

**AGENDA
MEETING OF THE
PLANNING COMMISSION OF THE
CITY OF SOUTH PASADENA
AMEDEE O. "DICK" RICHARDS, JR.
CITY COUNCIL CHAMBERS
1424 MISSION STREET
MONDAY, DECEMBER 15, 2014, 6:30 PM**

Anthony R. George, Chair
Kristin Morrish, Vice-Chair

COMMISSIONERS
Evan J. Davis, Secretary
Steven Dahl, Commissioner
Steven Friedman, Commissioner

Robert S. Joe, Council Liaison
David Watkins, Director of Planning and Building
Holly O. Whatley, Assistant City Attorney

| ROLL CALL and PLEDGE OF ALLEGIANCE | |
|--|--|
| PUBLIC COMMENTS | RECOMMENDATION |
| <p>Time reserved for those in the audience who wish to address the Planning Commission on items not on the agenda and within the subject-matter jurisdiction of the Planning Commission. The audience should be aware that the Planning Commission may not discuss details or vote on non-agenda items. Your concerns may be referred to staff or placed on a future agenda.</p> <p>Note: Public input will also be taken during all agenda items. Time allotted per speaker: 3 minutes.</p> | |
| CONTINUED HEARINGS | RECOMMENDATION |
| <p>1. 249 Mockingbird Lane – (Hillside Development Permit/Variance/ Design Review – New Single Family Residence)</p> <p>The Planning Commission will consider a request for a Hillside Development Permit, Variances, and Design Review to construct a new 2,669 square foot, two-level single family home on a 6,674 square foot undeveloped lot located at 249 Mockingbird Lane. The proposed home includes a two-car garage with a roof deck above as well as living areas at the street level. The lower level consists of three bedrooms including a master. Decks are proposed at both levels along the east elevation. The architecture is a modern, contemporary style with a steel troweled stucco exterior, aluminum-framed windows and doors, steel guardrails, and a standing seam metal roof. The lot also includes retaining walls remaining from the Raymond Hotel site which the applicant will strengthen and protect as part of the project, as reviewed and deemed appropriate by the Cultural Heritage Commission. Three variances are also requested as part of the project: 1) front setback 2) rear setback and 3) 10’/15’ hillside articulation rule.</p> | <p style="text-align: center;">Continue to January 26, 2015</p> |

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|---|--|
| <p>2. 815 Mission Street – (Conditional Use Permit Modification – Telecom)</p> <p>The Planning Commission will consider a request for a Hillside Development Permit, Variances, and Design Review to construct a new 2,669 square foot, two- level single family home on a 6,674 square foot undeveloped lot located at 249 Mockingbird Lane. The proposed home includes a two-car garage with a roof deck above as well as living areas at the street level. The lower level consists of three bedrooms including</p> | <p>Continue to January 26, 2015</p> |
| <p>PUBLIC HEARINGS</p> | <p>RECOMMENDATION</p> |
| <p>3. 1015 Mission Street (Conditional Use Permit – Fitness Studio)</p> <p>The Planning Commission will consider a request to establish a fitness studio known as “Centre Barre” within a 1,171 square foot, ground floor commercial space at 1015 Mission Street. The studio will offer group fitness classes including ballet barre, yoga, and “boot camp”. The first 20 feet of the commercial space will be dedicated to retail space for the sale of fitness apparel. The applicant will install sound proofing material in the ceiling to reduce noise. The proposed hours are from 6am to 8:30pm and open seven days a week. The proposed project is in the Mission Street Specific Plan and requires a Conditional Use Permit.</p> | <p>Approve</p> |
| <p>4. 1214 Kolle Street (Hillside Development Permit/Design Review – Single Family Addition)</p> <p>The Planning Commission will consider a request for approval to build 994 square feet of additional floor space, and a 424 square foot garage to an existing single story house. The overall design maintains the original roof/shed roofline to the north, and the new addition on the south side will have a horizontal modern appearance. Exterior materials of the addition include stucco and wood detailing.</p> | <p>Approve</p> |
| <p>5. 1515 Garfield Avenue (Conditional Use Permit - 3 Month Review with Traffic Study)</p> <p>The Planning Commission will review a traffic study that was conducted three months after the Kids Klub opened to determine if the facility impacts traffic.</p> | <p>Receive and File</p> |
| <p>ADMINISTRATION</p> | |
| <p>6. Minutes of the Planning Commission’s September 22, 2014 meeting</p> | <p>Approve</p> |

| | |
|--|---------|
| 7. Comments from City Council Liaison 8. Comments from Planning Commissioners 9. Comments from Staff | Approve |
| ADJOURNMENT | |
| 10. Adjourn to the regular Commission meeting scheduled on January 26, 2015 | Adjourn |

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- City Website at: <http://www.ci.south-pasadena.ca.us/planning/agendasminutes.html>

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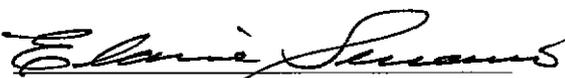
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Accommodations

Meeting facilities are accessible to persons with disabilities. If you need special assistance to participate in this meeting, please contact the Planning and Building Department at (626) 403-7220. Hearing assistive devices are available in the Council Chambers. Notification at least 72 hours prior to the meeting will assist staff in assuring that reasonable arrangements can be made to provide accessibility to the meeting (28 CFR 35.102-35.104 ADA Title II). *I declare under penalty of perjury that I posted this notice of agenda on the bulletin board in the courtyard of the City Hall at 1414 Mission Street, South Pasadena, CA 91030, as required by law.*

I declare under penalty of perjury that I posted this notice of agenda on the bulletin board in the courtyard of City Hall at 1414 Mission Street, South Pasadena, California as required by law.

Date 12/9/14

Signature 
Administrative Secretary

PLANNING COMMISSION STAFF REPORT

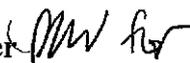
Anthony R. George, Chair
Kristin Morrish, Vice-Chair
Evan Davis, Commissioner
Steven Friedman, Commissioner
Steven Dahl, Commissioner

David G. Watkins, AICP, Director
Holly O. Whately, Assistant City Attorney

AGENDA DATE: December 15, 2014

TO: Chair and Members of the Planning Commission

VIA: David G. Watkins, AICP, Director of Planning and Building 

FROM: Knarik Vizcarra, Assistant Planner 

SUBJECT: Hillside Development Permit, Design Review, & Variances
(New Hillside Home)
Project No. 1711-HDP-DRX-VAR
249 Mockingbird Lane

APPLICANT: JAMES FENSKE, ARCHITECT

REQUESTED ACTION: A REQUEST TO BUILD A NEW 2,699 S.F. HOME ON A
6,674 S.F. DOWN-SLOPE LOT AT 249 MOCKINGBIRD
LANE REQUIRING THREE VARIANCES

RECOMMENDATION: CONTINUE ITEM TO JANUARY 26, 2015

UPDATE:

This project was presented to the Planning Commission on September 22, 2014. At that meeting, neighborhood residents expressed concerns about the project's style and materials. The Commission questioned the need for the rear yard setback variance given the large size of the house noting that it would be possible to at least reduce the requested rear yard setback variance. The Commission voted to continue the project to allow the applicant time to work on a redesign to address the size of the project and rear yard setback concerns. The project was continued again at the October 27, 2014 meeting.

Staff is recommending that this item be continued to the next Planning Commission meeting to allow the applicant additional time to address the concerns brought forth by the Commission at the September 22, 2014 meeting.

PLANNING COMMISSION STAFF REPORT

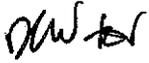
Anthony R. George, Chair
Kristin Morrish, Vice Chair
Steven Friedman, Commissioner
Steven P. Dahl, AIA, Commissioner
Evan Davis, Commissioner

David G. Watkins, AICP, Director
Holly O. Whatley, Assistant City Attorney

Agenda Date: December 15, 2014

To: South Pasadena Planning Commission

Via: David G. Watkins, AICP, Director of Planning & Building 

From: Knarik Vizcarra, Assistant Planner 

Subject: 815 Mission Street / 820 El Centro Street
Conditional Use Permit Modification
(Project No.1741 DRX-CUP MOD)
for AT&T Wireless Facility Orange Grove Park

APPLICANT: RYAN LEE WITH COASTAL BUSINESS GROUP
INC., REPRESENTING AT&T

REQUESTED ACTION: APPROVAL OF A CONDITIONAL USE PERMIT
MODIFICATION TO REPLACE AN EXISTING 26"
DIAMETER, 70' TALL RADOME LIGHT POLE
WITH A 36" DIAMETER RADOME LIGHT POLE
WITH THE SAME HEIGHT TO ACCOMMODATE
LARGER AND UPDATED CELLULAR ANTENNA
AND ASSOCIATED CABLES FOR AT&T AT 815
MISSION STREET (ORANGE GROVE PARK)

RECOMMENDATION: CONTINUE ITEM TO JANUARY 26, 2015

REFERENCES:

GENERAL PLAN: MISSION STREET SPECIFIC PLAN

ZONING: MISSION STREET SPECIFIC PLAN (MSSP)

CODE SECTIONS: 36.230.030

CEQA: CATEGORICAL EXEMPTION

UPDATE

The project was presented to the Planning Commission on October 27, 2014. At that meeting the Commission expressed concerns about the safety of the fence, the width of

the new pole and the uncertainty of AT&T requesting a wider pole at a later date, the aesthetic aspects of a wide pole. Given that this project was not necessary to close a gap in coverage, the Commission continued the item to December 15, 2014 to allow the applicant to propose well-thought aesthetic alternatives.

Staff is recommending that this item be continued to January 26, 2015 to allow additional time for the applicant.

PLANNING COMMISSION STAFF REPORT

Anthony R. George, Chair
Kristin Morrish, Vice Chair
Evan Davis, Secretary
J. Stephen Felice, Commissioner
Steven Friedman, Commissioner

David G. Watkins, AICP, Director
Holly O. Whatley, Assistant City Attorney

AGENDA DATE: December 15, 2014

TO: Chairman and Members of the Planning Commission

VIA: David G. Watkins, AICP, Planning & Building Director 

FROM: John Mayer, Senior Planner 

SUBJECT: Conditional Use Permit (Fitness/Yoga Studio)
Project No. 1766-CUP
1015 Mission Street

APPLICANT: CHRISTOPHER GRIMALDA (BUSINESS OWNER)

REQUESTED ACTION: A REQUEST FOR A CONDITIONAL USE PERMIT TO OPERATE A FITNESS/YOGA STUDIO AT 1015 MISSION STREET.

RECOMMENDATION: ADOPT P.C. RESOLUTION NO. 14-___; APPROVING CONDITIONAL USE PERMIT, PROJECT NO.1766-CUP SUBJECT TO CONDITIONS OF APPROVAL.

