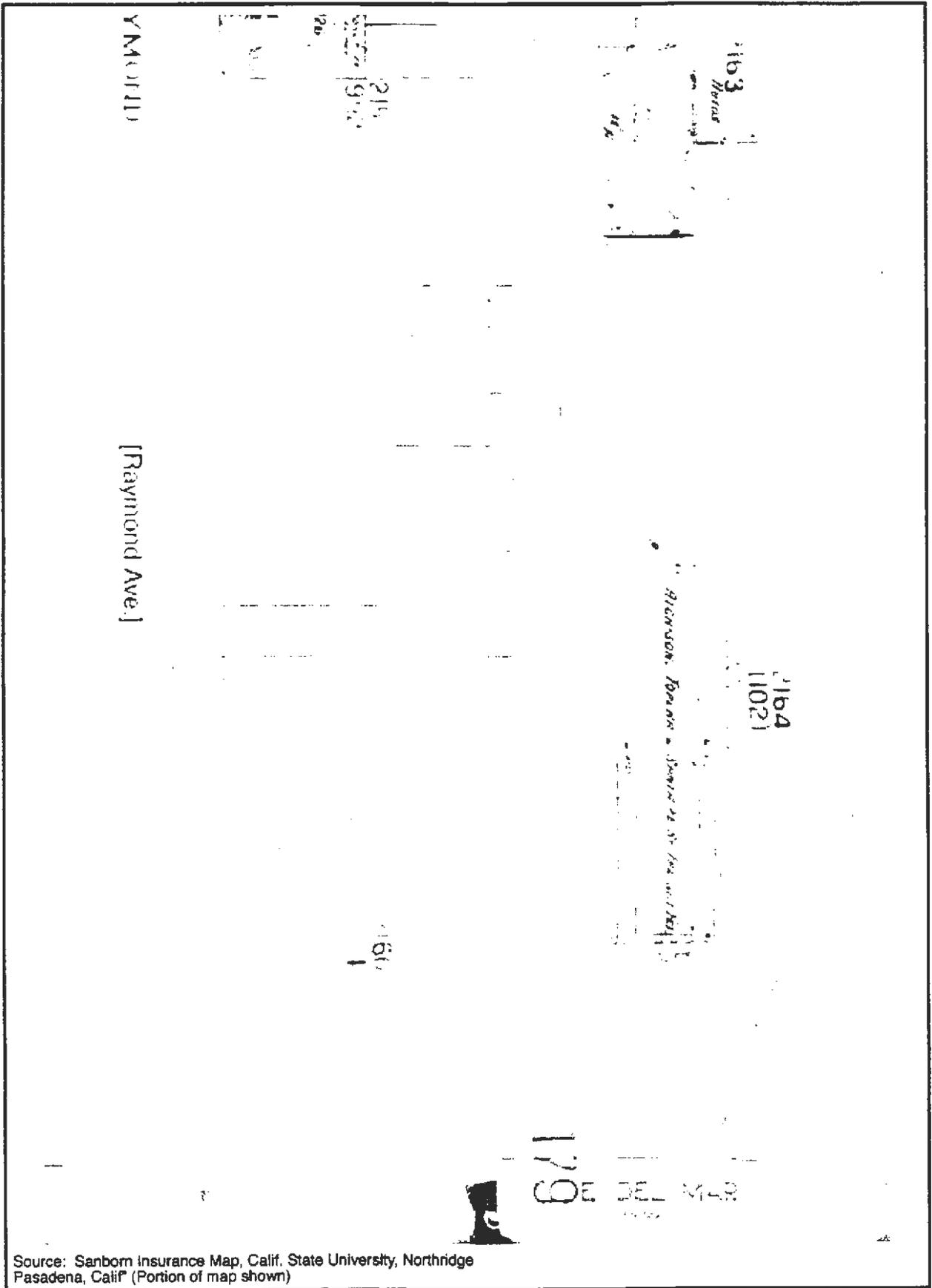


Source: Air Photo Archives, UCLA Dept of Geography
"Spence Photo #277 - 1921- Section 51
Pasadena, Calif - 1kg SE" (Portion of photo shown)

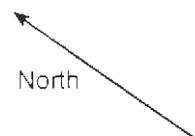




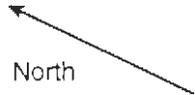
Source: Air Photo Archives, UCLA Dept of Geography
"Spence Photo #E-2271 - Date: 12-11-28 - Section 51 - Noted as a 1929 copyright
Pasadena, Calif" (Portion of photo shown)



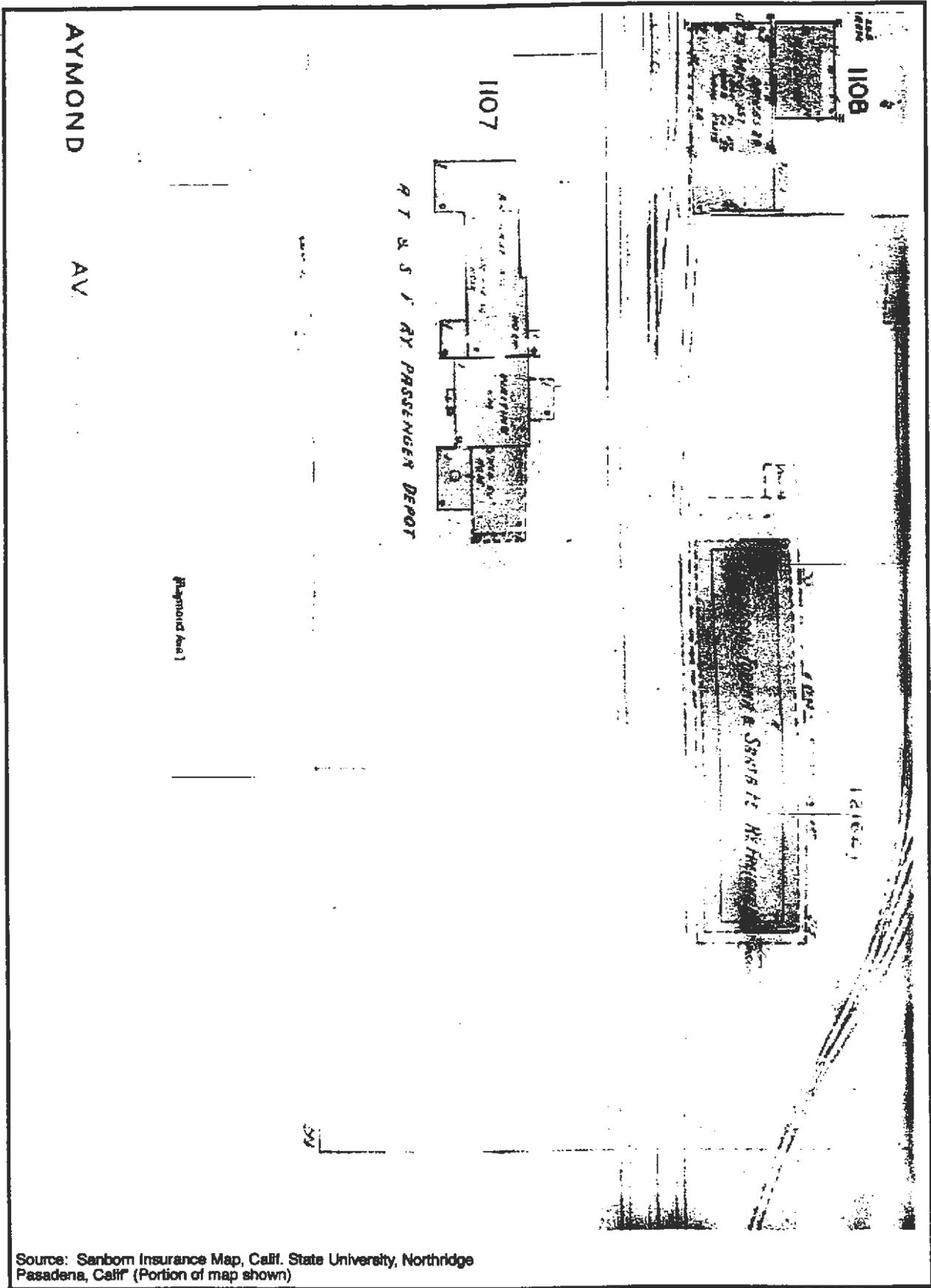
Source: Sanborn Insurance Map, Calif. State University, Northridge Pasadena, Calif (Portion of map shown)



Source: Air Photo Archives, UCLA Dept of Geography
"Spence Photo Neg. # E-3885 --- 1-2-1933
Pasadena, Calif" (Portion of photo shown)



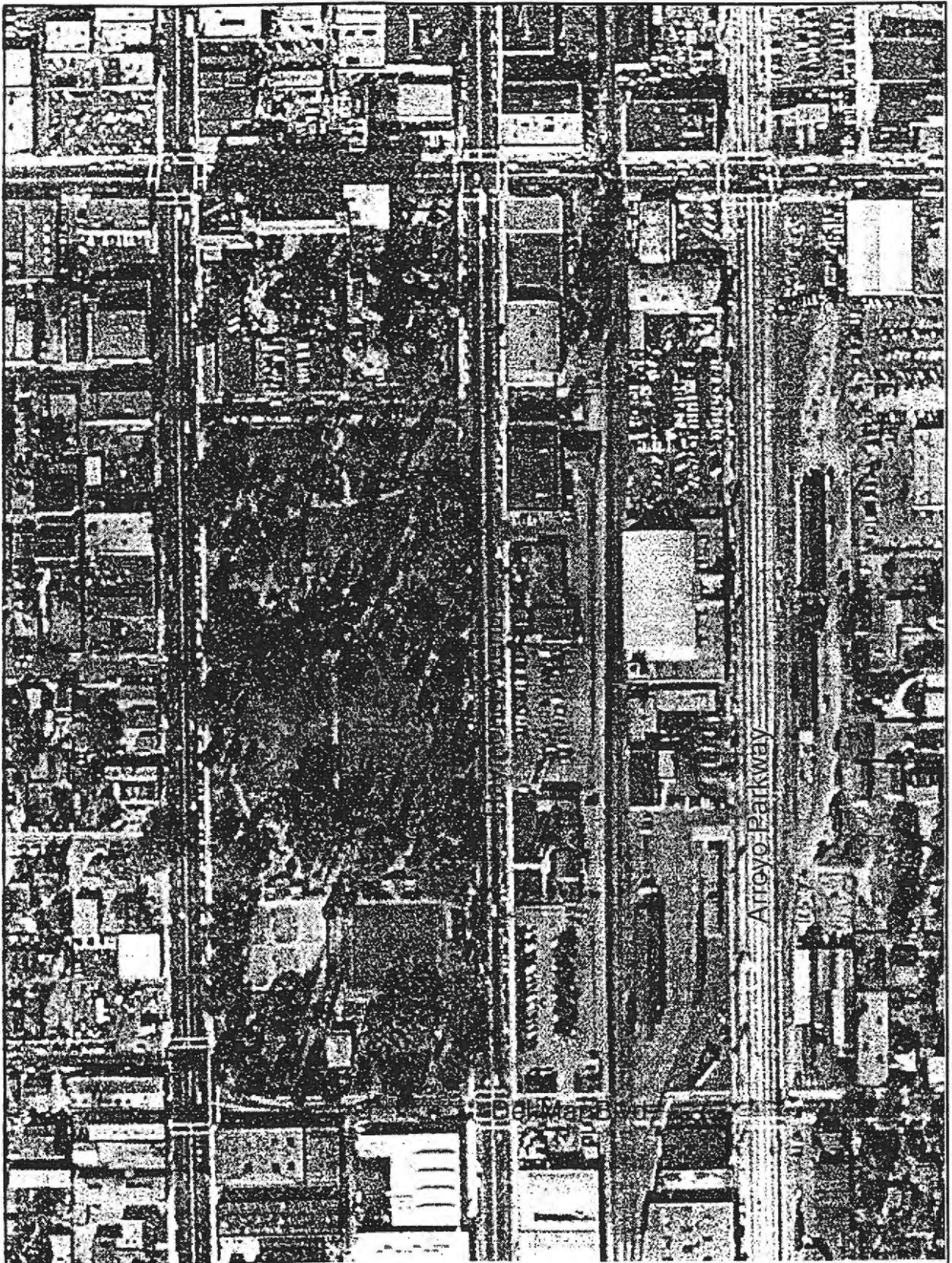
Source: Air Photo Archives, UCLA Dept of Geography
"Spence Photo, Neg # E-10310 --- 3-14-1940
Pasadena, Calif" (Portion of photo shown)



Source: Sanborn Insurance Map, Calif. State University, Northridge Pasadena, Calif (Portion of map shown)



Exhibit 12
Historical 1947
Sanborn Map of the Site



Tree Preservation Requirements

The City of Pasadena's General Plan Land Use Element recommends that the City preserve its historic character and environment. The Land Use Element contains a "Green Space Element", which acknowledges that the "abundance of trees and other landscaping" lend a sense of place and quality to the city, enriching the urban environment for its citizens. Additionally, the Conservation Element of the General Plan outlines "Strategy 2000", which includes recommendations for the "preservation of native plant life and the continued nurturing of non-native plant life within the city."

The "Private Realm Development Standards and Design Guidelines" for subareas within the city also articulate the goal of preservation of existing trees. These guidelines stipulate that "native and existing mature trees which are distinctive should be preserved in the development of any site." In addition, before a building permit can be issued a Tree Report must be submitted. A "landscape palette" also exists for the city specifying what tree species are to be used in particular easement areas.