REFERENCES

GENERAL PLAN: MISSION STREET SPECIFIC PLAN

ZONING: MISSION STREET SPECIFIC PLAN (MSSP)

CODE SECTIONS: 36.410.060, AND MISSION STREET SPECIFIC PLAN

CEQA: CATEGORICAL EXEMPTION (CLASS 1)

BACKGROUND

11-24-14 Business Owner (Christopher Grimalda) submitted an application for a Conditional Use Permit (CUP) seeking approval to operate a Fitness/Yoga Studio at 1015 Mission Street.

- 12-01-14 The application was deemed complete.
- 12-05-14 A 10-day public hearing notice was mailed to all the property owners and occupants within a 300-foot radius of the subject property, advertising the December 15, 2014 Planning Commission hearing.
- The public hearing notice was published in the *South Pasadena Review* advertising the December 15, 2014 Planning Commission hearing.
- 12-09-14 At the printing of this report, Staff received no concerns either in writing or verbally.

SITE AND PROJECT DESCRIPTION

The property is located on the south side of Mission Street between Diamond Avenue to the east and Meridian Avenue to the west. The building is a Historic Landmark known as the Alexander Building. It is a 14,190 square foot building on a 21,230 square foot lot. The building is mixed-use with commercial spaces on the ground floor and apartments above. The ground floor commercial spaces have storefronts facing Mission Street. There are 22 parking spaces and an alley behind the building. Commercial tenants on the ground floor include: a beauty salon, three restaurants (*La Monarca Bakery*, *ARO restaurant*, and *Mix and Munch*) a retail store/yoga studio, and other retail establishments. The South Pasadena Unified School District's parking lot is to the east across Diamond Avenue. The Golden Oaks Senior living complex is to the south.

The subject unit is a 1,140 square foot commercial space on the ground floor fronting Mission Street. The proposed fitness/yoga studio will consist of ballet barre, ballet sculpt yoga, ballet "candlelight" yoga¹, and boot-camps. The first 20 ft. of the store will operate as a retail boutique for the sale of luxury apparel, apothecary (candles, skincare, etc.) coffee, tea, water and bottled juices. The fitness/yoga portion occupies the largest segment of the space in the middle. And the applicant is planning a separate locker area that has a small private space for changing clothes. The studio would be open 7 days a week from 6:00 am to 8:30 pm. According to the applicant, classes after 6:30 pm are quiet. A condition of approval will require that the applicant install sound absorbing material on the ceiling in order to reduce the noise for the residents upstairs.

Most of the classes consist of 10 students. One daily class would have 15 students and two other daily classes would have a maximum of 20 students. Seven classes a day are scheduled for Mondays-Thursdays. There would be six classes on Fridays, three classes on Saturdays and on Sundays. The fitness business will have two full time employees and six part-time employees. The part-time employees will be contract employees, therefore, they will not work 20 hours a week. Only three staff members will be working at one time.

Of the 23 parking spaces in the back, 12 are reserved for the building's tenants. The fitness/yoga studio would have two reserved spaces that are in tandem. The remaining 11 are available on a first come first serve basis. Pico Alley provides access to those spaces from Meridian Avenue to the west and Diamond Avenue to the east.

¹ Candles will be artificial and flameless; open flame candles will be expressly prohibited in the conditions.

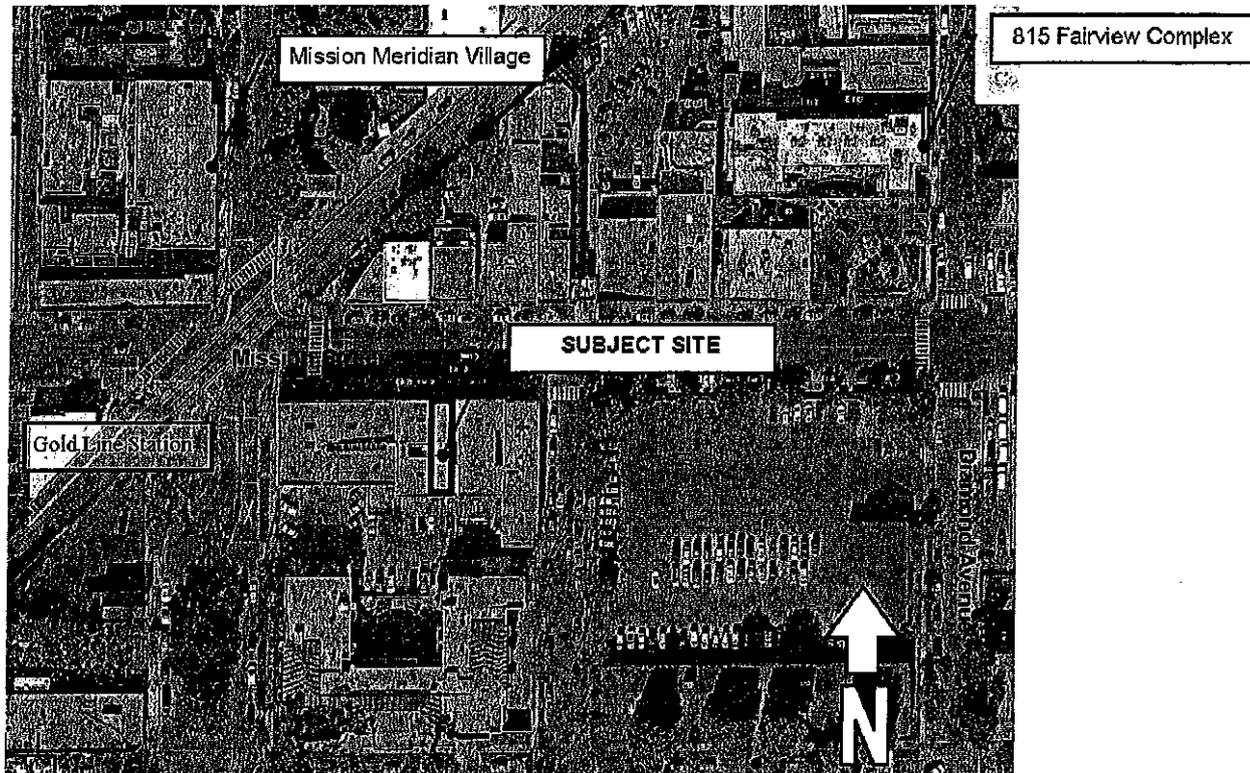


Figure 1. The subject site is a commercial tenant space on Mission Street. There are 23 spaces behind the building. Twelve spaces are designated for tenants of which the fitness studio will have two in tandem; there are 11 parking spaces available to the public. The subject site is in close proximity to public parking in the Mission Meridian Village and the 815 Fairview complex.

CODE CONSIDERATION AND ANALYSIS

1. General Plan

South Pasadena General Plan Section 2.6A refers to the Mission Street Specific Plan as the regulatory document for project review.

“The Mission Street Specific Plan Area includes the Mission Street right-of-way from Pasadena Avenue to Fair Oaks Avenue. The Plan was developed to address the impacts of the proposed [Gold] line station on Mission Street and to implement the community vision of Mission Street as South Pasadena’s pedestrian-oriented, historic shopping street. The Plan includes detailed regulatory mechanism tailored to the particular needs of the Mission Street area.”

2. Mission Street Specific Plan (MSSP)

2.a. District A, Land Use

Pursuant to Figure 11 of the MSSP, the subject property is located within District A, which includes the shopping district in the Core Area and convenience retail in the West Area. District A is intended to be a pedestrian-oriented shopping district. The MSSP

envisions Mission Street as the main pedestrian-oriented shopping street and ground floor commercial uses are required here. Since the subject site is located on Mission Street, a ground floor commercial component is required here. The applicant will have retail space within the front 20 feet of the space. Studios for art, dance, music, *yoga*, and *exercise* are all permitted in District A, provided a Conditional Use Permit is first obtained.

Since the fitness/yoga studio is beneath a sensitive residential use, the applicant will install a sound absorbing material on the ceiling in order to reduce the noise from music and exercise activities. The sound proofing materials include Quiet Barrier MD and Echo Absorber bonded acoustical panels. The combination of those materials and the existing ceiling materials will be equivalent to an STC (Sound Transmission Class) rating of at least 55. As a comparison, the Griffins Pub at 1019 Mission Street has an STC rating of at least 60. Information about the sound absorbing materials may be found in Attachment 3.

2.b. Parking

Pursuant to MSSP Section 6.2.2(D) the proposed use is required to provide only as much parking as can be accommodated on-site behind the Historic Resource. There is an asphalt parking lot behind the building. The applicant will have two spaces designated for the fitness studio, and there are 11 spaces available for customers of the building. The proposed fitness/yogis within walking distance to the public parking structures in the Mission Meridian Village and the 815 Fairview Avenue building.

CONDITIONAL USE PERMIT

Pursuant to SPMC Section 36.410.060, following a public hearing, the Planning Commission may approve, conditionally approve, or disapprove the application only after the following six findings are made:

- 1. The proposed use is allowed with Conditional Use Permit approval within the applicable zoning district and complies with all applicable provisions of the Zoning Code.**

The proposed project is located within the MSSP District A. Pursuant to MSSP Section 4.3.1(D), the proposed fitness/yoga use is permitted with a Conditional Use Permit and it complies with all applicable provisions of MSSP District A as outlined in the Analysis section of this report.

- 2. The proposed use is consistent with the General Plan and any applicable Specific Plan.**
The proposed project is consistent with the General Plan since it is for the re-use of a vacant tenant space within a historic structure where there will be retail activity within the first 20 feet. The proposed use would be in compliance with all applicable regulations of the Mission Street Specific Plan.
- 3. The establishment, maintenance, or operation of the use would not, under the circumstances of the particular case, be detrimental to the health, safety, or general**

welfare of persons residing or working in the neighborhood of the proposed use.

The proposed use is for a fitness/yoga studio within a vacant historic tenant space and complies with the provisions of the MSSP. The studio activity would occur 7 days a week from 6:00 am to 8:30 pm. The fitness/yoga studio would have sound absorbing ceiling material to reduce noise levels for the residential units above. Although the project site has limited off-street parking spaces, there are public parking spaces in underground structures in the vicinity.

- 4. The use, as described and conditionally approved, would not be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the City.**

The proposed fitness/yogis described in the MSSP as a permitted use with a conditional use permit. The proposal would not change the outside appearance of the historic structure and construction would be limited to minor interior tenant improvements in compliance with the Building and Fire codes. Therefore, the proposed use and improvements would not be detrimental or injurious to property and improvements in the neighborhood or the general welfare of the City.

- 5. The subject site is adequate in terms of size, shape, topography, and circumstances and has sufficient access to streets and highways which are adequate in width and pavement type to carry the quantity and quality of traffic expected to be generated by the proposed use.**

The proposal is a fitness/yoga studio with necessary construction to accommodate its use including interior tenant improvements. The existing historic building occupies a majority of the site where there are 22 parking spaces provided. Pico Alley provides access to those spaces from Meridian Avenue to the west and Diamond Avenue to the east. The subject site has several commercial uses with different peak hours (including restaurants) where shared parking is possible. There are public parking spaces within underground structures in the vicinity. As such, the subject site is adequate in terms of size, topography and circumstances. Furthermore, the business is located on Mission Street, a major thoroughfare in the city. As a result, the subject site has sufficient access to streets and highways that are adequate in width and pavement type to carry the quantity and quality of traffic expected to be generated by the proposed use.

- 6. The design, location, operating characteristics, and size of the proposed use would be compatible with the existing and future land uses in the vicinity, in terms of aesthetics, character, scale, and views protection.**

The proposed use is for a fitness/yoga studio in a vacant commercial space in a historic mixed use structure. The proposal would not change the exterior appearance of the building, as the construction would be limited to interior tenant improvements only. Therefore, the design, location, operating characteristics, and size of the proposed use would be compatible with the existing and future land use in the vicinity in terms of aesthetics, character, scale, and views protection.

ENVIRONMENTAL ASSESSMENT

After reviewing the application, staff determined that the proposed project is categorically exempt (Class 1) from the California Environmental Quality Act (CEQA).

CEQA identifies certain categories of projects which have been determined not to have a significant effect on the environment. Section 15301 contains an exemption for existing facilities, where there is negligible or no expansion of use. In this case, the use of the existing building for commercial purposes is not being expanded upon.

LEGAL REVIEW

The City Attorney has reviewed the staff report.

RECOMMENDATIONS

Based on the above analysis, staff determined that the proposed fitness/yoga studio at 1015 Mission Street meets all the provisions of the Zoning Code and the requirements contained within the Mission Street Specific Plan. The proposed project will not significantly change the exterior characteristics of the existing structure or significantly affect neighboring businesses and residents. Therefore, staff recommends that the Planning Commission adopt the attached resolution for approval of the Conditional Use Permit (Project No. 1766-CUP), subject to the conditions of approval.

ALTERNATIVES

In addition to Staff's recommendation, the following alternatives are offered for the Planning Commission's consideration:

1. Identify other issues of concerns with the proposed project, and provide the applicant with direction to further modify the project, and continue the public hearing to a date certain.
2. Deny Conditional Use Permit Project No. 1766-CUP.

Attachments

1. P.C. Resolution No. 14-__
2. Exhibit "A" Conditions of Approval
3. Project Application & Sound Proofing Literature
4. Site Pictures
5. Project Plans

ATTACHMENT 1
P.C. Resolution No. 14-__

P.C. RESOLUTION NO. 14-__

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SOUTH PASADENA APPROVING A CONDITIONAL USE PERMIT (PROJECT NO. 1766-CUP) TO ESTABLISH A FITNESS/YOGA STUDIO WITHIN A 1,140 SQUARE FOOT GROUND FLOOR COMMERCIAL SPACE LOCATED AT 1015 MISSION STREET.

WHEREAS, on November 24, 2014, the applicant, Christopher Grimalda, submitted an application for a Conditional Use Permit to use an existing 1,140 square foot ground floor commercial space located at 1015 Mission Street for exercise and yoga classes (“the project”); and,

WHEREAS, on December 1, 2014, the project was deemed complete; and,

WHEREAS, Staff determined that the proposed project is Categorically Exempt from the provisions of the California Environmental Quality Act (CEQA), under Article 19, Section 15301 (Existing Facilities) of the California Guidelines for Implementation of the CEQA. Specifically, the project involves minor interior alterations where there is no expansion of the existing building for commercial purposes; and,

WHEREAS, after notices issued pursuant to the requirements of South Pasadena Municipal Code, the Planning Commission held a duly noticed public hearing on December 15, 2014 at which time all interested parties were given the opportunity to be heard and present evidence.

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF SOUTH PASADENA DOES HEREBY FIND, DETERMINE, AND RESOLVE AS FOLLOWS:

SECTION 1: Pursuant to the provisions of the California Environmental Quality Act, Public Resources Code Section 21000 et. seq. (“CEQA”), and the State’s CEQA Guidelines, the Planning Commission finds that the project is Categorically Exempt from the provisions of the California Environmental Quality Act (CEQA), under Article 19, Section 15301 (Existing Facilities) of the California Guidelines for Implementation of the CEQA. Specifically, the project involves minor interior alterations where there is no expansion of the use. This project has been determined not to have a significant impact on the environment.

SECTION 2: The Commission finds that the proposed project is consistent with all six applicable findings to grant the Conditional Use Permit for the project pursuant to South Pasadena Municipal Code Section 36.410.060, as follows:

- 1. The proposed use is allowed with Conditional Use Permit approval within the applicable zoning district and complies with all applicable provisions of the Zoning Code.**

The proposed project is located within the Mission Street Specific Plan (MSSP) District A. Pursuant to MSSP Section 4.3.1(D), the proposed fitness/yoga use is permitted with a Conditional Use Permit and it complies with all applicable

provisions of MSSP District A as outlined in the "Analysis" section of the Planning Commission Staff Report, dated December 15, 2014.

2. The proposed use is consistent with the General Plan and any applicable Specific Plan.

The proposed project is consistent with the General Plan since it is for the re-use of a vacant tenant space within a historic structure where there will be retail activity within the first 20 feet. The proposed use would be in compliance with all applicable regulations of the Mission Street Specific Plan.

3. The establishment, maintenance, or operation of the use would not, under the circumstances of the particular case, be detrimental to the health, safety, or general welfare of persons residing or working in the neighborhood of the proposed use.

The proposed use is for a fitness/yoga within a vacant historic tenant space and complies with the provisions of the MSSP. The studio activity would occur 7 days a week from 6:00 am to 8:30 pm. The fitness/yoga studio would have sound absorbing ceiling material to reduce noise levels for the residential units above. Although the project site has limited off-street parking spaces, there are public parking spaces in underground structures in the vicinity.

4. The use, as described and conditionally approved, would not be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the City.

The proposed fitness/yogis described in the MSSP as a permitted use with a conditional use permit. The proposal would not change the outside appearance of the historic structure and construction would be limited to minor interior tenant improvements in compliance with the Building and Fire codes. Therefore, the proposed use and improvements would not be detrimental or injurious to property and improvements in the neighborhood or the general welfare of the City.

5. The subject site is adequate in terms of size, shape, topography, and circumstances and has sufficient access to streets and highways which are adequate in width and pavement type to carry the quantity and quality of traffic expected to be generated by the proposed use.

The proposal is a fitness/yoga studio with necessary construction to accommodate its use including interior tenant improvements. The existing historic building occupies a majority of the site where there are 22 parking spaces provided. Pico Alley provides access to those spaces from Meridian Avenue to the west and Diamond Avenue to the east. The subject site has several commercial uses with different peak hours (including restaurants) where shared parking is possible. There are public parking spaces within underground structures in the vicinity. As such, the subject site is adequate in terms of size, topography and circumstances. Furthermore, the business is located on Mission Street, a major thoroughfare in the city. As a result, the subject site has sufficient access to streets and highways that are adequate in width and pavement type to carry the quantity and quality of traffic expected to be generated by the proposed use.

6. The design, location, operating characteristics, and size of the proposed use would be compatible with the existing and future land uses in the vicinity, in terms of aesthetics, character, scale, and views protection.

The proposed use is for a fitness/yoga studio in a vacant commercial space in a historic mixed use structure. The proposal would not change the exterior appearance of the building, as the construction would be limited to interior tenant improvements only. Therefore, the design, location, operating characteristics, and size of the proposed use would be compatible with the existing and future land use in the vicinity in terms of aesthetics, character, scale, and views protection.

SECTION 3: For the foregoing reasons and based on the information and findings included in the Staff Report, and provided during the public hearing, the Planning Commission of the City of South Pasadena hereby approves the application for Conditional Use Permit (Project No. 1766-CUP) related to the proposed project at 1015 Mission Street.

SECTION 4: Any interested person may appeal this decision or any portion of this decision to the City Council. Pursuant to the South Pasadena Municipal Code, any such appeal must be filed with the City, in writing, and with the appropriate appeal fee, no later than fifteen (15) days, following the date of the Planning Commission’s final action.

SECTION 5: The Secretary shall certify that the foregoing Resolution was adopted by the Planning Commission of the City of South Pasadena at a duly noticed regular meeting held on the 15th day of December 2014.

PASSED, APPROVED, AND ADOPTED this 15th day of December 2014, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Anthony R. George, Chair

ATTEST:

Kristin Morrish, Vice-Chair

ATTACHMENT 2
Exhibit "A" Conditions of Approval

EXHIBIT "A"
CONDITIONS OF APPROVAL
Conditional Use Permit
PROJECT NO. 1766-CUP

DEPARTMENT OF PLANNING AND BUILDING CONDITIONS

Planning Division

Project Conditions:

1. The approval of this Conditional Use Permit is to establish a fitness/yoga studio within an existing 1,140 square foot commercial space located at 1015 Mission Street. The fitness/yoga studio shall be limited to the instruction/training of no more than twenty (20) trainees at any one time. The business may operate seven days a week. Business operations are limited between the hours of 6:00 am and 8:30 pm.
2. Studio activities are limited to ballet barre, ballet sculpt yoga, ballet "candlelight" yoga, and boot-camps. With respect to the candlelight yoga, artificial (flameless candles) shall be used. Open-flame candles are prohibited within the tenant space.
3. The first 20 feet of the fitness/yoga studio (at the Mission entrance/storefront) shall operate as a retail boutique for the sale of luxury apparel, apothecary (candles, skincare, etc.) coffee, tea, water and bottled juices.
4. Prior to occupancy and the business start date; the business owner of the fitness/yoga studio shall install a sound absorbing material on the ceiling in order to reduce the noise for the residents upstairs. The soundproofing materials shall be equivalent to a ceiling assembly with an STC (Sound Transmission Class) rating of at least 55.

Standard Conditions:

5. Approval by the Planning Commission does not constitute a building permit or authorization to begin any construction. An appropriate permit issued by the South Pasadena Building Division must be obtained prior to construction, enlargement, relocation, conversion or demolition of any building or structure on any of the properties involved with the Conditional Use Permit.
6. All other requirements of any law, ordinance, or regulation of the State of California, City of South Pasadena, and any other government entity shall be complied with.
7. This Conditional Use Permit is granted for the land and land use as described in the application and any attachments thereto, as shown on the Tenant Improvement plans submitted to and approved by the Planning Commission.
8. This Conditional Use Permit and all rights hereunder shall terminate within twelve (12)

months of the effective date of the Conditional Use Permit unless otherwise conditioned and/or unless the use approved under the Conditional Use Permit is commenced or an extension is granted based on a written request submitted to the Planning and Building Department prior to the expiration of the twelve month (12) period pursuant to Section 36.420 of the South Pasadena Municipal Code.