Through the enactment and revisions of its Tree Ordinance (Code 8.52 – "City Trees"), Pasadena has assumed certain official responsibilities to maintain the city's urban forest. Among other things, the tree ordinance formalizes the city's comprehensive street tree plan; assigns responsibility of the care and maintenance of city trees to the Director of Public Works, in consultation with other departments and agencies; directs certain actions be taken to avoid damage and liability; and assures that reasonable steps be taken to protect trees from injury. An additional provision of the tree ordinance is its preservation policy (8.52.060). It states:

"It shall be the policy of the city to preserve mature and healthy trees whenever feasible. Special consideration shall be afforded trees determined by the Director of Public Works to be specimen [valuable because of its type, condition or age]. The director of public works may cause a tree to be removed when its removal outweighs the interest in preservation as determined by the Director."

Determination of Significance

Landscaping on-site and within adjacent public rights-of-way contributes to the maintenance of Pasadena's urban forest. Trees on-site were found, in conjunction with the landscaping in the adjacent park across Raymond Avenue, to support common forms of urban wildlife, particularly common avifauna, including a feral parrot population, western scrub jay, northern mockingbird, rock dove, common house

sparrow, and house finch. These common wildlife species will persist despite proposed redevelopment of the site.

Site investigators found no cultural or historic significance to landscaping on the site with the exception of the age of the European olives and the oldest palm trees on-site at the main entrance of the building, which exceed 50 years in age. The difficulty of translocating older, tall palm trees and olives in poor condition, however, suggests that replacement of these trees on-site or in the immediate area would be the most prudent action to off-set their loss.

Based on the foregoing and the information available to TERACOR Resource Management, the temporal loss of trees on-site, with subsequent implementation of recommended mitigation measures, is expected to be less than significant.

Recommendations and Mitigation Measures

TERACOR Resource Management makes the following recommendations based on the foregoing assessment:

1. Most palm trees on-site are reasonable candidates for preservation or translocation, although many of the trees appear to have grown voluntarily and are not a product of an intended result based on a landscape theme or landscape masterplan for the property. Palm trees of great height (approximately 50 feet in height or greater), however, including Tree No's. 18, 19, 20, 21, 22, 24, 25, 26, 27, 28, 29, 32, 33, 34, 36, 37, and 47 pose serious challenges in replanting and securing trees with tie-downs to prevent blow-overs or falls. Deep planting is not a viable alternative as it will likely result in trunk rot and loss of the tree. Palm tree No. 37 has a large cavity at its base and is not a candidate for relocation.

2. Fern pines and Yew pines along Arroyo Parkway and Del Mar Avenue appear to be the designated street trees along each respective boulevard based on area observations. These trees should be preserved in place where feasible as a first priority, translocated when feasible on-site as a second option, or replaced with a tree of the same species with similar or better growth characteristics as a third option. Tree No.'s 48 and 49 may need to be replaced due to their condition and apparent lack of irrigation.

3. Olive and Chinese elm trees on-site are poor candidates for preservation and relocation, based on poor branching articulation noted during the assessment, apparent lack of proper maintenance, and damage resulting from improper trimming in the past. Better results can be achieved for development on-site with the selection of new landscape material for the property.

4. Crepe myrtles along Raymond Avenue are in need of proper irrigation and maintenance and may

need to be replaced if proper attention is not given to these trees during the review and development stage of the project.

5. The Victorian Box appears to be a "volunteer" and not part of the original landscaping for the site. It is located too close to the historic structure and should be removed.

6. The Rubber tree appears to be a "volunteer" and not part of the original landscaping for the site. It is located too close to the historic structure and should be removed.

7. The Camphor tree (Tree No. 46) is located at the intersection of Raymond Avenue and Del Mar Boulevard. It is in extremely poor condition, has many broken and dead branches, and should be removed based on its proximity to the public right-of-way.

8. The Pecan tree is in relatively good condition, however, its presence on-site appears to be incidental and it is not a significant component of the landscape. It is a candidate for preservation or translocation, but these measures are optional and not necessarily recommended as a result of this evaluation.

9. Consideration should be given in the new site plan for the proposed project to replacement of trees which will be removed or lost as a result of project implementation. Trees with substantial character which are of historic, cultural and aesthetic significance to the City, such as native oak trees or palm trees, should be selected from the City's approved tree palette for utilization in the proposed new development. Short-lived, over-used, or difficult-to-maintain trees, such as those in the genus *Eucalyptus*, should only be used if approved by the City of Pasadena. Replacement trees should be installed at City-recommended ratios and sizes.

APPENDIX A - TREE EVALUATION FORMS

TERACOR Resource Management
TREE EVALUATION FORM

Tree (Tag or Map) Number: E10
Species: Mexican fan palm

Tree (Tag or Map) Number: E11
Species: EINE

PHYSICAL STRUCTURE	
Height	<u>40'</u>
Diameter at Breast Height (DBH)	
Number of trunks	<u>1</u>
Multi-trunk sizes:	<u>N/A</u> 1: 2: 3: 4:
Extent of dripline N-S-E-W	<u>6' x 6' x 6' x 6'</u>
Symmetry/crown balance	<u>P F G E</u>
Broken/dead branches	<u>0 L M S N/A</u>
Trunk/branch cavities	<u>0 L M S N/A</u>
Appearance rating	<u>A B C D F</u>
Remarks:	<u>Near maintenance - trunk</u>
HEALTH: Diseases	
Fungal Fruiting Bodies	<u>0 L M S</u>
Exudations	<u>0 L M S</u>
Tip dieback	<u>0 L M S</u>
Exfoliating bark	<u>T B Mold</u>
Other	
Insects/parasites	
Twig girdlers	<u>0 L M S</u>
Woodborers	<u>0 L M S</u>
Pit scales	<u>0 L M S</u>
Galls	<u>0 L M S</u>
Mistletoe	<u>0 L M S</u>
Other	
Injuries	
Browse damage	Yes No
Fire damage	Yes No
Fresh breaks	Yes No
Root damage/exposure	Yes No
Other	
General Vigor	
Tip growth	<u>Str Nml Lgy</u>
Foliage color/chlorosis	<u>Nml</u> Yes
Thinning of crown	<u>N/A</u> 0 L M H
Other	
Health rating	<u>A B C D F</u>
OVERALL RATING [1-10]:	
Remarks:	<u>8</u>
POTENTIAL PROJECT	
Removal	Yes Pos No
Trimming	Yes Pos No
Damage to trunk/branches	Yes Pos No
Grading/erosion in dripline	Yes Pos No
Soil compaction in dripline	Yes Pos No
Air/dust pollution	Yes Pos No
Other	
General Comments:	

PHYSICAL STRUCTURE	
Height	<u>35'</u>
Diameter at Breast Height (DBH)	
Number of trunks	<u>2</u>
Multi-trunk sizes:	<u>1: 14' 2: 12' 3: 17' 4: 14'</u>
Extent of dripline N-S-E-W	<u>17' x 10' x x</u>
Symmetry/crown balance	<u>P F G E</u>
Broken/dead branches	<u>0 L M S</u>
Trunk/branch cavities	<u>0 L M S</u>
Appearance rating	<u>A B C D F</u>
Remarks:	<u>3rd trunk dead cut</u>
HEALTH: Diseases	
Fungal Fruiting Bodies	<u>0 L M S</u>
Exudations	<u>0 L M S</u>
Tip dieback	<u>0 L M S</u>
Exfoliating bark	<u>YES T B Mold</u>
Other	
Insects/parasites	
Twig girdlers	<u>0 L M S</u>
Woodborers	<u>0 L M S</u>
Pit scales	<u>0 L M S</u>
Galls	<u>0 L M S</u>
Mistletoe	<u>0 L M S</u>
Other	
Injuries	
Browse damage	Yes <u>No</u>
Fire damage	Yes <u>No</u>
Fresh breaks	<u>N/A</u> Yes No
Root damage/exposure	Yes <u>No</u>
Other	
General Vigor	
Tip growth	<u>Str Nml Lgy</u>
Foliage color/chlorosis	<u>Nml</u> Yes
Thinning of crown	<u>0 L M H</u>
Other	
Health rating	<u>A B C D F</u>
OVERALL RATING [1-10]:	
Remarks:	<u>3</u>
POTENTIAL PROJECT	
Removal	Yes Pos No
Trimming	Yes Pos No
Damage to trunk/branches	Yes Pos No
Grading/erosion in dripline	Yes Pos No
Soil compaction in dripline	Yes Pos No
Air/dust pollution	Yes Pos No
Other	
General Comments:	<u>Regrowth from prior severe trim not at all the crown pleasant</u>

Date of Survey:

TERACOR Resource Management
TREE EVALUATION FORM

Tree (Tag or Map) Number: C12
Species: CIVE

Tree (Tag or Map) Number: C13
Species: Mexican Fan Palm

PHYSICAL STRUCTURE	
Height	35'
Diameter at Breast Height (DBH)	
Number of trunks	2
Multi-trunk sizes:	1: 17" 2: 12" 3: 2 4:
Extent of dripline N-S-E-W	15' x 15' x 12' x 15'
Symmetry/crown balance	P F G E
Broken/dead branches	0 L M S
Trunk/branch cavities	0 L M S
Appearance rating	A B C <u>D</u> F
Remarks:	Poor - Regrowth from pruned/trim pruned
HEALTH: Diseases	
Fungal Fruiting Bodies	N/A 0 L M S
Exudations	0 L M S
Tip dieback	0 L M S
Exfoliating bark	T B Mold
Other	
Insects/parasites	
Twig girdlers	0 L M S
Woodborers	0 L M S
Pit scales	0 L M S
Galls	0 L M S
Mistletoe	0 L M S
Other	
Injuries	
Browse damage	Yes <u>No</u>
Fire damage	Yes <u>No</u>
Fresh breaks	<u>Yes</u> No
Root damage/exposure	Yes <u>No</u>
Other	
General Vigor	
Tip growth	Str Nml <u>Lgy</u>
Foliage color/chlorosis	Nml <u>Yel</u>
Thinning of crown	0 L M H
Other	
Health rating	A B C <u>D</u> F
OVERALL RATING [1-10]:	
Remarks:	Poor branch articulation for CIVE (4)
POTENTIAL PROJECT	
Removal	Yes <u>Pos</u> No
Trimming	Yes <u>Pos</u> No
Damage to trunk/branches	Yes <u>Pos</u> No
Grading/erosion in dripline	Yes <u>Pos</u> No
Soil compaction in dripline	Yes <u>Pos</u> No
Air/dust pollution	Yes <u>Pos</u> No
Other	
General Comments:	Regrowth from pruned source from job

PHYSICAL STRUCTURE	
Height	22'
Diameter at Breast Height (DBH)	17"
Number of trunks	1
Multi-trunk sizes:	N/A 1: 2: 3: 4:
Extent of dripline N-S-E-W	6' x 3' x 6' x 3'
Symmetry/crown balance	P <u>E</u> E E
Broken/dead branches	L: A 0 L M S
Trunk/branch cavities	N/A 0 L M S
Appearance rating	A B C <u>D</u> F
Remarks:	Growing into CIVE canopy of C14
HEALTH: Diseases	
Fungal Fruiting Bodies	N/A 0 L M S
Exudations	0 L M S
Tip dieback	0 L M S
Exfoliating bark	T B Mold
Other	
Insects/parasites	
Twig girdlers	0 L M S
Woodborers	0 L M S
Pit scales	0 L M S
Galls	0 L M S
Mistletoe	0 L M S
Other	
Injuries	
Browse damage	Yes <u>No</u>
Fire damage	Yes <u>No</u>
Fresh breaks	Yes <u>No</u>
Root damage/exposure	Yes <u>No</u>
Other	
General Vigor	
Tip growth	<u>Inhibited</u> Str Nml Lgy
Foliage color/chlorosis	Nml <u>Yel</u>
Thinning of crown	N/A 0 L M H
Other	
Health rating	A B C <u>D</u> F
OVERALL RATING [1-10]:	
Remarks:	Tree balance of - volunteer Palm (2)
POTENTIAL PROJECT	
Removal	Yes <u>Pos</u> No
Trimming	Yes <u>Pos</u> No
Damage to trunk/branches	Yes <u>Pos</u> No
Grading/erosion in dripline	Yes <u>Pos</u> No
Soil compaction in dripline	Yes <u>Pos</u> No
Air/dust pollution	Yes <u>Pos</u> No
Other	
General Comments:	Growing into curb - Poor balance

Date of Survey:

TERACOR Resource Management
TREE EVALUATION FORM

Tree (Tag or Map) Number: **04**
Species: **ELNE**

Tree (Tag or Map) Number: **015**
Species: **ELNE**

PHYSICAL STRUCTURE	
Height	38'
Diameter at Breast Height (DBH)	
Number of trunks	3
Multi-trunk sizes:	1: 15' 2: 10' 3: 8' 4:
Extent of dripline N-S-E-W	15' x 12' x 15' x 15'
Symmetry/crown balance	P F G E
Broken/dead branches	0 L M S
Trunk/branch cavities	0 L M S
Appearance rating	A B C D F
Remarks:	Much regrowth from severe trimming - not maintainable
HEALTH: Diseases	
Fungal Fruiting Bodies	0 L M S
Exudations	0 L M S
Tip dieback	0 L M S
Exfoliating bark	T B Mold
Other	
Insects/parasites	
Twig girdlers	0 L M S
Woodborers	0 L M S
Pit scales	0 L M S
Galls	0 L M S
Mistletoe	0 L M S
Other	
Injuries	
Browse damage	Yes No
Fire damage	Yes No
Fresh breaks <i>severe cut</i>	Yes No
Root damage/exposure	Yes No
Other	
General Vigor	
Tip growth	Str Nml Lgy
Foliage color/chlorosis	Nml Yel
Thinning of crown	0 L M H
Other	
Health rating	A B C D F
OVERALL RATING (1-10):	3
Remarks:	Tree in poor health. Many older branch remnants, exudation
POTENTIAL PROJECT	
Removal	Yes Pos No
Trimming	Yes Pos No
Damage to trunk/branches	Yes Pos No
Grading/erosion in dripline	Yes Pos No
Soil compaction in dripline	Yes Pos No
Air/dust pollution	Yes Pos No
Other	
General Comments:	

PHYSICAL STRUCTURE	
Height	38'
Diameter at Breast Height (DBH)	
Number of trunks	2
Multi-trunk sizes:	1: 22' 2: 15' 3: 4:
Extent of dripline N-S-E-W	13' x 18' x 15' x 15'
Symmetry/crown balance	P F G E
Broken/dead branches	0 L M S
Trunk/branch cavities	0 L M S
Appearance rating	A B C D F
Remarks:	Regrowth from severe trim and not maintainable
HEALTH: Diseases	
Fungal Fruiting Bodies	0 L M S
Exudations	0 L M S
Tip dieback	0 L M S
Exfoliating bark	T B Mold
Other	
Insects/parasites	
Twig girdlers	0 L M S
Woodborers	0 L M S
Pit scales	0 L M S
Galls	0 L M S
Mistletoe	0 L M S
Other	
Injuries	
Browse damage	Yes No
Fire damage	Yes No
Fresh breaks	Yes No
Root damage/exposure	Yes No
Other	
General Vigor	
Tip growth	Str Nml Lgy
Foliage color/chlorosis	Nml Yel
Thinning of crown	0 L M H
Other	
Health rating	A B C D F
OVERALL RATING (1-10):	4
Remarks:	Regrowth maintainable
POTENTIAL PROJECT	
Removal	Yes Pos No
Trimming	Yes Pos No
Damage to trunk/branches	Yes Pos No
Grading/erosion in dripline	Yes Pos No
Soil compaction in dripline	Yes Pos No
Air/dust pollution	Yes Pos No
Other	
General Comments:	

TERACOR Resource Management
TREE EVALUATION FORM

Tree (Tag or Map) Number: C16
Species: Cline

Tree (Tag or Map) Number: C17
Species: Choke Elm

PHYSICAL STRUCTURE	
Height	35
Diameter at Breast Height (DBH)	
Number of trunks	3
Multi-trunk sizes:	1: 15" 2: 14" 3: 12"
Extent of dripline N-S-E-W	12' x 15' x 15' x 14'
Symmetry/crown balance	P F G E
Broken/dead branches	0 L M S
Trunk/branch cavities	0 L M S
Appearance rating	A B C D F
Remarks:	Cavity found out - arson by Remelco. Severe trim
HEALTH: Diseases	
Fungal Fruiting Bodies	0 L M S
Exudations	0 L M S
Tip dieback	0 L M S
Exfoliating bark	T B Mold
Other	
Insects/parasites	
Twig girdlers	0 L M S
Woodborers	0 L M S
Pit scales	0 L M S
Galls	0 L M S
Mistletoe	0 L M S
Other	
Injuries	
Browse damage	Yes No
Fire damage	Yes No
Fresh breaks	Yes No
Root damage/exposure	Yes No
Other	
General Vigor	
Tip growth	Str Nml Lgy
Foliage color/chlorosis	Nml Yel
Thinning of crown	0 L M H
Other	
Health rating	A B C D F
OVERALL RATING (1-10):	
Remarks:	Lessy regrowth on severe trim. 5
POTENTIAL PROJECT	
Removal	Yes Pos No
Trimming	Yes Pos No
Damage to trunk/branches	Yes Pos No
Grading/erosion in dripline	Yes Pos No
Soil compaction in dripline	Yes Pos No
Air/dust pollution	Yes Pos No
Other	
General Comments:	

PHYSICAL STRUCTURE	
Height	27'
Diameter at Breast Height (DBH)	
Number of trunks	10
Multi-trunk sizes:	4-6"
Extent of dripline N-S-E-W	12' x 15' x 15' x 13'
Symmetry/crown balance	P, F G E
Broken/dead branches	0 E M S
Trunk/branch cavities	0 E M S
Appearance rating	A B C D F
Remarks:	Appears to be volunteer
HEALTH: Diseases	
Fungal Fruiting Bodies	0 L M S
Exudations	0 L M S
Tip dieback	0 L M S
Exfoliating bark	N/A T B Mold
Other	
Insects/parasites	
Twig girdlers	0 L M S
Woodborers	0 L M S
Pit scales	0 L M S
Galls	0 L M S
Mistletoe	0 L M S
Other	
Injuries	
Browse damage	Yes No
Fire damage	Yes No
Fresh breaks	Yes No
Root damage/exposure	Yes No
Other	
General Vigor	
Tip growth	Str Nml Lgy
Foliage color/chlorosis	Nml Yel
Thinning of crown	0 L M H
Other	
Health rating	A B C D F
OVERALL RATING (1-10):	
Remarks:	Key on th from prior botched removal.
POTENTIAL PROJECT	
Removal	Yes Pos No
Trimming	Yes Pos No
Damage to trunk/branches	Yes Pos No
Grading/erosion in dripline	Yes Pos No
Soil compaction in dripline	Yes Pos No
Air/dust pollution	Yes Pos No
Other	
General Comments:	

Date of Survey:

TERACOR Resource Management
TREE EVALUATION FORM

Tree (Tag or Map) Number: C18
Species: Mexican Fan Palm

Tree (Tag or Map) Number: C19
Species: Mexican Fan Palm

PHYSICAL STRUCTURE	
Height	50'
Diameter at Breast Height (DBH)	20"
Number of trunks	1
Multi-trunk sizes:	1 2 3 4
Extent of dripline N-S-E-W	6' x 6' x 6' x 6'
Symmetry/crown balance	P F <u>G</u> E
Broken/dead branches	0 L M S
Trunk/branch cavities	0 L M S
Appearance rating	A <u>B</u> C D F
Remarks:	Needs maintenance
HEALTH: Diseases	
Fungal Fruiting Bodies	0 L M S
Exudations	0 L M S
Tip dieback	0 L M S
Exfoliating bark	T B Mold
Other	
Insects/parasites	
Twig girdlers	0 L M S
Woodborers	0 L M S
Pit scales	0 L M S
Galls	0 L M S
Mistletoe	0 L M S
Other	
Injuries	
Browse damage	Yes No
Fire damage	Yes No
Fresh breaks	Yes No
Root damage/exposure	Yes No
Other	
General Vigor	
Tip growth	Str Nml Lgy
Foliage color/chlorosis	Nml Yel
Thinning of crown	0 L M H
Other	
Health rating	A <u>B</u> C D F
OVERALL RATING [1-10]:	
Remarks:	7
POTENTIAL PROJECT	
Removal	Yes <u>Pos</u> No
Trimming	Yes <u>Pos</u> No
Damage to trunk/branches	Yes <u>Pos</u> No
Grading/erosion in dripline	Yes <u>Pos</u> No
Soil compaction in dripline	Yes <u>Pos</u> No
Air/dust pollution	Yes <u>Pos</u> No
Other	
General Comments:	

PHYSICAL STRUCTURE	
Height	48'
Diameter at Breast Height (DBH)	20"
Number of trunks	1
Multi-trunk sizes:	1 2 3 4
Extent of dripline N-S-E-W	6' x 6' x 6' x 6'
Symmetry/crown balance	P F <u>G</u> E
Broken/dead branches	0 L M S
Trunk/branch cavities	0 L M S
Appearance rating	A <u>B</u> C D F
Remarks:	Needs maintenance
HEALTH: Diseases	
Fungal Fruiting Bodies	0 L M S
Exudations	0 L M S
Tip dieback	0 L M S
Exfoliating bark	T B Mold
Other	
Insects/parasites	
Twig girdlers	0 L M S
Woodborers	0 L M S
Pit scales	0 L M S
Galls	0 L M S
Mistletoe	0 L M S
Other	
Injuries	
Browse damage	Yes No
Fire damage	Yes No
Fresh breaks	Yes No
Root damage/exposure	Yes No
Other	
General Vigor	
Tip growth	Str Nml Lgy
Foliage color/chlorosis	Nml Yel
Thinning of crown	0 L M H
Other	
Health rating	A <u>B</u> C D F
OVERALL RATING [1-10]:	
Remarks:	7
POTENTIAL PROJECT	
Removal	Yes <u>Pos</u> No
Trimming	Yes <u>Pos</u> No
Damage to trunk/branches	Yes <u>Pos</u> No
Grading/erosion in dripline	Yes <u>Pos</u> No
Soil compaction in dripline	Yes <u>Pos</u> No
Air/dust pollution	Yes <u>Pos</u> No
Other	
General Comments:	

Date of Survey:

TERACOR Resource Management
TREE EVALUATION FORM

Tree (Tag or Map) Number: 020
Species: Mexican Fan Palm

Tree (Tag or Map) Number: 021
Species: Mexican Fan Palm

PHYSICAL STRUCTURE	
Height	75'
Diameter at Breast Height (DBH)	16.5"
Number of trunks	1
Multi-trunk sizes:	1 2 3 4
Extent of dripline N-S-E-W	12 x 6 x 6 x 6
Symmetry/crown balance	P F G E
Broken/dead branches	0 L M S
Trunk/branch cavities	0 L M S
Appearance rating	A B C D F
Remarks:	Very tall!
HEALTH: Diseases	
Fungal Fruiting Bodies	0 L M S
Exudations	0 L M S
Tip dieback	0 L M S
Exfoliating bark	T B Mold
Other	
Insects/parasites	
Twig girdlers	0 L M S
Woodborers	0 L M S
Pit scales	0 L M S
Galls	0 L M S
Mistletoe	0 L M S
Other	
Injuries	
Browse damage	Yes No
Fire damage	Yes No
Fresh breaks	Yes No
Root damage/exposure	Yes No
Other	
General Vigor	
Tip growth	Str Nml Lgy
Foliage color/chlorosis	Nml Yel
Thinning of crown	0 L M H
Other	
Health rating	A B C D F
OVERALL RATING [1-10]:	
Remarks:	7
POTENTIAL PROJECT	
Removal	Yes Pos No
Trimming	Yes Pos No
Damage to trunk/branches	Yes Pos No
Grading/erosion in dripline	Yes Pos No
Soil compaction in dripline	Yes Pos No
Air/dust pollution	Yes Pos No
Other	
General Comments:	

PHYSICAL STRUCTURE	
Height	75'
Diameter at Breast Height (DBH)	16.5"
Number of trunks	
Multi-trunk sizes:	1 2 3 4
Extent of dripline N-S-E-W	x x x
Symmetry/crown balance	P F G E
Broken/dead branches	0 L M S
Trunk/branch cavities	0 L M S
Appearance rating	A B C D F
Remarks:	very tall!
HEALTH: Diseases	
Fungal Fruiting Bodies	0 L M S
Exudations	0 L M S
Tip dieback	0 L M S
Exfoliating bark	T B Mold
Other	
Insects/parasites	
Twig girdlers	0 L M S
Woodborers	0 L M S
Pit scales	0 L M S
Galls	0 L M S
Mistletoe	0 L M S
Other	
Injuries	
Browse damage	Yes No
Fire damage	Yes No
Fresh breaks	Yes No
Root damage/exposure	Yes No
Other	
General Vigor	
Tip growth	Str Nml Lgy
Foliage color/chlorosis	Nml Yel
Thinning of crown	0 L M H
Other	
Health rating	A B C D F
OVERALL RATING [1-10]:	
Remarks:	7
POTENTIAL PROJECT	
Removal	Yes Pos No
Trimming	Yes Pos No
Damage to trunk/branches	Yes Pos No
Grading/erosion in dripline	Yes Pos No
Soil compaction in dripline	Yes Pos No
Air/dust pollution	Yes Pos No
Other	
General Comments:	

Date of Survey:

TERACOR Resource Management
TREE EVALUATION FORM

Proven reclamation

Tree (Tag or Map) Number: 022
Species: Fan Palm

Tree (Tag or Map) Number: 023
Species: Date Palm?