9. Compliance with and execution of all conditions listed herein shall be necessary prior to obtaining any occupancy inspection clearance and/or prior to obtaining any occupancy clearance.
10. The applicant and each successor in interest to the property which is the subject of this project approval, shall defend, indemnify and hold harmless the City of South Pasadena and its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void or annul any approval of the City, City Council or City Planning Commission concerning this use.
11. All construction areas shall be kept free of loose materials resembling trash and debris in excess of that material used for immediate construction purposes. Such excess may include, but is not limited to: the accumulation of debris, garbage, lumber, scrap metal, concrete, asphalt, piles of earth, salvage materials, abandoned or discarded furniture, appliances or other household fixtures.
12. The hours of construction shall be limited to 8:00 a.m. to 7:00 p.m., Monday through Saturday and 10:00 a.m. to 7:00 p.m. on Sunday.

Building and Safety Division Conditions:

13. The initial plan check fee for any tenant improvement work will cover the initial plan check and one recheck only. Additional review required beyond the first recheck shall be paid for on an hourly basis in accordance with the current fee schedule.
14. The second sheet of the building plans is to list all City of South Pasadena conditions approved from each department and/or division. This information shall be incorporated into the plans prior to the first submittal for plan check.

FIRE DEPARTMENT CONDITIONS

15. At least two (2) portable fire extinguishers shall be installed (one at the front of the store and one at the rear). The fire extinguishers shall have a 2A10bc rating.
16. Signage above the front door shall read: "THIS DOOR SHALL BE UNLOCKED DURING NORMAL BUSINESS HOURS" upon exiting.
17. Lighted emergency "EXIT" signs shall be installed above the front door and the rear door.
18. In order to allow a fast and safe evacuation of the commercial space, remove the deadbolt and replace the locking mechanism for the rear exit door.

ATTACHMENT 3
Project Application &
Sound Proofing Literature



APPLICATION FOR CONDITIONAL USE PERMIT

Please complete and return the following pages.

1. Property Address for this application: 1015 Mission St.

Assessor's Parcel No.:

2. Current Zoning Designation of Property: Mission Street District A

3. Proposed Project Description (examples: Conduct real estate office in 2,500 sq. R. building; Operate preschool for 35 children):

See Attached

Provide group fitness classes including ballet barre, ~~ballet barre~~ ballet sculpt yoga, ballet candlelight yoga & bootcamps. in 1,140 sq. Also operate front retail boutique space and sell luxury apparel, ~~apparel~~ apothecary, coffee, tea, juicer & water.

4. Description of use (Indicate types of activities, hours of operation, number of employees, other relevant information, etc.). Attach additional sheets if necessary:

See Attached

Ballet-based group fitness classes, 7 days per week, with all classes limited to 10 students, except one class per day at 15 & another at 20. Open Monday-Sunday, 6 AM - 8:30 PM
2 full-time employees. Centre Barre will acquire several parking spaces each month to accommodate guests' parking. After 6:30 PM each night, classes are near silent.

5. Applicant:

Christopher Ortalda

Name

702 Park Ave #209 South Pasadena CA

Street, City, State, Zip

626 644 2848 ()

Home Number

Work Number

(760) 777 2098 ()

Cell Number

Fax No.

E-mail:

mia@centrebarre.com

Fees

The following are current entitlement application fees, as of January 2011:

| | |
|--|------------|
| Conditional Use Permit | \$1,545.00 |
| Variance: [unclear] | \$1,890.00 |
| Initial Environmental Study | \$455.00 |
| Negative Declaration | \$75.00 |
| Public Noticing Fee (per application) | \$220.00 |
| Fish & Game Fees: | |
| Negative Declaration | \$1,800.00 |
| Mitigated Negative Declaration | \$1,800.00 |
| Environmental Impact Report | \$2,500.00 |

[Faint, mostly illegible handwritten notes and signatures are present throughout the page, particularly around the table and in the lower half.]

APPLICATION FOR CONDITIONAL USE PERMIT

6. Property Owner(s), if different from applicant:

Abe oheb
Name
3660 Wilshire Blvd. #530 LA 90010
Street, City, State, Zip
() (213) 382 - 3433 ext. 10
Home Number Work Number
() ()
Cell Number Fax No.
E-mail: abe.mwm@gmail.com

7. Justification Statement(s): Please respond to the conditions and findings listed below. Each one must be met before the application can be deemed complete. Please indicate on the numbered lines below how the proposed project meets each criterion.

↓
See Attached

Findings for Conditional Use Permit. (See South Pasadena Municipal Code Sec. 36.410.060)

- 1) The proposed use is allowed with Conditional Use Permit or Administrative Use Permit approval within the applicable zoning district and complies with all applicable provisions of the City's Zoning Code.
see attached.
- 2) The proposed use is consistent with the General Plan and any applicable specific plan.
See attached.
- 3) The establishment, maintenance, or operation of the use would not, under the circumstances of the particular case, be detrimental to the health, safety, or general welfare of persons residing or working in the neighborhood of the proposed use.
See attached.

APPLICATION FOR CONDITIONAL USE PERMIT

- 4) The use, as described and conditionally approved, would not be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the City.

See attached.

- 5) The subject site is adequate in terms of size, shape, topography, and circumstances and has sufficient access to streets and highways which are adequate in width and pavement type to carry the quantity and quality of traffic expected to be generated by the proposed use.

See attached.

- 6) The design, location, operating characteristics, and size of the proposed use would be compatible with the existing and future land uses in the vicinity in terms of aesthetics, character, scale, impacts on neighboring properties.

See attached.

8. Design Review Justification Statement(s): The City Council approved Resolutions 6979 and 6980 on April 23, 2008, which adopted the citywide commercial and residential design guidelines. The guidelines communicate the City's expectations of high quality design. If the proposed project involves new construction, or design alterations to an existing building or site, the Planning Commission will use the Design Guidelines as a basis for its decision on the proposed project. The guidelines may be found on-line at <http://www.ci.south-pasadena.ca.us/planning/design.html>. Projects located within the Mission Street Specific Plan (MSSP) area are subject to the guidelines contained in this plan. The MSSP may be found on-line at [http://www.ci.south-pasadena.ca.us/planning/PDFs/Mission Street Specific Plan%2011.pdf](http://www.ci.south-pasadena.ca.us/planning/PDFs/Mission%20Street%20Specific%20Plan%2011.pdf). Use the City's Design Guidelines to address each design issue below, as it pertains to the proposed project. Each design issue must be addressed before this application can be deemed complete. If not applicable, write in "N/A" for a response, or explain why the design standards are not appropriate for the proposed project. Attach additional sheets if necessary.

New Residential Buildings: Multi-Family¹

- a. Describe how the proposed project meets the design guidelines in terms of building massing, and plan development. (See Residential Guidelines Page 96).

N/A

¹ "Spanish," "Mission," and "Mediterranean"-style new homes, multi-family projects, and substantial façade changes are subject to the "Mission and Spanish Colonial Revival" guidelines (as for historic homes), pages 12-13.

N/A

APPLICATION FOR CONDITIONAL USE PERMIT

- b. Describe how the proposed project meets the design guidelines in terms of roofs, materials, forms, and shapes (See Commercial Guidelines Pages 97).

N/A

- c. Describe how the proposed project meets the design guidelines in terms of porches, balconies, and exterior stairways (See Commercial Guidelines Pages 97).

N/A

- d. Describe how the proposed project meets the design guidelines in terms of windows, doors, and entries (See Residential Guidelines Pages 98).

N/A

- e. Describe how the proposed project meets the design guidelines in terms of façade treatments, materials, and architectural details (See Residential Guidelines Pages 98).

N/A

- f. Describe how the proposed project meets the design guidelines in terms of streetscape and site design (See Residential Guidelines Pages 99).

N/A

APPLICATION FOR CONDITIONAL USE PERMIT

A11

- g. Describe how the proposed project meets the design guidelines in terms of parking, garages, car ports, and ancillary structures (See Residential Guidelines Pages 100).

N/A

A11

Commercial Building on/near Huntington Drive, Fair Oaks Avenue, or Pasadena Avenue

- h. Describe how the proposed project meets the design guidelines in terms of site design including: building coverage, ground level treatment, parking standards and landscaping. (See Commercial Guidelines Pages 12 to 15).

N/A

A11

- i. Describe how the proposed project meets the design guidelines in terms of building mass and scale, forms and roof lines (See Commercial Guidelines Pages 16 to 18).

N/A

A11

- j. Describe how the proposed project meets the design guidelines in terms of building entrances, awnings, doors and windows, building materials and color (See Commercial Guidelines Pages 19 to 22).

N/A

A11

APPLICATION FOR CONDITIONAL USE PERMIT

- k. Describe how the proposed project meets the development objectives for the specific commercial district: Fair Oaks Avenue corridor (Pp. 23-27), Fair Oaks Avenue/Huntington (P. 28), Huntington/Garfield (P.29), or Pasadena Avenue/Ostrich Farm (P. 30).

N/A

Commercial or Residential Building in the Mission Street Specific Plan

- a. Describe how the proposed project meets the design guidelines for new buildings in Districts A and B. (See Mission Street Specific Plan Pp. 49 to 62).

N/A

- b. Describe how the proposed project meets the design guidelines for new buildings in District C. (See Mission Street Specific Plan, page. 63).

N/A

9. All of the following materials are required for a complete application:

- **Application Form.** Must be signed by the property owner and applicant
- **Written Narrative.** Describe the proposed project in detail. Include the extent of the work, architectural style and exterior materials that will be used
- **Mailing labels & Spreadsheet:** All projects reviewed by the Planning Commission require public notification (the Planning department will mail notices prior to the PC meeting). Mailing labels are required for this. The City strongly recommends that applicants utilize a mapping company to prepare the labels. A list of mapping companies is available from the Planning department; this is provided for informational purposes only: the City does not recommend or endorse any of these companies. Please provide:

One (1) set of address labels (on an 8-1/2" x 11" sheet of adhesive labels) and one (1) photocopy of the labels. The labels must list both the property owners and occupants

APPLICATION FOR CONDITIONAL USE PERMIT

(if not owner occupied) of every parcel which falls within a 300' radius (100' for signs) of the project site (as measured from the corners of the subject parcel). Note: Labels for occupants do not need to include the occupant's name because this information is usually not available; these can simply state "Occupant, 3333 XYZ Street..." If possible, the labels should be cross-referenced to the radius map (by numbering each parcel or listing the Assessor's Parcel Number on each label).

A radius map, which identifies all parcels falling within a 300' radius (100' for signs) of the project site.

One Compact Disk (CD) that contains an electronic spreadsheet on Microsoft Excel listing the following information in separate columns: a) Property Owner, b) Occupant, c) Property Owner Address, d) Occupant Address [including Unit Number]. * *Planning Staff will use the spreadsheet to perform a mail merge with Microsoft Word.*

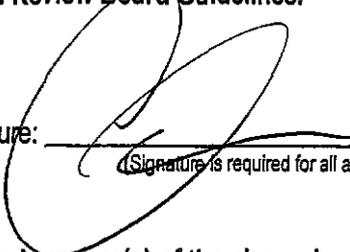
A notarized declaration (the Planning department will provide this) from the company/individual that prepared the mailing labels stating the source of the property information how recently this was updated.

- **Photographs.** One set of (approx) 4"x 6" color photographs showing all existing elevations of the subject property and front elevations of neighboring properties. The photographs should show all street views on both sides of the subject property to adequately portray the appearance of the immediate neighborhood. Photos should be printed on 8 1/2" x 11" sheets (two per page is a good size), and must be labeled with street addresses and referenced to a photo key (a reduced site map). Photo keys do not need to be drawn to scale, but must indicate approximate locations of where the photos were taken and the direction of each shot. Photo keys must also have a north arrow and the subject property address.
- **Plans:** One (1) full set of plans is required at the time the application is submitted. Upon determining the completeness of the application, Staff will notify the applicant, and he/she will be required to submit seven (7) full sets of plans to the Planning Department. All site plans must be drawn at a minimum scale of 1/8" and elevations at 1/4". Submitted plans must be folded accordion style to a size of 8 1/2" x 11" or less with the title block showing. The plans shall include, and may not be limited to the following: site plan, demolition plan, elevations, roof plan, window and door schedule, and building sections. **A detailed checklist of specific requirements is available for the project architect/project designer's use.**

APPLICATION FOR CONDITIONAL USE PERMIT

I HEREBY CERTIFY that I am the applicant for the project which is the subject of this application for a Conditional Use Permit, that this application is full and complete, and I have read and understand the City's Design Review Board Guidelines.

Applicant's Signature: _____



(Signature is required for all applications)

Date

11/19/14

10. **Owner's Affidavit:** As owner(s) of the above described property, I/we affirm that the foregoing statements and answers herein contained and the information submitted are in all respects true and correct to the best of my/our knowledge and belief.

Executed this 19 day of 11/2014



Property Owner's Signature (Required)

11/19/14
Date

**CITY OF SOUTH PASADENA
LIST OF RADIUS MAP SERVICES**



Disclaimer: The following services are provided for information only and are NOT endorsed or recommended by the City of South Pasadena. Other companies may exist that provide the same services.

| | |
|--|--|
| <p><u>GC Mapping Service</u> 3055 West Valley Blvd. Alhambra, CA 91803 Wk. (626) 441-1080 Fax (626) 441-8850 gcmapping@radiusmaps.com</p> | <p><u>Susan W. Case, Inc.</u> 917 Gienneyre Street, Ste. 7 Laguna Beach, CA 92651 Wk. (949) 494-6105 Fax (949) 494-7418 orders@susancaseinc.com</p> |
| <p><u>JPL Zoning Services, Inc.</u> Robert B. Lemishaw 6257 Van Nuys Blvd, Ste. 101 Wk. (818) 781-0016 Fax (818) 781-0929 jplzoning@yahoo.com</p> | <p><u>Quality Mapping Service</u> Peter Elias 14549 Archwood Street #301 Van Nuys, CA 91405 Wk. (818) 997-7949 Fax (818) 997-0351 qmapping@quesqms.com</p> |
| <p><u>AM Mapping</u> Anna Smit 9785 Baseline Rd. #127 Rancho Cucamonga, CA 91730 Wk. (626) 403-1803 Fax (626) 403-2972 annamsmit@aol.com</p> | <p><u>Jess Esparza & Associates</u> Leo Esparza 6107 York Boulevard Los Angeles, CA 90042 Wk. (323) 256-8157 Fax (323) 256-4045 jessesparza@aol.com</p> |
| <p><u>T-Square Mapping Service</u> Anna Smit Wk. (626) 403-1803 Fax (626) 403-2972 annamsmit@aol.com</p> | <p><u>Ownership Listing Service</u> Catherine McDermott P.O. Box 89064 Temecula, CA 92589 Wk. (951) 699-80684 ownershiplistingservice@hotmail.com</p> |

Application for Conditional Use Permit

3. Proposed project description:

Provide group fitness classes including ballet barre, ballet sculpt yoga, ballet candlelight yoga (with flameless candles) & bootcamps in 1,140 sq. Operate front retail boutique space and sell luxury apparel, apothecary (candles, skincare, etc.) coffee, tea, water and bottled juices.

4. Description of use:

Ballet-based group fitness classes catering predominately to women; 7 days per week, with all classes limited to 10 students max except one daily class at 15 students max and two daily classes at 20 students max. We will offer 7 classes Mondays-Thursdays, 6 classes on Fridays and 3 classes on Saturdays and Sundays. Open 7 days per week, 6 AM - 8:30 PM. After 6:30 PM each night, classes are near silent. The noise level of all other classes will not exceed the volume of a car radio. Centre Barre made sure the materials used to soundproof the ceiling were approved by the city Plan Checker on Wednesday, Nov 26. These soundproofing materials will far surpass the minimum STC rating of 50. Centre Barre has two reserved parking spots twenty-four hours a day, seven days a week directly behind the studio space; in addition, there is extra first come first serve parking also behind the building for employees. Part-time and full-time staff of Centre Barre will never park on the street.

7. Findings for Conditional Use Permit:

Finding 1) The proposed project of Centre Barre meets the criterion found in Municipal Code Sec. 36.410.060 as the establishment, maintenance and operation of the use of Centre Barre would not, under the circumstances of the particular case, be detrimental to the health, safety, or general welfare of persons residing or working in the neighborhood of the proposed use, nor would it be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of South Pasadena. The site of 1015 Mission St. is adequate in terms of size, shape, topography, and circumstances and has sufficient access to streets and highways, which are adequate in width and pavement type to carry the quantity and quality of traffic expected to be generated by Centre Barre. Additionally, the design, location, operating characteristics, and size of Centre Barre would be compatible with the existing and future land uses in the vicinity, in terms of aesthetics, character, scale, and impacts on neighboring properties.

Finding 2) Centre Barre is consistent with the Mission Street Specific Plan; it is part of District A where exercise studios (Section 4.3, D) and retail establishments are permitted.

Finding 3) Centre Barre will not have any negative impact on the surrounding businesses; Centre Barre will positively influence its surroundings by bringing more luxury and health oriented customers and clientele onto Mission St. The owners of Centre Barre have taken time to meet with other neighboring businesses, all of whom are very excited for this new business. Additionally, Centre Barre is installing soundproofing in the ceiling in order to not disturb the residential tenants above. In addition to our proven fitness class offerings, an integral part of Centre Barre is its luxury boutique. The first 20 ft of our space will be dedicated to selling only the finest made, high-end fitness and lounge apparel from brands that are not currently sold in the area. We will also sell a selection of high-end

candles and other apothecary goods. Additionally, Centre Barre is utilizing it's owners' longtime community connections to partner with local businesses including Grassroots, which will be providing the bottled fruit and vegetable juices we sell, along with an assortment of organic coffee, tea and water.

Finding
→

4) The hours of operation for Centre Barre make this a perfect fit for the community, adding more targeted business and foot traffic during business hours. Our morning classes are very quiet and after 6:30 PM each night, our classes are near silent. This, coupled with our soundproofing makes Centre Barre the perfect retail neighbor for shops and the residential tenants alike. We bring in health conscious, luxury orientated individuals who live in South Pasadena and neighboring San Marino and Pasadena to Mission St. to makes the neighboring businesses even more successful. Our clientele will not smoke, litter or be disrespectful in any way to the community, and will not only make Centre Barre a success, but Mission St. as a whole.

5) Centre Barre is adequate in every way. Its close proximity to the Metro Gold Line, the two reserved parking spots twenty-four hours a day, seven days a week directly behind the studio space; in addition, there is extra first come first serve parking also behind the building for employees. Part-time and full-time staff of Centre Barre will never park on the street. This will all help to make Centre Barre's parking a non-issue.

6) Centre Barre's design, size and operating characteristics are highly complementary of its location and surrounding businesses. Centre Barre's upscale, luxurious aesthetic is timeless and very fitting with the historic Mission shops. The exterior of the building will remain the same, painted in the same muted red brick color as the rest of the block. The inside will be outfitted in maple hardwood floors throughout, navy and grey walls and large crystal chandeliers.

Dear South Pasadena Planning Commission,

Thank you so much for helping us along this process; we know that Centre Barre will be such a welcomed addition to South Pasadena. We are writing to you to share with you a little bit more about our background and why we truly believe that we are the perfect new business for South Pasadena.

I myself grew up in South Pasadena and am absolutely thrilled to be back in the community. I went to Marengo, SPMS and SPHS where I was actively involved in varsity sports and ASB. My entire family still lives here and I am thrilled to be back. My mother evens serves as the PTA president for SPMS and is actively involved in SPEF. My connections to this city and its residents run deep and I am confident that my longstanding network will be the foundation for our clientele.

I am also so thrilled to be able to give back to this community; Centre Barre is already a member of the South Pasadena Chamber of Commerce and I plan to become a volunteer for them. I also plan to become involved with SPEF to give back and also be hands-on in helping to plan their events. After graduating from UC Irvine, I worked in the luxury fashion and beauty industries working for Global Fortune 500 brands to run their branding and marketing efforts in the United States. I also coordinated all PR and events. I know how to launch brands and make them successful fixtures of the community; I will utilize my knowledge not only to make Centre Barre a success, but to also give back to South Pas organizations like SPEF and the Chamber.

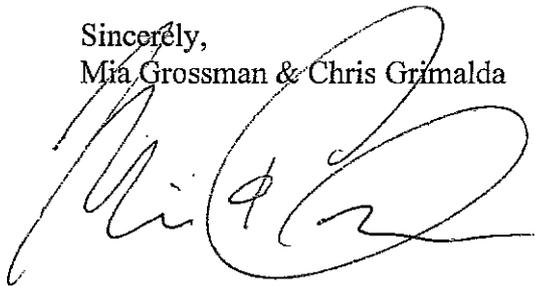
Chris Grimalda, who is not only my business partner but also my fiancé, was born and raised in a small, tight-knit town in Connecticut that is much like South Pas. He loved living there, in a small town where everyone knew each other and everyone was there to help their neighbors. He has since spent a great deal of time in South Pas and has always been so excited at the prospect of moving here one day, as it reminded him of New Fairfield, Connecticut. That is why it was so important for Chris and I find a place to live within South Pas and not somewhere else. We are even more excited at the prospect of buying a home here within the next year.

Chris' achievements include being the youngest head swim coach in USA swimming and water polo history; he has trained Division 1 NCAA athletes and Olympians alike. His passion for working with athletes has motivated him to volunteer his time to become a volunteer coach for a local South Pas AYSO team as well as becoming a coach for one of the SPHS aquatic teams. He also is eager to one day be able to sit on the Planning Commission. Together we are honestly so excited to become more engrained in the community than a typical small business owner would be. Our mission is to become philanthropically involved as well; for example, we will be providing athletic scholarships as part of SPHS' annual scholarship assembly for graduating seniors each June.