PHYSICAL STRUCTURE	
Height	48'
Diameter at Breast Height (DBH)	24"
Number of trunks	1
Multi-trunk sizes:	1: 2: 3: 4:
Extent of dripline N-S-E-W	8 x 8 x 8 x 8
Symmetry/crown balance	P F G E
Broken/dead branches	0 L M S
Trunk/branch cavities	0 L M S
Appearance rating	A B C D F
Remarks:	Asympt structure
HEALTH: Diseases	
Fungal Fruiting Bodies	0 L M S
Exudations	0 L M S
Tip dieback	0 L M S
Exfoliating bark	T B Mold
Other	
Insects/parasites	
Twig girdlers	0 L M S
Woodborers	0 L M S
Pit scales	0 L M S
Galls	0 L M S
Mistletoe	0 L M S
Other	
Injuries	
Browse damage	Yes No
Fire damage	Yes No
Fresh breaks	Yes No
Root damage/exposure	Yes No
Other	
General Vigor	
Tip growth	Str Nml Lgy
Foliage color/chlorosis	Nml Yel
Thinning of crown	0 L M H
Other	
Health rating	A B C D F
OVERALL RATING [1-10]:	8
Remarks:	
POTENTIAL PROJECT	
Removal	Yes Pos No
Trimming	Yes Pos No
Damage to trunk/branches	Yes Pos No
Grading/erosion in dripline	Yes Pos No
Soil compaction in dripline	Yes Pos No
Air/dust pollution	Yes Pos No
Other	
General Comments:	

PHYSICAL STRUCTURE	
Height	20'
Diameter at Breast Height (DBH)	6"
Number of trunks	1 (was 2)
Multi-trunk sizes:	1: 2: 3: 4:
Extent of dripline N-S-E-W	0 x 5 x 0 x 8
Symmetry/crown balance	P F G E
Broken/dead branches	0 L M S
Trunk/branch cavities	0 L M S
Appearance rating	A B C D F
Remarks:	small volunteer emergent at base of 022
HEALTH: Diseases	
Fungal Fruiting Bodies	0 L M S
Exudations	0 L M S
Tip dieback	0 L M S
Exfoliating bark	T B Mold
Other	
Insects/parasites	
Twig girdlers	0 L M S
Woodborers	0 L M S
Pit scales	0 L M S
Galls	0 L M S
Mistletoe	0 L M S
Other	
Injuries	
Browse damage	Yes No
Fire damage	Yes No
Fresh breaks	Yes No
Root damage/exposure	Yes No
Other	
General Vigor	
Tip growth	Str Nml Lgy
Foliage color/chlorosis	Nml Yel
Thinning of crown	0 L M H
Other	
Health rating	A B C D F
OVERALL RATING [1-10]:	2
Remarks:	2nd trunk cut
POTENTIAL PROJECT	
Removal	Yes Pos No
Trimming	Yes Pos No
Damage to trunk/branches	Yes Pos No
Grading/erosion in dripline	Yes Pos No
Soil compaction in dripline	Yes Pos No
Air/dust pollution	Yes Pos No
Other	
General Comments:	

Date of Survey:

TERACOR Resource Management
TREE EVALUATION FORM

Tree (Tag or Map) Number: 024
Species: Mexican Fan Palm

Tree (Tag or Map) Number: 025
Species: Mexican Fan Palm

PHYSICAL STRUCTURE			
Height	46'		
Diameter at Breast Height (DBH)	20"		
Number of trunks	1		
Multi-trunk sizes:	1 2 3 4		
Extent of dripline N-S-E-W	4 x 4 x 4 x 4		
Symmetry/crown balance	P F <u>G</u> E		
Broken/dead branches	<u>0</u> L M S		
Trunk/branch cavities	<u>0</u> L M S		
Appearance rating	A <u>B</u> C D F		
Remarks:			
HEALTH: Diseases			
Fungal Fruiting Bodies	0 L M S		
Exudations	0 L M S		
Tip dieback	0 L M S		
Exfoliating bark	T B Mold		
Other			
Insects/parasites			
Twig girdlers	0 L M S		
Woodborers	0 L M S		
Pit scales	0 L M S		
Galls	0 L M S		
Mistletoe	0 L M S		
Other			
Injuries			
Browse damage	Yes	No	
Fire damage	Yes	No	
Fresh breaks	Yes	No	
Root damage/exposure	Yes	No	
Other			
General Vigor			
Tip growth	Str Nml Lgy		
Foliage color/chlorosis	Nml Yel		
Thinning of crown	0 L M H		
Other			
Health rating	A <u>B</u> C D F		
OVERALL RATING (1-10):			
Remarks: 7			
POTENTIAL PROJECT			
Removal	Yes	<u>Pos</u>	No
Trimming	Yes	<u>Pos</u>	No
Damage to trunk/branches	Yes	<u>Pos</u>	No
Grading/erosion in dripline	Yes	<u>Pos</u>	No
Soil compaction in dripline	Yes	<u>Pos</u>	No
Air/dust pollution	Yes	<u>Pos</u>	No
Other			
General Comments:			

PHYSICAL STRUCTURE			
Height	70'		
Diameter at Breast Height (DBH)			
Number of trunks	1		
Multi-trunk sizes:	1 2 3 4		
Extent of dripline N-S-E-W	6 x 9 x 5 x 5		
Symmetry/crown balance	P F <u>G</u> E		
Broken/dead branches	<u>0</u> L M S		
Trunk/branch cavities	<u>0</u> L M S		
Appearance rating	A <u>B</u> C D F		
Remarks:			
HEALTH: Diseases			
Fungal Fruiting Bodies	0 L M S		
Exudations	0 L M S		
Tip dieback	0 L M S		
Exfoliating bark	T B Mold		
Other			
Insects/parasites			
Twig girdlers	0 L M S		
Woodborers	0 L M S		
Pit scales	0 L M S		
Galls	0 L M S		
Mistletoe	0 L M S		
Other			
Injuries			
Browse damage	Yes	No	
Fire damage	Yes	No	
Fresh breaks	Yes	No	
Root damage/exposure	Yes	No	
Other			
General Vigor			
Tip growth	Str Nml Lgy		
Foliage color/chlorosis	Nml Yel		
Thinning of crown	0 L M H		
Other			
Health rating	A B C D F		
OVERALL RATING (1-10):			
Remarks: 7			
POTENTIAL PROJECT			
Removal	Yes	<u>Pos</u>	No
Trimming	Yes	<u>Pos</u>	No
Damage to trunk/branches	Yes	<u>Pos</u>	No
Grading/erosion in dripline	Yes	<u>Pos</u>	No
Soil compaction in dripline	Yes	<u>Pos</u>	No
Air/dust pollution	Yes	<u>Pos</u>	No
Other			
General Comments:			

Date of Survey:

TERACOR Resource Management
TREE EVALUATION FORM

Tree (Tag or Map) Number: 026
Species: Mexican Fan Palm

Tree (Tag or Map) Number: 027
Species: Mexican Fan Palm

PHYSICAL STRUCTURE			
Height	75'		
Diameter at Breast Height (DBH)	16"		
Number of trunks	1		
Multi-trunk sizes:	1 2 3 4		
Extent of dripline N-S-E-W	5' x 5' x 5' x 5'		
Symmetry/crown balance	P F <u>G</u> E		
Broken/dead branches	<u>0</u> L M S		
Trunk/branch cavities	<u>0</u> L M S		
Appearance rating	A <u>B</u> C D F		
Remarks:			
HEALTH: Diseases			
Fungal Fruiting Bodies	<u>0</u> L M S		
Exudations	<u>0</u> L M S		
Tip dieback	<u>0</u> L M S		
Exfoliating bark	T B Mold		
Other			
Insects/parasites			
Twig girdlers	<u>0</u> L M S		
Woodborers	<u>0</u> L M S		
Pit scales	<u>0</u> L M S		
Galls	<u>0</u> L M S		
Mistletoe	<u>0</u> L M S		
Other			
Injuries			
Browse damage	Yes	No	
Fire damage	Yes	No	
Fresh breaks	Yes	No	
Root damage/exposure	Yes	No	
Other			
General Vigor			
Tip growth	Str Nml Lgy		
Foliage color/chlorosis	Nml	Yel	
Thinning of crown	<u>0</u> L M H		
Other			
Health rating	A <u>B</u> C D F		
OVERALL RATING [1-10]:			
Remarks: <u>7</u>			
POTENTIAL PROJECT			
Removal	Yes	Pos	No
Trimming	Yes	Pos	No
Damage to trunk/branches	Yes	Pos	No
Grading/erosion in dripline	Yes	Pos	No
Soil compaction in dripline	Yes	Pos	No
Air/dust pollution	Yes	Pos	No
Other			
General Comments:			

PHYSICAL STRUCTURE			
Height	75'		
Diameter at Breast Height (DBH)	20"		
Number of trunks	1		
Multi-trunk sizes:	1 2 3 4		
Extent of dripline N-S-E-W	6' x 6' x 6' x 6'		
Symmetry/crown balance	P F <u>G</u> E		
Broken/dead branches	<u>0</u> L M S		
Trunk/branch cavities	<u>0</u> L M S		
Appearance rating	A <u>B</u> C D F		
Remarks:			
HEALTH: Diseases			
Fungal Fruiting Bodies	<u>0</u> L M S		
Exudations	<u>0</u> L M S		
Tip dieback	<u>0</u> L M S		
Exfoliating bark	T B Mold		
Other			
Insects/parasites			
Twig girdlers	<u>0</u> L M S		
Woodborers	<u>0</u> L M S		
Pit scales	<u>0</u> L M S		
Galls	<u>0</u> L M S		
Mistletoe	<u>0</u> L M S		
Other			
Injuries			
Browse damage	Yes	No	
Fire damage	Yes	No	
Fresh breaks	Yes	No	
Root damage/exposure	Yes	No	
Other			
General Vigor			
Tip growth	Str Nml Lgy		
Foliage color/chlorosis	Nml	Yel	
Thinning of crown	<u>0</u> L M H		
Other			
Health rating	A <u>B</u> C D F		
OVERALL RATING [1-10]:			
Remarks: <u>7</u>			
POTENTIAL PROJECT			
Removal	Yes	Pos	No
Trimming	Yes	Pos	No
Damage to trunk/branches	Yes	Pos	No
Grading/erosion in dripline	Yes	Pos	No
Soil compaction in dripline	Yes	Pos	No
Air/dust pollution	Yes	Pos	No
Other			
General Comments:			

Date of Survey:

TERACOR Resource Management
TREE EVALUATION FORM

Tree (Tag or Map) Number: 028
Species: Mexican Fan Palm

Tree (Tag or Map) Number: 029
Species: Mexican Fan Palm

PHYSICAL STRUCTURE			
Height	46'		
Diameter at Breast Height (DBH)	26"		
Number of trunks	1		
Multi-trunk sizes:	1	2	3 4
Extent of dripline N-S-E-W	6 x 6 x 6 x 6		
Symmetry/crown balance	P	F	G E
Broken/dead branches	0	L	M S
Trunk/branch cavities	0	L	M S
Appearance rating	A	B	C D F
Remarks:			
HEALTH: Diseases			
Fungal Fruiting Bodies	0	L	M S
Exudations	0	L	M S
Tip dieback	0	L	M S
Exfoliating bark		T	B Mold
Other			
Insects/parasites			
Twig girdlers	0	L	M S
Woodborers	0	L	M S
Pit scales	0	L	M S
Galls	0	L	M S
Mistletoe	0	L	M S
Other			
Injuries			
Browse damage	Yes		No
Fire damage	Yes		No
Fresh breaks	Yes		No
Root damage/exposure	Yes		No
Other			
General Vigor			
Tip growth		Str	Nml Lgy
Foliage color/chlorosis	Nml		Yel
Thinning of crown	0	L	M H
Other			
Health rating	A	B	C D F
OVERALL RATING [1-10]:			
Remarks:			
7			
POTENTIAL PROJECT			
Removal	Yes	Pos	No
Trimming	Yes	Pos	No
Damage to trunk/branches	Yes	Pos	No
Grading/erosion in dripline	Yes	Pos	No
Soil compaction in dripline	Yes	Pos	No
Air/dust pollution	Yes	Pos	No
Other			
General Comments:			

PHYSICAL STRUCTURE			
Height	50'		
Diameter at Breast Height (DBH)	14"		
Number of trunks	1		
Multi-trunk sizes:	1	2	3 4
Extent of dripline N-S-E-W	5 x 5 x 5 x 5		
Symmetry/crown balance	P	F	G E
Broken/dead branches	0	L	M S
Trunk/branch cavities	0	L	M S
Appearance rating	A	B	C D F
Remarks:			
HEALTH: Diseases			
Fungal Fruiting Bodies	0	L	M S
Exudations	0	L	M S
Tip dieback	0	L	M S
Exfoliating bark		T	B Mold
Other			
Insects/parasites			
Twig girdlers	0	L	M S
Woodborers	0	L	M S
Pit scales	0	L	M S
Galls	0	L	M S
Mistletoe	0	L	M S
Other			
Injuries			
Browse damage	Yes		No
Fire damage	Yes		No
Fresh breaks	Yes		No
Root damage/exposure	Yes		No
Other			
General Vigor			
Tip growth		Str	Nml Lgy
Foliage color/chlorosis	Nml		Yel
Thinning of crown	0	L	M H
Other			
Health rating	A	B	C D F
OVERALL RATING [1-10]:			
Remarks:			
7			
POTENTIAL PROJECT			
Removal	Yes	Pos	No
Trimming	Yes	Pos	No
Damage to trunk/branches	Yes	Pos	No
Grading/erosion in dripline	Yes	Pos	No
Soil compaction in dripline	Yes	Pos	No
Air/dust pollution	Yes	Pos	No
Other			
General Comments:			

Date of Survey:

TERACOR Resource Management
TREE EVALUATION FORM

Tree (Tag or Map) Number: C30
Species: Rubber tree - Ficus macrophylla

Tree (Tag or Map) Number: C31
Species: Mexican Fan Palm

PHYSICAL STRUCTURE			
Height	28'		
Diameter at Breast Height (DBH)	15"		
Number of trunks	1		
Multi-trunk sizes:	1:	2:	3: 4:
Extent of dripline N-S-E-W	x	x	x
Symmetry/crown balance	P	F	G E
Broken/dead branches	0	L	M S
Trunk/branch cavities	0	L	M S
Appearance rating	A	B	C D F
Remarks:	Trunk twisted - too close to station - less		
HEALTH: Diseases			
Fungal Fruiting Bodies	0	L	M S
Exudations	0	L	M S
Tip dieback	0	L	M S
Exfoliating bark		T	B Mold
Other			
Insects/parasites			
Twig girdlers	0	L	M S
Woodborers	0	L	M S
Pit scales	0	L	M S
Galls	0	L	M S
Mistletoe	0	L	M S
Other			
Injuries			
Browse damage	Yes		No
Fire damage	Yes		No
Fresh breaks	Yes		No
Root damage/exposure	Yes		No
Other			
General Vigor			
Tip growth		Str	Nml <u>Lgy</u>
Foliage color/chlorosis	Nml		Yel
Thinning of crown	0	L	M H
Other			
Health rating	A	<u>B-0</u>	D F
OVERALL RATING (1-10):			
Remarks:	roots exposed 5		
POTENTIAL PROJECT			
Removal	Yes	<u>Pos</u>	No
Trimming	Yes	<u>Pos</u>	No
Damage to trunk/branches	Yes	<u>Pos</u>	No
Grading/erosion in dripline	Yes	<u>Pos</u>	No
Soil compaction in dripline	Yes	<u>Pos</u>	No
Air/dust pollution	Yes	<u>Pos</u>	No
Other			
General Comments:			

PHYSICAL STRUCTURE			
Height	45'		
Diameter at Breast Height (DBH)	-		
Number of trunks	3		
Multi-trunk sizes:	1: 22"	2: 18"	3: 14"
Extent of dripline N-S-E-W	8 x 8	x 16	x 6
Symmetry/crown balance	P	F	G E
Broken/dead branches	0	L	M S
Trunk/branch cavities	0	L	M S
Appearance rating	A	<u>B</u>	C D F
Remarks:	B		
HEALTH: Diseases			
Fungal Fruiting Bodies	0	L	M S
Exudations	0	L	M S
Tip dieback	0	L	M S
Exfoliating bark		T	B Mold
Other			
Insects/parasites			
Twig girdlers	0	L	M S
Woodborers	0	L	M S
Pit scales	0	L	M S
Galls	0	L	M S
Mistletoe	0	L	M S
Other			
Injuries			
Browse damage	Yes		No
Fire damage	Yes		No
Fresh breaks	Yes		No
Root damage/exposure	Yes		No
Other			
General Vigor			
Tip growth		Str	Nml <u>Lgy</u>
Foliage color/chlorosis	Nml		Yel
Thinning of crown	0	L	M H
Other			
Health rating	A	<u>B</u>	C D F
OVERALL RATING (1-10):			
Remarks:	7		
POTENTIAL PROJECT			
Removal	Yes	<u>Pos</u>	No
Trimming	Yes	<u>Pos</u>	No
Damage to trunk/branches	Yes	<u>Pos</u>	No
Grading/erosion in dripline	Yes	<u>Pos</u>	No
Soil compaction in dripline	Yes	<u>Pos</u>	No
Air/dust pollution	Yes	<u>Pos</u>	No
Other			
General Comments:			

Date of Survey:

TERACOR Resource Management
TREE EVALUATION FORM

Tree (Tag or Map) Number: 032
Species: Mexican Fan Palm

Tree (Tag or Map) Number: 033
Species: Mexican Fan Palm

PHYSICAL STRUCTURE	
Height	48'
Diameter at Breast Height (DBH)	14" ^{14"}
Number of trunks	1
Multi-trunk sizes:	1 2 3 4
Extent of dripline N-S-E-W	S x S x S x)
Symmetry/crown balance	P F (G) E
Broken/dead branches	(0) L M S
Trunk/branch cavities	(0) L M S
Appearance rating	A (B) C D F
Remarks:	
HEALTH: Diseases	
Fungal Fruiting Bodies	0 L M S
Exudations	0 L M S
Tip dieback	0 L M S
Exfoliating bark	T B Mold
Other	
Insects/parasites	
Twig girdlers	0 L M S
Woodborers	0 L M S
Pit scales	0 L M S
Galls	0 L M S
Mistletoe	0 L M S
Other	
Injuries	
Browse damage	Yes No
Fire damage	Yes No
Fresh breaks	Yes No
Root damage/exposure	Yes No
Other	
General Vigor	
Tip growth	Str Nml Lgy
Foliage color/chlorosis	Nml Yel
Thinning of crown	0 L M H
Other	
Health rating	A (B) C D F
OVERALL RATING (1-10):	
Remarks: 7	
POTENTIAL PROJECT	
Removal	Yes Pos No
Trimming	Yes Pos No
Damage to trunk/branches	Yes Pos No
Grading/erosion in dripline	Yes Pos No
Soil compaction in dripline	Yes Pos No
Air/dust pollution	Yes Pos No
Other	
General Comments:	

PHYSICAL STRUCTURE	
Height	46'
Diameter at Breast Height (DBH)	20" ^{20"}
Number of trunks	1
Multi-trunk sizes:	1 2 3 4
Extent of dripline N-S-E-W	S x S x S x S
Symmetry/crown balance	P F (G) E
Broken/dead branches	(0) L M S
Trunk/branch cavities	(0) L M S
Appearance rating	(A) B C D F
Remarks:	
HEALTH: Diseases	
Fungal Fruiting Bodies	0 L M S
Exudations	0 L M S
Tip dieback	0 L M S
Exfoliating bark	T B Mold
Other	
Insects/parasites	
Twig girdlers	0 L M S
Woodborers	0 L M S
Pit scales	0 L M S
Galls	0 L M S
Mistletoe	0 L M S
Other	
Injuries	
Browse damage	Yes No
Fire damage	Yes No
Fresh breaks	Yes No
Root damage/exposure	Yes No
Other	
General Vigor	
Tip growth	Str Nml Lgy
Foliage color/chlorosis	Nml Yel
Thinning of crown	0 L M H
Other	
Health rating	A (B) C D F
OVERALL RATING (1-10):	
Remarks: 7	
POTENTIAL PROJECT	
Removal	Yes Pos No
Trimming	Yes Pos No
Damage to trunk/branches	Yes Pos No
Grading/erosion in dripline	Yes Pos No
Soil compaction in dripline	Yes Pos No
Air/dust pollution	Yes Pos No
Other	
General Comments:	

Date of Survey:

TERACOR Resource Management
TREE EVALUATION FORM

Tree (Tag or Map) Number: 034
Species: Mexican Fan Palm

Tree (Tag or Map) Number: 035
Species: Mexican Fan Palm

PHYSICAL STRUCTURE	
Height	6.2
Diameter at Breast Height (DBH)	16"
Number of trunks	2
Multi-trunk sizes:	1: 16" 2: 6" 3: 4:
Extent of dripline N-S-E-W	4 x 6 x 4 x 6
Symmetry/crown balance	P F G E
Broken/dead branches	0 L M S
Trunk/branch cavities	0 L M S
Appearance rating	A B C D F
Remarks:	Against station foundation
HEALTH: Diseases	
Fungal Fruiting Bodies	0 L M S
Exudations	0 L M S
Tip dieback	0 L M S
Exfoliating bark	T B Mold
Other	
Insects/parasites	
Twig girdlers	0 L M S
Woodborers	0 L M S
Pit scales	0 L M S
Galls	0 L M S
Mistletoe	0 L M S
Other	
Injuries	
Browse damage	Yes No
Fire damage	Yes No
Fresh breaks	Yes No
Root damage/exposure	Yes No
Other	
General Vigor	
Tip growth	Str Nml Lgy
Foliage color/chlorosis	Nml Yel
Thinning of crown	0 L M H
Other	
Health rating	A B C D F
OVERALL RATING [1-10]:	
Remarks:	6 Against wall
POTENTIAL PROJECT	
Removal	Yes Pos No
Trimming	Yes Pos No
Damage to trunk/branches	Yes Pos No
Grading/erosion in dripline	Yes Pos No
Soil compaction in dripline	Yes Pos No
Air/dust pollution	Yes Pos No
Other	
General Comments:	

PHYSICAL STRUCTURE	
Height	7.8
Diameter at Breast Height (DBH)	7.5"
Number of trunks	1
Multi-trunk sizes:	1 2 3 4
Extent of dripline N-S-E-W	5 x 5 x 5 x 5
Symmetry/crown balance	P F G E
Broken/dead branches	0 L M S
Trunk/branch cavities	0 L M S
Appearance rating	A B C D F
Remarks:	Against station foundation
HEALTH: Diseases	
Fungal Fruiting Bodies	0 L M S
Exudations	0 L M S
Tip dieback	0 L M S
Exfoliating bark	T B Mold
Other	
Insects/parasites	
Twig girdlers	0 L M S
Woodborers	0 L M S
Pit scales	0 L M S
Galls	0 L M S
Mistletoe	0 L M S
Other	
Injuries	
Browse damage	Yes No
Fire damage	Yes No
Fresh breaks	Yes No
Root damage/exposure	Yes No
Other	
General Vigor	
Tip growth	Str Nml Lgy
Foliage color/chlorosis	Nml Yel
Thinning of crown	0 L M H
Other	
Health rating	A B C D F
OVERALL RATING [1-10]:	
Remarks:	6 Against wall
POTENTIAL PROJECT	
Removal	Yes Pos No
Trimming	Yes Pos No
Damage to trunk/branches	Yes Pos No
Grading/erosion in dripline	Yes Pos No
Soil compaction in dripline	Yes Pos No
Air/dust pollution	Yes Pos No
Other	
General Comments:	

Date of Survey:

TERACOR Resource Management
TREE EVALUATION FORM

Tree (Tag or Map) Number: 036
Species: Mexican Fan Palm

Tree (Tag or Map) Number: 037
Species: Mexican Fan Palm

PHYSICAL STRUCTURE	
Height	70'
Diameter at Breast Height (DBH)	14"
Number of trunks	1
Multi-trunk sizes:	1: 2 3 4
Extent of dripline N-S-E-W	2 x 8 x 5 x 5
Symmetry/crown balance	P F G E
Broken/dead branches	0 L M S
Trunk/branch cavities	0 L M S
Appearance rating	A B C D F
Remarks:	
HEALTH: Diseases	
Fungal Fruiting Bodies	0 L M S
Exudations	0 L M S
Tip dieback	0 L M S
Exfoliating bark	T B Mold
Other	
Insects/parasites	
Twig girdlers	0 L M S
Woodborers	0 L M S
Pit scales	0 L M S
Galls	0 L M S
Mistletoe	0 L M S
Other	
Injuries	
Browse damage	Yes No
Fire damage	Yes No
Fresh breaks	Yes No
Root damage/exposure	Yes No
Other	
General Vigor	
Tip growth	Str Nml Lgy
Foliage color/chlorosis	Nml Yel
Thinning of crown	0 L M H
Other	
Health rating	A B C D F
OVERALL RATING (1-10):	
Remarks: 7	
POTENTIAL PROJECT	
Removal	Yes Pos No
Trimming	Yes Pos No
Damage to trunk/branches	Yes Pos No
Grading/erosion in dripline	Yes Pos No
Soil compaction in dripline	Yes Pos No
Air/dust pollution	Yes Pos No
Other	
General Comments:	

PHYSICAL STRUCTURE	
Height	70'
Diameter at Breast Height (DBH)	16"
Number of trunks	1
Multi-trunk sizes:	1 2 3 4
Extent of dripline N-S-E-W	10 x 10 x 0
Symmetry/crown balance	P F G E
Broken/dead branches	0 L M S
Trunk/branch cavities	0 L M S
Appearance rating	A B C D F
Remarks: very much leaning	
HEALTH: Diseases	
Fungal Fruiting Bodies	0 L M S
Exudations	0 L M S
Tip dieback	0 L M S
Exfoliating bark	T B Mold
Other	
Insects/parasites	
Twig girdlers	0 L M S
Woodborers	0 L M S
Pit scales	0 L M S
Galls	0 L M S
Mistletoe	0 L M S
Other	
Injuries	
Browse damage	Yes No
Fire damage	Yes No
Fresh breaks	Yes No
Root damage/exposure	Yes No
Other	
General Vigor	
Tip growth	Str Nml Lgy
Foliage color/chlorosis	Nml Yel
Thinning of crown	0 L M H
Other	
Health rating	A B C D F
OVERALL RATING (1-10):	
Remarks: 3 - cavity at trunk	
POTENTIAL PROJECT	
Removal	Yes Pos No
Trimming	Yes Pos No
Damage to trunk/branches	Yes Pos No
Grading/erosion in dripline	Yes Pos No
Soil compaction in dripline	Yes Pos No
Air/dust pollution	Yes Pos No
Other	
General Comments:	