As mentioned, part of Centre Barre will be its significant partnerships with local business big and small. Our longstanding network of family and friends in South Pas is comprised of influential and actively involved community members, who proudly stand behind Centre Barre's mission and services. This, coupled with our unique and proven workout model, high-end boutique (which will make up a large portion of Centre Barre sales), and Chris and my approachable demeanor and customer service expertise is what makes us stand out from the crowd.

We hope that by writing to you and sharing more about us, we could provide you with additional insight into who we are and what we plan to do for the community. Again, we truly appreciate all of your time and efforts and look forward to working with you more in the future!

Sincerely,
Mia Grossman & Chris Grimalda

A handwritten signature in black ink, appearing to read 'Mia & Chris', written in a cursive style. The signature is positioned below the typed names.

Centre Barre Written Narrative:

Centre Barre will be an upscale fitness studio catering to mostly women, ages 18-65*. All group fitness classes offered will be heavily based in traditional ballet fundamentals and will also infuse more modern cardio, light weight lifting as well as circuit training. The following categories of classes will be offered: ballet barre, ballet sculpt yoga, ballet candlelight yoga (with flameless candles) & bootcamps. The latter will be our most intense offering, still combining the toning properties of a ballet based workout but a more intense, fat-torching cardio session complete with larger bursts of circuit training and more use of weights.

*All ages, 13+, men and women alike, are welcome to take classes.

Centre Barre will have a dedicated boutique retail store in the front 20 ft. of the space. One of Centre Barre's co-owner's backgrounds is in the luxury fashion and beauty market and she has sourced some of the finest brands available to sell in Centre Barre's boutique space. Centre Barre will sell luxury fitness and lounge apparel as well as an array of high-end apothecary goods including candles and skin care. We are also utilizing our longtime community connections to partner with local businesses such as Grassroots, who will supply the organic coffee, tea, water and bottled fruit and vegetable juices that we sell.

Our Candlelight Yoga ends the day on a very quiet note while still offering a workout that strengthens and tones the body. Centre Barre will always use flameless candles for this class to ensure no fires ever occur.

Centre Barre will play music in our classes, however the volume will never reach that above the noise of a TV or car radio. Along with our soundproofing, our location will not be noisier than the hair salon next door or the bakery, which also plays music. Centre Barre made sure the materials used to soundproof the ceiling were approved by the city Plan Checker on Wednesday, Nov 26. These soundproofing materials will far surpass the minimum STC rating of 50. We will be open 7 days a week, from 6 AM – 8 PM each night. After 6:30 PM each day, the classes will be near silent. We will have two full-time employees. Centre Barre has two reserved parking spots twenty-four hours a day, seven days a week directly behind the studio space; in addition, there is extra first come first serve parking also behind the building for employees. Part-time and full-time staff of Centre Barre will never park on the street.

Centre Barre will be a fixture of the South Pasadena community, as well as bringing in additional business from San Marino, Pasadena, La Canada and Eagle Rock. One of the co-owners of Centre Barre was born and raised in South Pasadena, attended public school here and has family still living here and very involved in the community. We plan to utilize our long-established network of family and friends in South Pasadena to make Centre Barre a true part of South Pasadena from the start and offer ballet barre classes, which are currently unavailable in this city.

Centre Barre Teaching Staff:

Jake Dupree: Jake is a seasoned barre instructor who has taught at multiple Equinox and Pure Barre locations. He was named #5 of the 50 best barre instructors in Los Angeles in 2012 by RateYourBurn.com and is also a professional dancer, actor and host on *Afterbuzz TV*.

Emily Henry: Emily is a 200-hour certified Yoga Instructor through Yoga Alliance & 8 Limbs Yoga Centers who has taught at Seattle's premier Bellevue Club, Gold's Gym & Lululemon Athletica. Emily has taught all levels of yoga, including yoga for strength and restoratives.

Kyle Bares: Kyle is a certified fitness trainer with years of teaching experience at many of LA's top studios. He has taught pilates at EDEN by Eden Sassoon Pilates and yoga at Hot 8 yoga Beverly Hills and been featured in fitness editorials for publications like *GQ*, *Mens Health*, *Natural Health*, *the New York Post*, and the *Wall Street Journal*. "Rate Your Burn" selected him as one of the top 20 "Best of Los Angeles" Barre instructors.

Jennifer Halligan: Jennifer received her training from YogaWorks and is certified through the Yoga Alliance. She is a seasoned private yoga instructor with many years under her belt; she is currently an instructor for a wellness retreat to Palm Springs through The Glow Life. Jennifer's Master's degree in Education and her years teaching elementary school have shaped her teaching philosophy, making her a well-rounded instructor for all ages and levels.

Felicia Martinez: Felicia has been a professional dancer and dance teacher for twelve years. Her willingness to closely work with each student and ensure their proper form and alignment to prevent injuries has made her extremely popular. She has taught extensively in ballet and jazz at various levels and most recently was a ballroom dancer for Celebrity Cruises where she performed for hundreds a night.

Kristin Johnson: Kristin's professional dance career has included being a Radio City Rockette, Young Frankenstein on Broadway, the National Tours of 42nd St. and Young Frankenstein, The Producers at the Hollywood Bowl, and several industrials across the country. She is also a certified personal trainer through the National Academy of Sports Medicine, (NASM) and has several Pilates certifications. Kristin has also been a dance captain for Tony award winning choreographer/director Susan Stroman and was the assistant to the Associate Choreographer and Director for Young Frankenstein's national tours as well.

Benita Conway: Benita currently teaches barre at the Los Angeles Athletic Club and is an ACE certified group fitness instructor, an ACE certified personal trainer, a NASM certified personal trainer, a NASM corrective exercise specialist and was previously a professional ballroom dancer. Benita's illustrious career spans over twenty years in ballet experience; she is also BarreVite certified.

Bill To / File By

Centre Barre
Chris Grimalda
1015 Mission St
South Pasadena, CA 91030

Ship To

Centre Barre
Chris Grimalda
1015 Mission St
South Pasadena, CA 91030

INVOICE
PAID

Phone No. 760-777-2098

Email Address

Purchase Order No. **Verbal**

Must Ship By **12/3/2014**

Customer Contact

Shipping Method **CC**

Terms **Credit Card**

APP Code **011175**

Shipping Info

Prepaid

| Qty | U/M | AMI Item No | Description | Price Each | Total |
|-----|-----|-------------------|---|------------|-----------|
| 41 | | 10202040 A | Quiet Barrier® MD: 1 lb per sqft - 4 ft. x 8 ft. sheet | 40.00 | 1,640.00T |
| 1 | q12 | 10001000 | OSI® Pro-Series® SC-175™ Acoustical Sound Sealant: 28 oz. cartridge | 129.99996 | 130.00T |
| 25 | ea | 10602223 B | ECHO ABSORBER™ Bonded Acoustical Panel: Graphite - 2"x2"x4' | 55.00 | 1,375.00T |
| 1 | q12 | 10002003 | PL® Premium Polyurethane Construction Adhesive : 10 oz. cartridge | 83.88 | 83.88T |
| 1 | | Shipping | Shipping UPS Freight Liftgate, Call Ahead Barrier, OSI, and PL Freight PRO# 580079743 | 540.00 | 540.00T |
| 1 | | Shipping | Shipping Echo Absorbers Ground... UPS Ground Shipment Date: 12/03/2014 UPS Tracking # 1ZX9980W0360626300 UPS Tracking # 1ZX9980W0361565919 UPS Tracking # 1ZX9980W0361180129 UPS Tracking # 1ZX9980W0360224931 | 165.00 | 165.00T |

Special Instructions

AMI Rep

RY

Total

Order Date

12/3/2014

Bill To / File By

Centre Barre
Chris Grimalda
1015 Mission St
South Pasadena, CA 91030

Ship To

Centre Barre
Chris Grimalda
1015 Mission St
South Pasadena, CA 91030



Phone No. 760-777-2098

Email Address

Purchase Order No. **Verbal** Must Ship By **12/3/2014**

Customer Contact Shipping Method **CC**

Terms **Credit Card** APP Code **011175** Shipping Info **Prepaid**

| Qty | U/M | AMI Item No | Description | Price Each | Total |
|-----|-----|-------------|--|------------|-------|
| | | | Out-of-state sale, exempt from sales tax | 0.00% | 0.00 |

Special Instructions

AMI Rep

RY

Total

\$3,933.88

Order Date

12/3/2014



SoundX™ 100

Flexible Acoustical Barrier

Key Characteristics

Product Description

PolyOne's SoundX solutions provide customers with a flexible sheet for sound abatement applications. The high specific gravity of this mass-loaded solution allows SoundX to absorb sound waves and prevent the transmission of sound. SoundX 100 is a barium-free technology with self-extinguishing flame properties. SoundX 100 is available in UL HB-rated and RoHS-compliant formulations.

Technical Properties

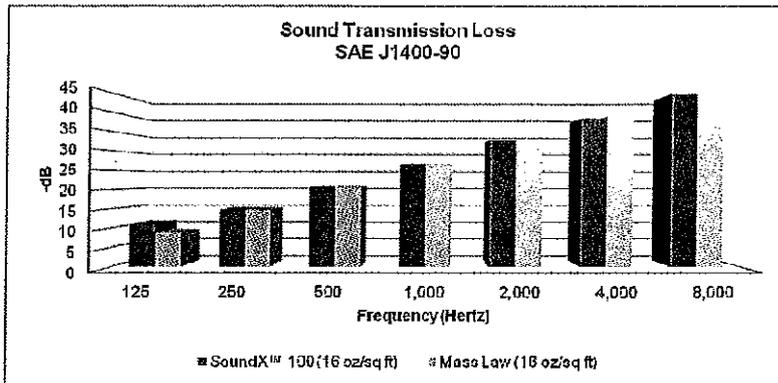
Typical Properties

| PROPERTY | TEST METHOD | UNITS | SOUNDX 100 |
|---------------------|-------------|----------------|--------------------|
| Specific gravity | D-792 | | 1.95 |
| Hardness | D-2240 | Shore A | 75 |
| Tensile strength | D-412 Die A | psi | MD 400 AMD 360 |
| Ultimate elongation | D-412 Die A | % | MD 135 AMD 135 |
| Tear strength | D-624 Die C | psi | MD 90 AMD 90 |
| Fogging | SAE J1756 | Fn | 80 |
| Flammability | FMVSS 30 | mm/100 minutes | Self-extinguishing |

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SoundX™ 100

Sound Transmission Loss SAE J1400-90 test data demonstrates performance of SoundX 100 against the Mass Law for Single Wall Construction.



| Frequency (Hertz) | SoundX™ 100 (16 oz/sq ft) | Mass Law (16 oz/sq ft) |
|-------------------|---------------------------|------------------------|
| 125 | 11.1 | 8.7 |
| 250 | 14.9 | 14.8 |
| 500 | 20.6 | 20.8 |
| 1000 | 26.7 | 26.8 |
| 2000 | 33 | 32.8 |
| 4000 | 38.6 | 38.8 |
| 8000 | 44.9 | 44.9 |

*Data reported in Decibels Lost (-dB)

Sound X 100 is available in sheets and rollstock, up to 80" widths. Gauges range from 0.04" to 0.20". SoundX 100 is manufactured in the United States and available for delivery worldwide.

CONTACT INFORMATION

For additional information, please contact PolyOne Designed Structures and Solutions at (888) 721-4242 or visit our web site at www.dss.polyone.com.

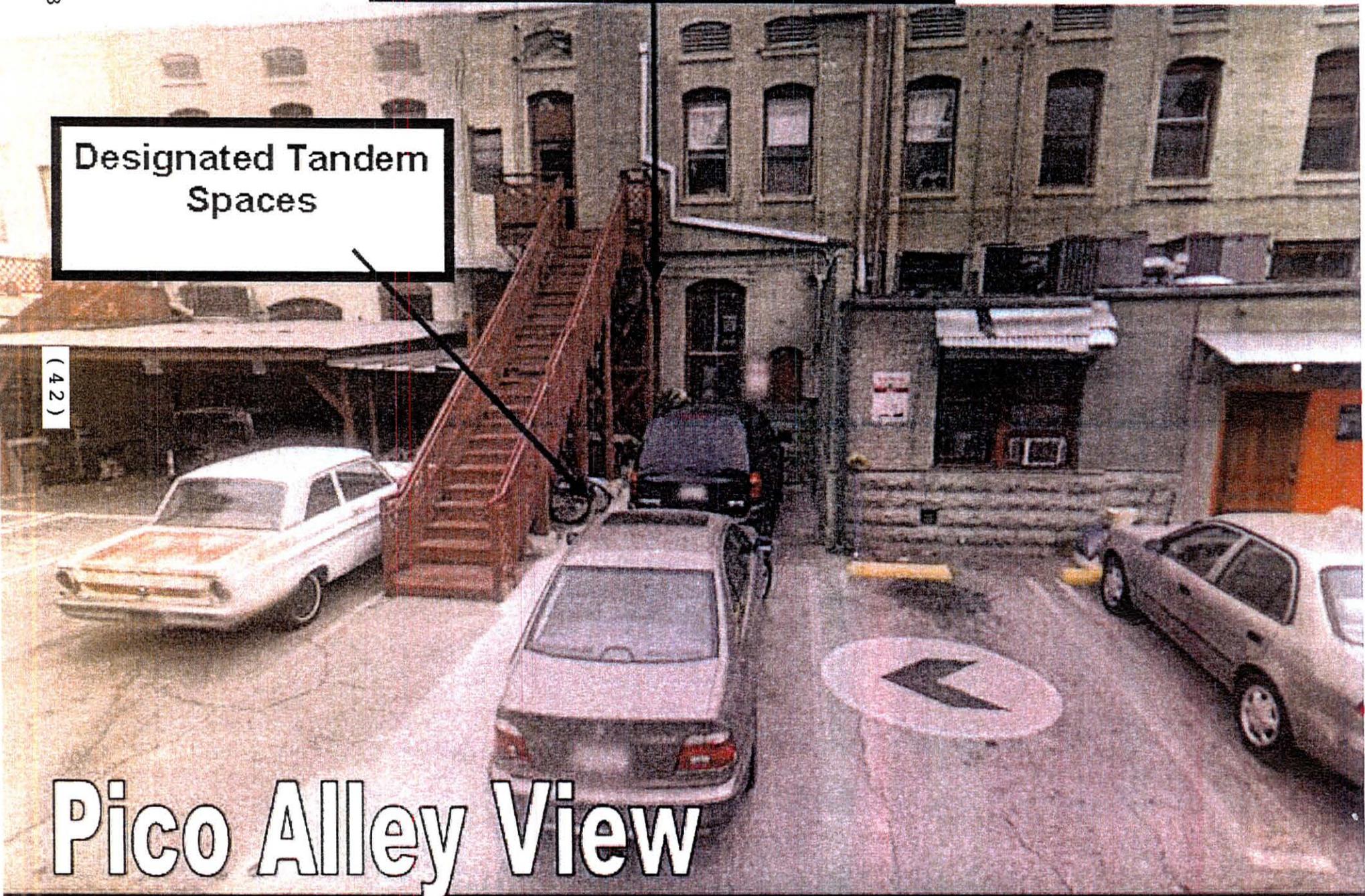
Copyright © 2014, PolyOne Corporation. PolyOne makes no representations, guarantees, or warranties of any kind with respect to the Information contained in this document about its accuracy, suitability for particular applications, or the results obtained or obtainable using the information. Some of the Information arises from laboratory work with small-scale equipment which may not provide a reliable indication of performance or properties obtained or obtainable on larger-scale equipment. Values reported as "typical" or stated without a range do not state minimum or maximum properties; consult your sales representative for property ranges and min/max specifications. Processing conditions can cause material properties to shift from the values stated in the Information. PolyOne makes no warranties or guarantees respecting suitability of either PolyOne's products or the Information for your process or end-use application. You have the responsibility to conduct full-scale end-product performance testing to determine suitability in your application, and you assume all risk and liability arising from your use of the Information and/or use or handling of any product. POLYONE MAKES NO WARRANTIES, EXPRESS OR IMPLIED, INCLUDING, BUT NOT LIMITED TO, IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE, either with respect to the Information or products reflected by the Information. This data sheet shall NOT operate as permission, recommendation, or inducement to practice any patented invention without permission of the patent owner.

ATTACHMENT 4
Site Pictures

Backdoor
1015 Mission Street

Designated Tandem
Spaces

(42)

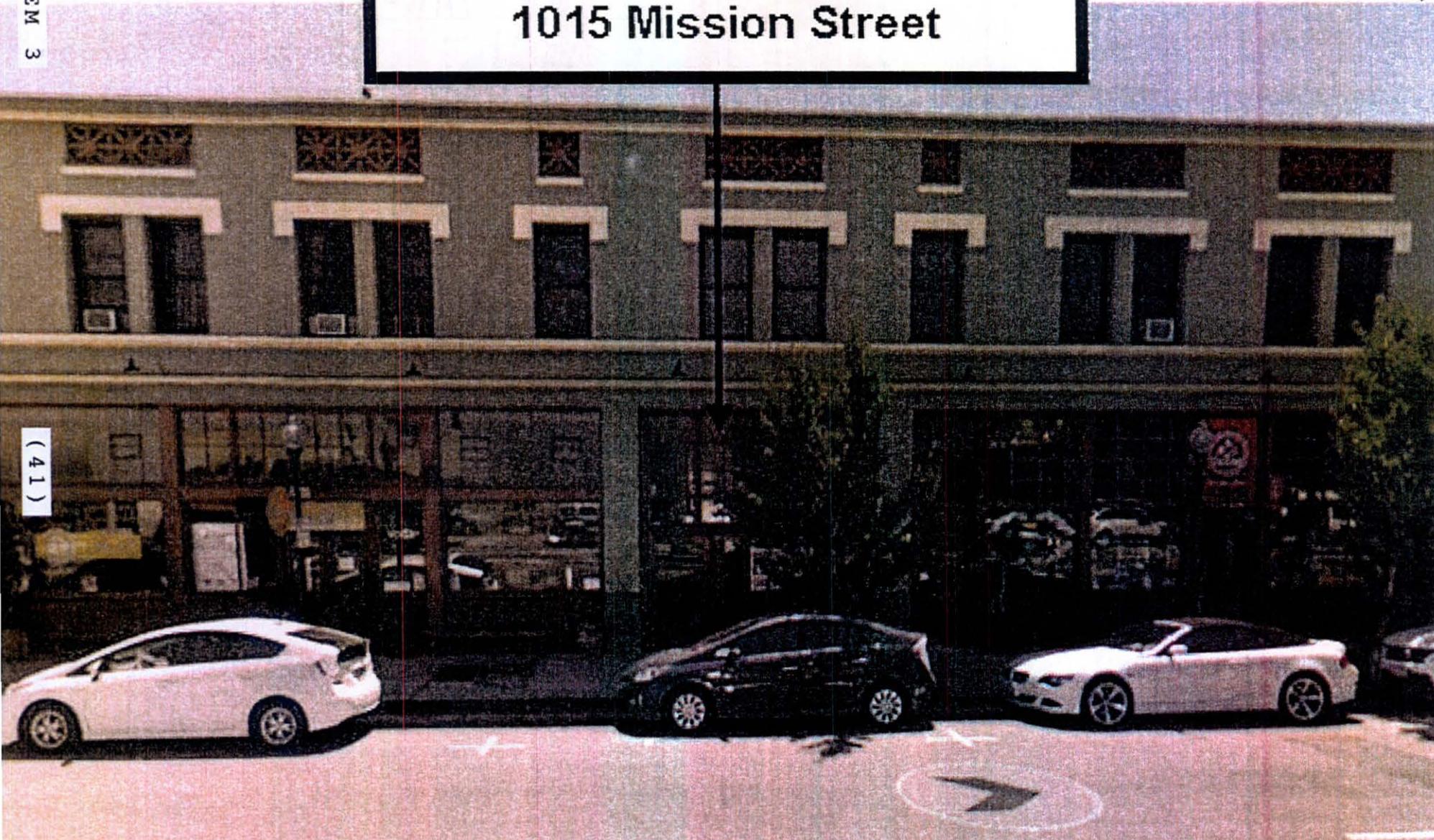


Pico Alley View

Storefront
1015 Mission Street

(41)

Mission St.



PLANNING COMMISSION STAFF REPORT

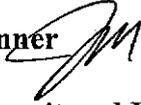
Anthony R. George, Chair
Kristin Morrish, Vice-Chair
Evan Davis, Commissioner
Steven Friedman, Commissioner
Steven Dahl, Commissioner

David G. Watkins, AICP, Director
Holly O. Whatley, Assistant City Attorney

AGENDA DATE: December 15, 2014

TO: Chair and Members of the Planning Commission

VIA: David G. Watkins, AICP, Director of Planning and Building 

FROM: John Mayer, Senior Planner 

SUBJECT: Hillside Development Permit and Design Review
Project No. 1763-HDP-DRX
1214 Kolle Avenue (Addition to Single-Story House)

APPLICANT: DANIELLE TERRASI (PROJECT ARCHITECT)

REQUESTED ACTION: APPROVAL OF A HILLSIDE DEVELOPMENT PERMIT AND DESIGN REVIEW FOR THE CONSTRUCTION OF A 994 SQUARE FOOT ADDITION TO A ONE-STORY HOME LOCATED AT 1214 KOLLE AVENUE; THE PROJECT WOULD ADD A SECOND STORY AND INTRODUCES A MODERN ARCHITECTURAL STYLE THEME.

RECOMMENDATION: ADOPT P.C. RESOLUTION NO. 14-__ ; APPROVING HILLSIDE DEVELOPMENT PERMIT AND DESIGN REVIEW (PROJECT NO. 1647-HDP-DRX).