TERACOR Resource Management
TREE EVALUATION FORM

Tree (Tag or Map) Number: 038
Species: Mexican Fan Palm

Tree (Tag or Map) Number: 039
Species: Mexican Fan Palm

PHYSICAL STRUCTURE	
Height	44'
Diameter at Breast Height (DBH)	
Number of trunks	3
Multi-trunk sizes:	1: 21" 2: 20" 3: 15" 4:
Extent of dripline N-S-E-W	12 x 12 x 12 x 12
Symmetry/crown balance	P F <u>G</u> E
Broken/dead branches	<u>0</u> L M S
Trunk/branch cavities	<u>0</u> L M S
Appearance rating	A <u>B</u> C D F
Remarks:	
HEALTH: Diseases	
Fungal Fruiting Bodies	0 L M S
Exudations	0 L M S
Tip dieback	0 L M S
Exfoliating bark	T B Mold
Other	
Insects/parasites	
Twig girdlers	0 L M S
Woodborers	0 L M S
Pit scales	0 L M S
Galls	0 L M S
Mistletoe	0 L M S
Other	
Injuries	
Browse damage	Yes No
Fire damage	Yes No
Fresh breaks	Yes No
Root damage/exposure	Yes No
Other	
General Vigor	
Tip growth	Str Nml Lgy
Foliage color/chlorosis	Nml Yel
Thinning of crown	0 L M H
Other	
Health rating	A <u>B</u> C D F
OVERALL RATING (1-10):	
Remarks: 7	
POTENTIAL PROJECT	
Removal	Yes <u>Pos</u> No
Trimming	Yes <u>Pos</u> No
Damage to trunk/branches	Yes <u>Pos</u> No
Grading/erosion in dripline	Yes <u>Pos</u> No
Soil compaction in dripline	Yes <u>Pos</u> No
Air/dust pollution	Yes <u>Pos</u> No
Other	
General Comments:	

PHYSICAL STRUCTURE	
Height	35'
Diameter at Breast Height (DBH)	
Number of trunks	2
Multi-trunk sizes:	1: 18" 2: 10" 3: 4:
Extent of dripline N-S-E-W	9 x 9 x 9 x 9
Symmetry/crown balance	P F <u>G</u> E
Broken/dead branches	<u>0</u> L M S
Trunk/branch cavities	<u>0</u> L M S
Appearance rating	A <u>B</u> C D F
Remarks: Against Front Entrance of station	
HEALTH: Diseases	
Fungal Fruiting Bodies	0 L M S
Exudations	0 L M S
Tip dieback	0 L M S
Exfoliating bark	T B Mold
Other	
Insects/parasites	
Twig girdlers	0 L M S
Woodborers	0 L M S
Pit scales	0 L M S
Galls	0 L M S
Mistletoe	0 L M S
Other	
Injuries	
Browse damage	Yes No
Fire damage	Yes No
Fresh breaks	Yes No
Root damage/exposure	Yes No
Other	
General Vigor	
Tip growth	Str Nml Lgy
Foliage color/chlorosis	Nml Yel
Thinning of crown	0 L M H
Other	
Health rating	A <u>B</u> C D F
OVERALL RATING (1-10):	
Remarks: 6-7	
POTENTIAL PROJECT	
Removal	Yes <u>Pos</u> No
Trimming	Yes <u>Pos</u> No
Damage to trunk/branches	Yes <u>Pos</u> No
Grading/erosion in dripline	Yes <u>Pos</u> No
Soil compaction in dripline	Yes <u>Pos</u> No
Air/dust pollution	Yes <u>Pos</u> No
Other	
General Comments:	

TERACOR Resource Management
TREE EVALUATION FORM

Tree (Tag or Map) Number: 040
Species: ~~Ulmus~~ *Pittosporum undulatum*

Tree (Tag or Map) Number: 041
Species: *Chink elm*
(*Ulmus parvifolia*)

PHYSICAL STRUCTURE			
Height	28		
Diameter at Breast Height (DBH)			
Number of trunks	4		
Multi-trunk sizes:	1: 14	2: 13	3: 10 4: 9
Extent of dripline N-S-E-W	x	x	x
Symmetry/crown balance	P	F	G E
Broken/dead branches	0	L	M S
Trunk/branch cavities	0	L	M S
Appearance rating	A	B	C D F
Remarks:	Against station - leggy		
HEALTH: Diseases			
Fungal Fruiting Bodies	0 L M S		
Exudations	0 L M S		
Tip dieback	0 L M S		
Exfoliating bark	T B Mold		
Other			
Insects/parasites			
Twig girdlers	0 L M S		
Woodborers	0 L M S		
Pit scales	0 L M S		
Galls	0 L M S		
Mistletoe	0 L M S		
Other			
Injuries			
Browse damage	Yes	No	
Fire damage	Yes	No	
Fresh breaks	Yes	No	
Root damage/exposure	Yes	No	
Other			
General Vigor			
Tip growth		Str	Nml (Lgy)
Foliage color/chlorosis	(Nml)		Yel
Thinning of crown	(0)	L M H	
Other			
Health rating	A	B	(C) D F
OVERALL RATING (1-10):			
Remarks:	Tree leans away from structure 5		
POTENTIAL PROJECT			
Removal	Yes	Pos	No
Trimming	Yes	Pos	No
Damage to trunk/branches	Yes	Pos	No
Grading/erosion in dripline	Yes	Pos	No
Soil compaction in dripline	Yes	Pos	No
Air/dust pollution	Yes	Pos	No
Other			
General Comments:			

PHYSICAL STRUCTURE			
Height	33		
Diameter at Breast Height (DBH)	19"		
Number of trunks	1		
Multi-trunk sizes:	1: 18	2: 24	3: 15 4: 18
Extent of dripline N-S-E-W	x	x	x
Symmetry/crown balance	P	F	G E
Broken/dead branches	0	L	M S
Trunk/branch cavities	0	L	M S
Appearance rating	A	B	C D F
Remarks:	Regrowth from severe cut		
HEALTH: Diseases			
Fungal Fruiting Bodies	0 L M S		
Exudations	0 L M S		
Tip dieback	0 L M S		
Exfoliating bark	T B Mold		
Other			
Insects/parasites			
Twig girdlers	0 L M S		
Woodborers	0 L M S		
Pit scales	0 L M S		
Galls	0 L M S		
Mistletoe	0 L M S		
Other			
Injuries			
Browse damage	Yes	No	
Fire damage	Yes	No	
Fresh breaks	Yes	No	
Root damage/exposure	Yes	No	
Other	old severe trim		
General Vigor			
Tip growth		Str	Nml Lgy
Foliage color/chlorosis	(Nml)		Yel
Thinning of crown	(0)	L M H	
Other			
Health rating	A	(B)	C D F
OVERALL RATING (1-10):	7		
Remarks:			
POTENTIAL PROJECT			
Removal	Yes	Pos	No
Trimming	Yes	Pos	No
Damage to trunk/branches	Yes	Pos	No
Grading/erosion in dripline	Yes	Pos	No
Soil compaction in dripline	Yes	Pos	No
Air/dust pollution	Yes	Pos	No
Other			
General Comments:			

Date of Survey:

TERACOR Resource Management
TREE EVALUATION FORM

Tree (Tag or Map) Number: 042
Species: Chinese elm

Tree (Tag or Map) Number: 043
Species: Chinese elm

PHYSICAL STRUCTURE	
Height	33'
Diameter at Breast Height (DBH)	18"
Number of trunks	1
Multi-trunk sizes:	1 2 3 4
Extent of dripline N-S-E-W	18 x 25 x 20 x 22
Symmetry/crown balance	P (F) G E
Broken/dead branches	0 (L) M S
Trunk/branch cavities	0 L M (S)
Appearance rating	A B (C) D F
Remarks:	Prior trimming severe
HEALTH: Diseases	
Fungal Fruiting Bodies	0 L M S
Exudations	0 L M S
Tip dieback	0 L M S
Exfoliating bark	T B Mold
Other	
Insects/parasites	
Twig girdlers	0 L M S
Woodborers	0 L M S
Pit scales	0 L M S
Galls	0 L M S
Mistletoe	0 L M S
Other	
Injuries	
Browse damage	Yes No
Fire damage	Yes No
Fresh breaks	Yes No
Root damage/exposure	(Yes) No
Other	
General Vigor	
Tip growth	Str Nml (Lgy)
Foliage color/chlorosis	(Nml) Yel
Thinning of crown	(0) L M H
Other	
Health rating	A B (C) D F
OVERALL RATING (1-10):	
Remarks:	trunk sprout chopped @ base
POTENTIAL PROJECT	
Removal	Yes Pos No
Trimming	Yes Pos No
Damage to trunk/branches	Yes Pos No
Grading/erosion in dripline	Yes Pos No
Soil compaction in dripline	Yes Pos No
Air/dust pollution	Yes Pos No
Other	
General Comments:	Root damage, numerous limbs removed w/ lvs regrowth

PHYSICAL STRUCTURE	
Height	18' tall
Diameter at Breast Height (DBH)	
Number of trunks	3 trunks
Multi-trunk sizes:	1: 6" 2: 5" 3: 3"
Extent of dripline N-S-E-W	15 x 12 x 16 x 15
Symmetry/crown balance	P (F) G E
Broken/dead branches	0 L M S
Trunk/branch cavities	0 L M S
Appearance rating	A (B) C D F
Remarks:	
HEALTH: Diseases	
Fungal Fruiting Bodies	0 L M S
Exudations	0 L M S
Tip dieback	0 L M S
Exfoliating bark	T B Mold
Other	
Insects/parasites	
Twig girdlers	0 L M S
Woodborers	0 L M S
Pit scales	0 L M S
Galls	0 L M S
Mistletoe	0 L M S
Other	
Injuries	
Browse damage	Yes (No)
Fire damage	Yes (No)
Fresh breaks	Yes (No)
Root damage/exposure	(Yes) No
Other	
General Vigor	
Tip growth	Str Nml (Lgy)
Foliage color/chlorosis	(Nml) Yel
Thinning of crown	(0) L M H
Other	
Health rating	A (B) C D F
OVERALL RATING (1-10):	
Remarks:	Fungal infect. possible for infested
POTENTIAL PROJECT	
Removal	Yes Pos No
Trimming	Yes Pos No
Damage to trunk/branches	Yes Pos No
Grading/erosion in dripline	Yes Pos No
Soil compaction in dripline	Yes Pos No
Air/dust pollution	Yes Pos No
Other	
General Comments:	

Date of Survey:

TERACOR Resource Management
TREE EVALUATION FORM

Tree (Tag or Map) Number: 044
Species: Chinese elm

Tree (Tag or Map) Number: 045
Species: Chinese elm

PHYSICAL STRUCTURE			
Height	23'		
Diameter at Breast Height (DBH)	17" dbh		
Number of trunks			
Multi-trunk sizes:	1:	2:	3: 4:
Extent of dripline N-S-E-W	12' 14' x 18 x 18		
Symmetry/crown balance	P	F	G E
Broken/dead branches	0	L	M S
Trunk/branch cavities	0	L	M S
Appearance rating	A	B	C <u>D</u> F
Remarks:	limbs leggy; trunk thick = poor appearance		
HEALTH: Diseases			
Fungal Fruiting Bodies	0	L	M S
Exudations	0	L	M S
Tip dieback	0	L	M S
Exfoliating bark		T	B Mold
Other			
Insects/parasites			
Twig girdlers	0	L	M S
Woodborers	0	L	M S
Pit scales	0	L	M S
Galls	0	L	M S
Mistletoe	0	L	M S
Other			
Injuries			
Browse damage	Yes		<u>No</u>
Fire damage	Yes		<u>No</u>
Fresh breaks	Yes		<u>No</u>
Root damage/exposure	<u>Yes</u>		No
Other			
General Vigor			
Tip growth		Str	Nml Lgy
Foliage color/chlorosis		Nml	Yel
Thinning of crown	0	L	M H
Other			
Health rating	A	B	C <u>D</u> F
OVERALL RATING [1-10]:			
Remarks:	Branches whorled and regrowth apparent. <u>5</u>		
POTENTIAL PROJECT			
Removal	Yes	Pos	No
Trimming	Yes	Pos	No
Damage to trunk/branches	Yes	Pos	No
Grading/erosion in dripline	Yes	Pos	No
Soil compaction in dripline	Yes	Pos	No
Air/dust pollution	Yes	Pos	No
Other			
General Comments:			

PHYSICAL STRUCTURE			
Height	35'		
Diameter at Breast Height (DBH)	2 (3rd dead)		
Number of trunks			
Multi-trunk sizes:	1: 16	2: 15	3: 4:
Extent of dripline N-S-E-W	20 x 18 x 23 x 25		
Symmetry/crown balance	P	F	G E
Broken/dead branches	0	L	M S
Trunk/branch cavities	0	L	M <u>S</u>
Appearance rating	A	B	C D F
Remarks:	trunk damage severe gouged and ripped - cavity		
HEALTH: Diseases			
Fungal Fruiting Bodies	0	L	M S
Exudations	0	L	M S
Tip dieback	0	L	M S
Exfoliating bark		T	B Mold
Other			
Insects/parasites			
Twig girdlers	0	L	M S
Woodborers	0	L	M S
Pit scales	0	L	M S
Galls	0	L	M S
Mistletoe	0	L	M S
Other			
Injuries			
Browse damage	Yes		No
Fire damage	Yes		No
Fresh breaks	Yes		No
Root damage/exposure	Yes		No
Other			
General Vigor			
Tip growth		Str	Nml Lgy
Foliage color/chlorosis		Nml	Yel
Thinning of crown	0	L	M H
Other			
Health rating	A	B	C <u>D</u> F
OVERALL RATING [1-10]:			
Remarks:	leaves to south cut branches <u>5</u>		
POTENTIAL PROJECT			
Removal	Yes	Pos	No
Trimming	Yes	Pos	No
Damage to trunk/branches	Yes	Pos	No
Grading/erosion in dripline	Yes	Pos	No
Soil compaction in dripline	Yes	Pos	No
Air/dust pollution	Yes	Pos	No
Other			
General Comments:			

Date of Survey:

Condensation
Campylopus

TERACOR Resource Management
TREE EVALUATION FORM

Tree (Tag or Map) Number: 046
Species: Campylopus
at corner of Raymond/Del Mar

Tree (Tag or Map) Number: 047
Species: Mexican Fan Palm

PHYSICAL STRUCTURE	
Height	35'
Diameter at Breast Height (DBH)	
Number of trunks	3
Multi-trunk sizes:	1: 13" 2: 13" 3: 24"
Extent of dripline N-S-E-W	12 x 15 x 15 x 15
Symmetry/crown balance	P F G E
Broken/dead branches	0 L M S
Trunk/branch cavities	0 L M S
Appearance rating	A B C D F
Remarks:	multiple cuts and cavities
HEALTH: Diseases	
Fungal Fruiting Bodies	0 L M S
Exudations	0 L M S
Tip dieback	0 L M S
Exfoliating bark	T B Mold
Other	
Insects/parasites	
Twig girdlers	0 L M S
Woodborers	0 L M S
Pit scales	0 L M S
Galls	0 L M S
Mistletoe	0 L M S
Other	
Injuries	
Browse damage	Yes <u>No</u>
Fire damage	Yes <u>No</u>
Fresh breaks	Yes <u>No</u>
Root damage/exposure	Yes <u>No</u>
Other	
General Vigor	
Tip growth	Str Nml <u>Lgy</u>
Foliage color/chlorosis	Nml <u>Yel</u>
Thinning of crown	0 L M H
Other	
Health rating	A B C <u>D</u> F
OVERALL RATING [1-10]:	
Remarks:	Branches/limbs up to 5" diam. cut and broken <u>(4)</u>
POTENTIAL PROJECT	
Removal	Yes Pos No
Trimming	Yes Pos No
Damage to trunk/branches	Yes Pos No
Grading/erosion in dripline	Yes Pos No
Soil compaction in dripline	Yes Pos No
Air/dust pollution	Yes Pos No
Other	
General Comments:	

PHYSICAL STRUCTURE	
Height	46'
Diameter at Breast Height (DBH)	21"
Number of trunks	
Multi-trunk sizes:	1: 2: 3: 4:
Extent of dripline N-S-E-W	5' x 5' x 5' x 5'
Symmetry/crown balance	P F <u>G</u> E
Broken/dead branches	0 L M S
Trunk/branch cavities	0 L M S
Appearance rating	A <u>B</u> C D F
Remarks:	
HEALTH: Diseases	
Fungal Fruiting Bodies	0 L M S
Exudations	0 L M S
Tip dieback	0 L M S
Exfoliating bark	T B Mold
Other	
Insects/parasites	
Twig girdlers	0 L M S
Woodborers	0 L M S
Pit scales	0 L M S
Galls	0 L M S
Mistletoe	0 L M S
Other	
Injuries	
Browse damage	Yes <u>No</u>
Fire damage	Yes <u>No</u>
Fresh breaks	Yes <u>No</u>
Root damage/exposure	Yes <u>No</u>
Other	
General Vigor	
Tip growth	Str <u>Nml</u> Lgy
Foliage color/chlorosis	<u>Nml</u> <u>Nml</u> Yel
Thinning of crown	0 L M H
Other	
Health rating	A <u>B</u> C D F
OVERALL RATING [1-10]:	
Remarks:	Leans to south <u>(7)</u>
POTENTIAL PROJECT	
Removal	Yes Pos No
Trimming	Yes Pos No
Damage to trunk/branches	Yes Pos No
Grading/erosion in dripline	Yes Pos No
Soil compaction in dripline	Yes Pos No
Air/dust pollution	Yes Pos No
Other	
General Comments:	

Podocarpus macrophylla

TERACOR Resource Management
TREE EVALUATION FORM

Tree (Tag or Map) Number: 048

Species: Fern Pine

along Del Mar

Tree (Tag or Map) Number: 049

Species: Fern Pine

PHYSICAL STRUCTURE			
Height	13'		
Diameter at Breast Height (DBH)	2" dbh		
Number of trunks	1		
Multi-trunk sizes:	1: 2: 3: 4:		
Extent of dripline N-S-E-W	S x S x S x S		
Symmetry/crown balance	P E G E		
Broken/dead branches	0 L M S		
Trunk/branch cavities	0 L M S		
Appearance rating	A B C D F		
Remarks:			
HEALTH: Diseases			
Fungal Fruiting Bodies	0 L M S		
Exudations	0 L M S		
Tip dieback	0 L M S		
Exfoliating bark	T B Mold		
Other			
Insects/parasites			
Twig girdlers	0 L M S		
Woodborers	0 L M S		
Pit scales	0 L M S		
Galls	0 L M S		
Mistletoe	0 L M S		
Other			
Injuries			
Browse damage	Yes	No	
Fire damage	Yes	No	
Fresh breaks	Yes	No	
Root damage/exposure	Yes	No	
Other			
General Vigor			
Tip growth	Str	Nml	Ygy
Foliage color/chlorosis	Nml		Yel
Thinning of crown	0	L M H	
Other			
Health rating	A B C D F		
OVERALL RATING (1-10):			
Remarks:	4-5		
POTENTIAL PROJECT			
Removal	Yes	Pos	No
Trimming	Yes	Pos	No
Damage to trunk/branches	Yes	Pos	No
Grading/erosion in dripline	Yes	Pos	No
Soil compaction in dripline	Yes	Pos	No
Air/dust pollution	Yes	Pos	No
Other			
General Comments:			

PHYSICAL STRUCTURE			
Height	12'		
Diameter at Breast Height (DBH)	1" dbh		
Number of trunks	1		
Multi-trunk sizes:	1: 2: 3: 4:		
Extent of dripline N-S-E-W	2 x 2 x 2 x 2		
Symmetry/crown balance	P F G E		
Broken/dead branches	0 L M S		
Trunk/branch cavities	0 L M S		
Appearance rating	A B C D F		
Remarks:	staked - top small to assess accurately		
HEALTH: Diseases			
Fungal Fruiting Bodies	0 L M S		
Exudations	0 L M S		
Tip dieback	0 L M S		
Exfoliating bark	T B Mold		
Other			
Insects/parasites			
Twig girdlers	0 L M S		
Woodborers	0 L M S		
Pit scales	0 L M S		
Galls	0 L M S		
Mistletoe	0 L M S		
Other			
Injuries			
Browse damage	Yes	No	
Fire damage	Yes	No	
Fresh breaks	Yes	No	
Root damage/exposure	Yes	No	
Other			
General Vigor			
Tip growth	Str	Nml	Lgy
Foliage color/chlorosis	Nml		Yel
Thinning of crown	0	L M H	
Other			
Health rating	A B C D F		
OVERALL RATING (1-10):			
Remarks:	4-5		
POTENTIAL PROJECT			
Removal	Yes	Pos	No
Trimming	Yes	Pos	No
Damage to trunk/branches	Yes	Pos	No
Grading/erosion in dripline	Yes	Pos	No
Soil compaction in dripline	Yes	Pos	No
Air/dust pollution	Yes	Pos	No
Other			
General Comments:			

Date of Survey:

TERACOR Resource Management
TREE EVALUATION FORM

Carya 1 species

Tree (Tag or Map) Number: 050
Species: Mexican Fan Palm

Tree (Tag or Map) Number: 051
Species: Pecan

PHYSICAL STRUCTURE	
Height	32'
Diameter at Breast Height (DBH)	20" dbh
Number of trunks	1
Multi-trunk sizes:	1: 2: 3: 4:
Extent of dripline N-S-E-W	6 x 6 x 6 x 6
Symmetry/crown balance	P F <u>G</u> E
Broken/dead branches	<u>0</u> L M S
Trunk/branch cavities	<u>0</u> L M S
Appearance rating	A <u>B</u> C D F
Remarks:	
HEALTH: Diseases	
Fungal Fruiting Bodies	0 L M S
Exudations	0 L M S
Tip dieback	0 L M S
Exfoliating bark	T B Mold
Other	
Insects/parasites	
Twig girdlers	0 L M S
Woodborers	0 L M S
Pit scales	0 L M S
Galls	0 L M S
Mistletoe	0 L M S
Other	
Injuries	
Browse damage	Yes <u>No</u>
Fire damage	Yes <u>No</u>
Fresh breaks	Yes <u>No</u>
Root damage/exposure	Yes <u>No</u>
Other	
General Vigor	
Tip growth	Str <u>Nml</u> Lgy
Foliage color/chlorosis	<u>Nml</u> Yel
Thinning of crown	<u>0</u> L M H
Other	
Health rating	A <u>B</u> C D F
OVERALL RATING (1-10):	
Remarks: On Del Mar a tracks <u>7</u>	
POTENTIAL PROJECT	
Removal	Yes <u>Pos</u> No
Trimming	Yes <u>Pos</u> No
Damage to trunk/branches	Yes <u>Pos</u> No
Grading/erosion in dripline	Yes <u>Pos</u> No
Soil compaction in dripline	Yes <u>Pos</u> No
Air/dust pollution	Yes <u>Pos</u> No
Other	
General Comments:	

PHYSICAL STRUCTURE	
Height	26'
Diameter at Breast Height (DBH)	12" dbh
Number of trunks	1
Multi-trunk sizes:	1: 2: 3: 4:
Extent of dripline N-S-E-W	15 x 15 x 15 x 15
Symmetry/crown balance	P F <u>G</u> E
Broken/dead branches	<u>0</u> L M S
Trunk/branch cavities	<u>0</u> L M S
Appearance rating	A <u>B</u> C D F
Remarks: eating ext. Nee appear	
HEALTH: Diseases	
Fungal Fruiting Bodies	0 L M S
Exudations	0 L M S Trunk
Tip dieback	0 L M S
Exfoliating bark	T B Mold
Other	
Insects/parasites	
Twig girdlers	0 L M S
Woodborers	0 L M S
Pit scales	0 L M S
Galls	0 L M S
Mistletoe	0 L M S
Other	
Injuries	
Browse damage	Yes <u>No</u>
Fire damage	Yes <u>No</u>
Fresh breaks	Yes <u>No</u>
Root damage/exposure	Yes <u>No</u>
Other	
General Vigor	
Tip growth	Str <u>Nml</u> Lgy
Foliage color/chlorosis	<u>Nml</u> Yel
Thinning of crown	<u>0</u> L M H
Other	
Health rating	A <u>B</u> C D F
OVERALL RATING (1-10):	
Remarks: Within parking lot prob no insects <u>8</u>	
POTENTIAL PROJECT	
Removal	Yes <u>Pos</u> No
Trimming	Yes <u>Pos</u> No
Damage to trunk/branches	Yes <u>Pos</u> No
Grading/erosion in dripline	Yes <u>Pos</u> No
Soil compaction in dripline	Yes <u>Pos</u> No
Air/dust pollution	Yes <u>Pos</u> No
Other	
General Comments:	

TERACOR Resource Management
TREE EVALUATION FORM

Tree (Tag or Map) Number: **052**
Species: **Fern Pine** along Arroyo

Tree (Tag or Map) Number: **053**
Species: **Fern Pine**

PHYSICAL STRUCTURE			
Height	33'		
Diameter at Breast Height (DBH)	18.5 dbh		
Number of trunks			
Multi-trunk sizes:	1:	2:	3: 4:
Extent of dripline N-S-E-W	15 x 15 x 17 x 13		
Symmetry/crown balance	P F G E		
Broken/dead branches	0 L M S		
Trunk/branch cavities	0 L M S		
Appearance rating	A B C D F		
Remarks:	good crown balance		
HEALTH: Diseases			
Fungal Fruiting Bodies	0 L M S		
Exudations	0 L M S		
Tip dieback	0 L M S		
Exfoliating bark	N/A T B Mold		
Other			
Insects/parasites			
Twig girdlers	0 L M S		
Woodborers	0 L M S		
Pit scales	0 L M S		
Galls	0 L M S		
Mistletoe	0 L M S		
Other			
Injuries			
Browse damage	Yes	No	
Fire damage	Yes	No	
Fresh breaks	Yes Car crash	No	
Root damage/exposure	Yes	No	
Other			
General Vigor			
Tip growth	Str Nml Lgy		
Foliage color/chlorosis	Nml Yel		
Thinning of crown	0 L M H		
Other			
Health rating	A B C D F		
OVERALL RATING [1-10]:			
Remarks:	old leans over roadway 8 old injury		
POTENTIAL PROJECT			
Removal	Yes	Pos	No
Trimming	Yes	Pos	No
Damage to trunk/branches	Yes	Pos	No
Grading/erosion in dripline	Yes	Pos	No
Soil compaction in dripline	Yes	Pos	No
Air/dust pollution	Yes	Pos	No
Other			
General Comments:	Crash from car injured tree		

Date of Survey:

PHYSICAL STRUCTURE			
Height	14'		
Diameter at Breast Height (DBH)	3" dbh		
Number of trunks			
Multi-trunk sizes:	1:	2:	3: 4:
Extent of dripline N-S-E-W	6 x 6 x 4 x 4		
Symmetry/crown balance	P F G E		
Broken/dead branches	0 L M S		
Trunk/branch cavities	0 L M S		
Appearance rating	A B C D F		
Remarks:			
HEALTH: Diseases			
Fungal Fruiting Bodies	0 L M S		
Exudations	0 L M S		
Tip dieback	0 L M S		
Exfoliating bark	T B Mold		
Other			
Insects/parasites			
Twig girdlers	0 L M S		
Woodborers	0 L M S		
Pit scales	0 L M S		
Galls	0 L M S		
Mistletoe	0 L M S		
Other			
Injuries			
Browse damage	Yes	No	
Fire damage	Yes	No	
Fresh breaks	Yes	No	
Root damage/exposure	Yes	No	
Other			
General Vigor			
Tip growth	Str Nml Lgy		
Foliage color/chlorosis	Nml Yel		
Thinning of crown	0 L M H		
Other			
Health rating	A B C D F		
OVERALL RATING [1-10]:			
Remarks:	6		
POTENTIAL PROJECT			
Removal	Yes	Pos	No
Trimming	Yes	Pos	No
Damage to trunk/branches	Yes	Pos	No
Grading/erosion in dripline	Yes	Pos	No
Soil compaction in dripline	Yes	Pos	No
Air/dust pollution	Yes	Pos	No
Other			
General Comments:	Tree requires maintenance / branch trimming		

TERACOR Resource Management
TREE EVALUATION FORM

Tree (Tag or Map) Number: 054
Species: Fern Pine

Tree (Tag or Map) Number: 055
Species: Fern Pine

PHYSICAL STRUCTURE	
Height	19'
Diameter at Breast Height (DBH)	3" dbh
Number of trunks	1
Multi-trunk sizes:	1: 2: 3: 4:
Extent of dripline N-S-E-W	6 x 5 x 9 x 4
Symmetry/crown balance	P F G E
Broken/dead branches	0 L M S
Trunk/branch cavities	0 L M S
Appearance rating	A B C D F
Remarks:	Small tree
HEALTH: Diseases	
Fungal Fruiting Bodies	0 L M S
Exudations	0 L M S
Tip dieback	0 L M S
Exfoliating bark	T B Mold
Other	
Insects/parasites	
Twig girdlers	0 L M S
Woodborers	0 L M S
Pit scales	0 L M S
Galls	0 L M S
Mistletoe	0 L M S
Other	
Injuries	
Browse damage	Yes <input checked="" type="radio"/> No <input type="radio"/>
Fire damage	Yes <input checked="" type="radio"/> No <input type="radio"/>
Fresh breaks	Yes <input checked="" type="radio"/> No <input type="radio"/>
Root damage/exposure	Yes <input checked="" type="radio"/> No <input type="radio"/>
Other	
General Vigor	
Tip growth	Str <input checked="" type="radio"/> Nml <input type="radio"/> Lgy
Foliage color/chlorosis	<input checked="" type="radio"/> Nml <input type="radio"/> Yel
Thinning of crown	0 L M H
Other	
Health rating	A B C D F
OVERALL RATING (1-10):	
Remarks:	6
POTENTIAL PROJECT	
Removal	Yes <input type="radio"/> Pos <input checked="" type="radio"/> No <input type="radio"/>
Trimming	Yes <input type="radio"/> Pos <input checked="" type="radio"/> No <input type="radio"/>
Damage to trunk/branches	Yes <input type="radio"/> Pos <input checked="" type="radio"/> No <input type="radio"/>
Grading/erosion in dripline	Yes <input type="radio"/> Pos <input checked="" type="radio"/> No <input type="radio"/>
Soil compaction in dripline	Yes <input type="radio"/> Pos <input checked="" type="radio"/> No <input type="radio"/>
Air/dust pollution	Yes <input type="radio"/> Pos <input checked="" type="radio"/> No <input type="radio"/>
Other	
General Comments:	Still staked - Needs maintenance/ trimming

PHYSICAL STRUCTURE	
Height	17'
Diameter at Breast Height (DBH)	4.5 dbh
Number of trunks	1
Multi-trunk sizes:	1: 2: 3: 4:
Extent of dripline N-S-E-W	5 x 5 x 5 x 5
Symmetry/crown balance	P F G E
Broken/dead branches	0 L M S
Trunk/branch cavities	0 L M S
Appearance rating	A B C D F
Remarks:	Leans away from street
HEALTH: Diseases	
Fungal Fruiting Bodies	0 L M S
Exudations	0 L M S
Tip dieback	0 L M S
Exfoliating bark	T B Mold
Other	
Insects/parasites	
Twig girdlers	0 L M S
Woodborers	0 L M S
Pit scales	0 L M S
Galls	0 L M S
Mistletoe	0 L M S
Other	
Injuries	
Browse damage	Yes <input type="radio"/> No <input checked="" type="radio"/>
Fire damage	Yes <input type="radio"/> No <input checked="" type="radio"/>
Fresh breaks	Yes <input type="radio"/> No <input checked="" type="radio"/>
Root damage/exposure	Yes <input type="radio"/> No <input checked="" type="radio"/>
Other	
General Vigor	
Tip growth	Str <input checked="" type="radio"/> Nml <input type="radio"/> Lgy
Foliage color/chlorosis	<input checked="" type="radio"/> Nml <input type="radio"/> Yel
Thinning of crown	0 L M H
Other	
Health rating	A B C D F
OVERALL RATING (1-10):	
Remarks:	Still staked 7
POTENTIAL PROJECT	
Removal	Yes <input type="radio"/> Pos <input checked="" type="radio"/> No <input type="radio"/>
Trimming	Yes <input type="radio"/> Pos <input checked="" type="radio"/> No <input type="radio"/>
Damage to trunk/branches	Yes <input type="radio"/> Pos <input checked="" type="radio"/> No <input type="radio"/>
Grading/erosion in dripline	Yes <input type="radio"/> Pos <input checked="" type="radio"/> No <input type="radio"/>
Soil compaction in dripline	Yes <input type="radio"/> Pos <input checked="" type="radio"/> No <input type="radio"/>
Air/dust pollution	Yes <input type="radio"/> Pos <input checked="" type="radio"/> No <input type="radio"/>
Other	
General Comments:	Minor maintenance required

Date of Survey:

TERACOR Resource Management
TREE EVALUATION FORM

Tree (Tag or Map) Number: 056
Species: Fern Pine

Tree (Tag or Map) Number: 057
Species: Fern Pine
(Adj to storage)

PHYSICAL STRUCTURE	
Height	24'
Diameter at Breast Height (DBH)	19" dbh
Number of trunks	1
Multi-trunk sizes:	1: 2: 3: 4:
Extent of dripline N-S-E-W	18 x 15 x 14 x 18
Symmetry/crown balance	P F <u>G</u> E
Broken/dead branches	<u>0</u> L M S
Trunk/branch cavities	0 <u>L</u> M S
Appearance rating	A B <u>C</u> D F
Remarks: good symmetry	
HEALTH: Diseases	
Fungal Fruiting Bodies	0 L M S
Exudations	0 L M S
Tip dieback	0 L M S
Exfoliating bark	T B Mold
Other	
Insects/parasites	
Twig girdlers	0 L M S
Woodborers	0 L M S
Pit scales	0 L M S
Galls	0 L M S
Mistletoe	0 L M S
Other	
Injuries	
Browse damage	Yes <u>No</u>
Fire damage	Yes <u>No</u>
Fresh breaks	Yes <u>No</u>
Root damage/exposure	Yes <u>No</u>
Other	
General Vigor	
Tip growth	Str <u>Nml</u> Lgy
Foliage color/chlorosis	<u>Nml</u> Yel
Thinning of crown	<u>0</u> L M H
Other	
Health rating	A <u>B</u> C D F
OVERALL RATING [1-10]:	
Remarks: leans in from Anvto <u>8</u>	
POTENTIAL PROJECT	
Removal	Yes <u>Pos</u> No
Trimming	Yes <u>Pos</u> No
Damage to trunk/branches	Yes <u>Pos</u> No
Grading/erosion in dripline	Yes <u>Pos</u> No
Soil compaction in dripline	Yes <u>Pos</u> No
Air/dust pollution	Yes <u>Pos</u> No
Other	
General Comments:	

PHYSICAL STRUCTURE	
Height	48'
Diameter at Breast Height (DBH)	22.5" dbh
Number of trunks	1
Multi-trunk sizes:	1: 2: 3: 4:
Extent of dripline N-S-E-W	24 x 12 x 22 x 18
Symmetry/crown balance	P <u>F</u> G E
Broken/dead branches	0 L M S
Trunk/branch cavities	0 L M S
Appearance rating	A <u>B</u> C D F
Remarks: leans north, nice tree	
HEALTH: Diseases	
Fungal Fruiting Bodies	0 L M S
Exudations	0 L M S
Tip dieback	0 L M S
Exfoliating bark	T B Mold
Other	
Insects/parasites	
Twig girdlers	0 L M S
Woodborers	0 L M S
Pit scales	0 L M S
Galls	0 L M S
Mistletoe	0 L M S
Other	
Injuries	
Browse damage	Yes <u>No</u>
Fire damage	Yes <u>No</u>
Fresh breaks	Yes <u>No</u>
Root damage/exposure	Yes <u>No</u>
Other	
General Vigor	
Tip growth	Str <u>Nml</u> Lgy
Foliage color/chlorosis	<u>Nml</u> Yel
Thinning of crown	<u>0</u> L M H
Other	
Health rating	A <u>B</u> C D F
OVERALL RATING [1-10]:	
Remarks: <u>8</u>	
POTENTIAL PROJECT	
Removal	Yes <u>Pos</u> No
Trimming	Yes <u>Pos</u> No
Damage to trunk/branches	Yes <u>Pos</u> No
Grading/erosion in dripline	Yes <u>Pos</u> No
Soil compaction in dripline	Yes <u>Pos</u> No
Air/dust pollution	Yes <u>Pos</u> No
Other	
General Comments:	

Date of Survey:

TERACOR Resource Management
TREE EVALUATION FORM

Tree (Tag or Map) Number: 058
Species: Mexican Fan Palm

Tree (Tag or Map) Number: 074
Species: Windmill Palm

PHYSICAL STRUCTURE			
Height	28'		
Diameter at Breast Height (DBH)	18" dbh		
Number of trunks	1		
Multi-trunk sizes:	1- 2- 3- 4-		
Extent of dripline N-S-E-W	5 x 5 x 5 x 5		
Symmetry/crown balance	P F G E		
Broken/dead branches	0 L M S		
Trunk/branch cavities	0 L M S		
Appearance rating	A B C D F		
Remarks:	Within broken asphalt		
HEALTH: Diseases			
Fungal Fruiting Bodies	0 L M S		
Exudations	0 L M S		
Tip dieback	0 L M S		
Exfoliating bark	T B Mold		
Other			
Insects/parasites			
Twig girdlers	0 L M S		
Woodborers	0 L M S		
Pit scales	0 L M S		
Galls	0 L M S		
Mistletoe	0 L M S		
Other			
Injuries			
Browse damage	Yes	No	
Fire damage	Yes	No	
Fresh breaks	Yes	No	
Root damage/exposure	Yes	No	
Other			
General Vigor			
Tip growth	Str Nml Lgy		
Foliage color/chlorosis	Nml		
Thinning of crown	0 L M H		
Other			
Health rating	A B C D F		
OVERALL RATING (1-10):			
Remarks:	Appears to be volunteer - is related to steep in close proximity		
POTENTIAL PROJECT			
Removal	Yes	Pos	No
Trimming	Yes	Pos	No
Damage to trunk/branches	Yes	Pos	No
Grading/erosion in dripline	Yes	Pos	No
Soil compaction in dripline	Yes	Pos	No
Air/dust pollution	Yes	Pos	No
Other			
General Comments:	Limited inspection.		

PHYSICAL STRUCTURE			
Height	11'		
Diameter at Breast Height (DBH)	5"		
Number of trunks	1		
Multi-trunk sizes:	1- 2- 3- 4-		
Extent of dripline N-S-E-W	2 x 2 x 2 x 2		
Symmetry/crown balance	P F G E		
Broken/dead branches	0 L M S		
Trunk/branch cavities	0 L M S		
Appearance rating	A B C D F		
Remarks:			
HEALTH: Diseases			
Fungal Fruiting Bodies	0 L M S		
Exudations	0 L M S		
Tip dieback	0 L M S		
Exfoliating bark	T B Mold		
Other	N/A		
Insects/parasites			
Twig girdlers	0 L M S		
Woodborers	0 L M S		
Pit scales	0 L M S		
Galls	0 L M S		
Mistletoe	0 L M S		
Other	N/A		
Injuries			
Browse damage	Yes	No	
Fire damage	Yes	No	
Fresh breaks	Yes	No	
Root damage/exposure	Yes	No	
Other			
General Vigor			
Tip growth	Str Nml Lgy		
Foliage color/chlorosis	Nml		
Thinning of crown	0 L M H		
Other			
Health rating	A B C D F		
OVERALL RATING (1-10):			
Remarks:	8		
POTENTIAL PROJECT			
Removal	Yes	Pos	No
Trimming	Yes	Pos	No
Damage to trunk/branches	Yes	Pos	No
Grading/erosion in dripline	Yes	Pos	No
Soil compaction in dripline	Yes	Pos	No
Air/dust pollution	Yes	Pos	No
Other			
General Comments:			