REFERENCES

GENERAL PLAN: LOW DENSITY RESIDENTIAL

ZONING: SINGLE FAMILY RESIDENTIAL (RS)

CODE SECTIONS: 36.340 AND 34.410

CEQA: CATEGORICALLY EXEMPT

BACKGROUND

- 10-31-14 Danielle Terrasi of Overhaul Architecture submitted applications for Design Review and Hillside Development Permit on behalf of the property owners Ellen and George Yang. The application proposes an exterior remodel and an addition to a single story home at 1214 Kolle Avenue.
- 11-13-14 The applications were deemed incomplete due to missing information in the plans.
- 11-24-14 The applications were deemed complete.
- 12-05-14 The Public Hearing notice was mailed to all the property owners and occupants within a 300-foot radius of the subject site, advertising the December 15, 2014 Planning Commission hearing.
- A 10-day public hearing notice was mailed to all the property owners and occupants within a 300-foot radius of the subject property, advertising the December 15, 2014 Planning Commission hearing.
- 12-09-14 At printing time of this report, Staff received no concerns either in writing or verbally.

SITE AND PROJECT DESCRIPTION

1. The Site

The subject site is located on the east side of Kolle Avenue, just north and uphill from Monterey Road. The 11,345 square foot lot is developed with a 1,235 square foot, single story house with a 315 square foot garage. A driveway slopes up from the street to a flat pad on which the house was built. The home's architecture has Ranch style design elements such as clapboard siding and diamond-paned windows. The home was constructed in 1948. It is not listed on the Inventory of Historic Resources¹. A 5'-8" tall retaining wall supports a portion of the hill behind the home. There are steps that start at that retaining wall and lead up to a flat concrete "outdoor patio area" that is surrounded by large mature trees. The remainder of the property slopes up to the rear property line. The property's average slope is 31.5%.

There are one and two-story homes in the neighborhood with various architectural styles.

¹ The Historic Inventory was updated in 2002 at which time 1214 Kolle Avenue was 54 years old. If the structure had any historic significance, the City's architectural historian would have added it to the survey at that time.

The home next to the subject site (uphill) is a two-story modern-contemporary style with large steel framed windows, rounded corners, and a flat roof. The home to the opposite side (downhill) has some elements of the California Ranch style with board and baton siding, low-pitched roofs and one-story forms. See Sheet A-3.3 for photos of the homes adjacent to the subject site.



Figure 1. Existing Home at 1214 Kolle Avenue

2. The Project

The proposed project involves 994 square feet of additional floor space, and a 424 square foot garage. The existing driveway would be widened from 11'-6" to 22'-0" to accommodate a new parallel parking space in front of the garage. Sheet A-1.0 of the plans illustrates the turning radius of a typical vehicle's path to that uncovered parking space. The first floor of the house will be remodeled to include a larger garage for two cars and a new office. A stairway will lead up to the new second floor where there are three bedrooms, two bathrooms, and laundry closet. One bedroom will have access to an outdoor deck, and the master bedroom would have a balcony. The Building Code requires that the house be at least 15 feet from the retaining wall. The applicant plans to lower the existing retaining wall from six feet down to three feet and build a second retaining wall further back to comply with the Building Code. The new retaining wall would be 4'-66". See Sheet A-4.0 for that detail.

The project introduces a modern architectural theme. The front elevation features a large rectangular shape with a small square cut out for the covered entrance. This piece will project out toward the street by approximately four feet; a portion of the one-story part will remain. The exterior surface of that rectangular piece is "sand float stucco" with a medium finish. See detail number 4, on sheet A-5.0. The proposed design also features red cedar wood siding elements and is especially dominant on the existing one-story portion of the house, the new garage, and the deck and balcony. The project also features new windows throughout the house. According to the proposed window schedule (Sheet A-2), windows will be aluminum framed and most of them are casement windows. See Sheet A-5, section 2.

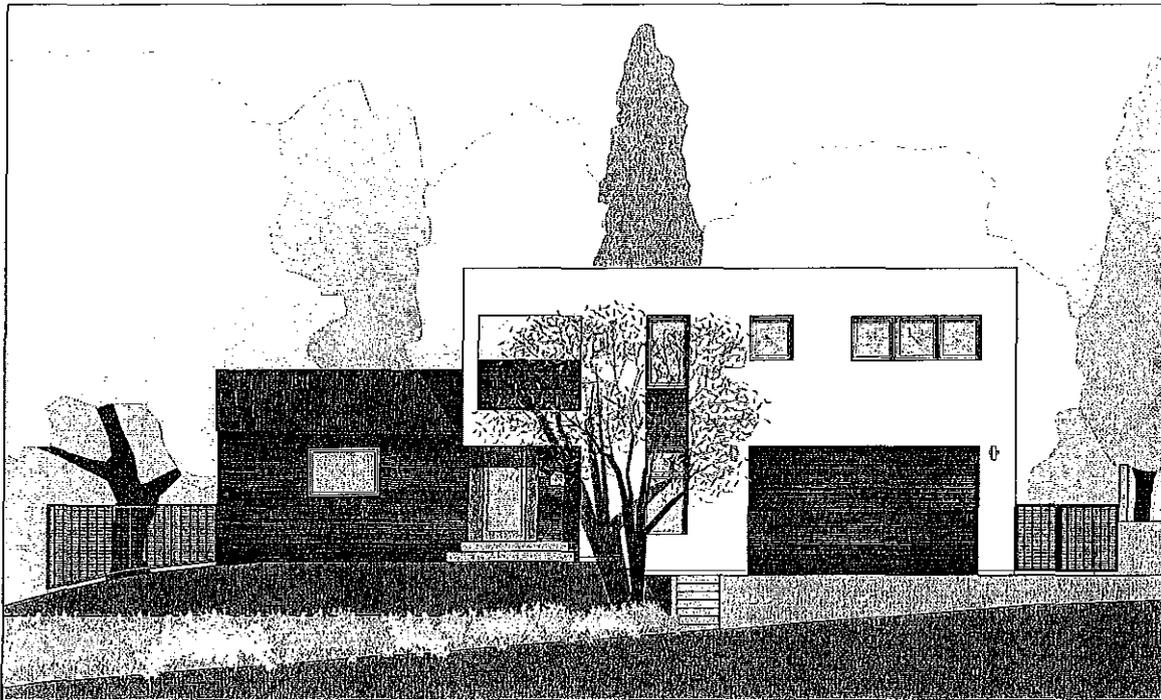


Figure 2. Proposed project with Modern style theme

ANALYSIS

1. General Plan

South Pasadena General Plan Section 2.5G outlines the Goals for Hillside Development as follows:

Goal 19: To ensure that new development within hillside areas of South Pasadena does not adversely impact the character of the city.

The proposed project would not adversely impact the character of the City because the Planning Commission must consider City's Residential Design Guidelines, the findings for Design Review, and the findings for a Hillside Development Permit before approving the project. The guidelines and findings require projects to be compatible within the hillside/neighborhood context and surrounding architectural characteristics.

Goal 20: To ensure that the development of hillside areas in adjacent Los Angeles is compatible with that in South Pasadena and has adequate utilities and public services.

Not applicable. The subject property is not immediately adjacent to the City of Los Angeles. Furthermore, the proposed project to construct an addition to a single-family residence in a residential single family district that has adequate

utilities and public services.

2. Development Standards

SPMC Section 36.220.040 and 36.340.050 provide the development standards for residential Single-family District and Hillside Protection as follows:

Table 1. Development Standards

| Standards | Requirement | Provided |
|--------------------|--------------------------|-------------------------------|
| Lot Coverage | 40% (max) | 14% ² |
| Floor Area Ratio | 35% (max) | 19% ³ |
| Front Yard Setback | 10'-0" (min) | 10'-0" |
| Rear Yard Setback | 20'-0" (min) | 105'-0" |
| Side Yard Setback | 6'- 0" | 10' 7" (north); 7'-6" (south) |
| Maximum Height | 24'-0" Parallel to Slope | 20'-8" |

As identified in the table above, the project complies with all of the development standards.

3. Hillside Protection

SPMC Section 36.340 describes the purpose of the Hillside Protection Division as preserving the City's scenic resources, acknowledging the environmental consequence of hillside development, encouraging appropriate grading practices, and encouraging appropriate design to maintain the hillside in a natural, open character.

Pursuant to SPMC Section 36.340.020, any development on a site with an average slope of 20% or greater requires a Hillside Development Permit. The existing residence is topographically sited on a graded building pad, near the toe of a west-facing slope. A portion of the hill behind the home will be graded back for a new retaining wall to accommodate a Building Code requirement.

4. Drainage

The proposed project would retain the existing drainage of all impervious surfaces to the Kolle Avenue street drainage system. Final drainage plan details will be reviewed during Plan Check and prior to granting of a building permit.

5. Design Guidelines

According to the design guidelines, additions to hillside homes should be designed with consideration of the character and scale of the existing development in the vicinity. Consideration should also include the traditional residential neighborhoods in South Pasadena, which include homes with a variety of traditional architectural styles and a high level of quality that contribute to the overall character of the City. The subject site is

² Lot Coverage: 1,608 s.f. (footprint) / 11,345 s.f. (lot size) = 14%

³ Floor Area Ratio: 2,178 s.f./11,345 s.f. (lot size) = 19%
 Garage: 424 s.f. (not included in the FAR calculation)

surrounded by single family homes of various architectural styles. The home to the south is a two-story modern style house and the home to the south has one-story Ranch style features. Home across the street are down-slope and not directly visible from the street.

The proposed project is in general conformance with the City's design guidelines in terms of view protection, site planning, and grading. The applicant describes the architecture as "Modern". According to the Hillside Development Permit application, the architect states that the project's design elements are similar to the design elements of the existing neighborhood. The architect refers to the addition's flat roof line, stucco finish, and wood cedar elements that are consistent with some of the more contemporary homes in the neighborhood. See Attachment 3, Page 3 (Design Review Application Form).

DESIGN REVIEW

Pursuant to SPMC Section 36.410.040, following a public hearing, the Planning Commission shall first find that the design and layout of the proposed development...

- a. Is consistent with the General Plan, any adopted design guidelines and any applicable design criteria for specialized areas (e.g., designated historic or other special districts, plan developments, or specific plans);**

The proposed project is consistent with the General Plan and the City's adopted design guidelines for enhancing existing non-historic homes. The addition and house remodel is designed with consideration of the character and scale of the existing development in the vicinity. The mass and scale of the addition and house remodel are well proportioned and in keeping with other two-story homes in the neighborhood.

- b. Will adequately accommodate the functions and activities proposed for the site, will not unreasonably interfere with the use and enjoyment of neighboring, existing, or future developments, and will not create adverse pedestrian or traffic hazards.**

The layout of the proposed addition would adequately accommodate the functions and activities proposed for the site. The purpose of the project is to add 994 square feet of additional floor space. The addition would be built above the existing footprint, and a portion of it extends four feet towards the front. The driveway would be widened from 11'-6" to 22'-0" to accommodate a third parking space. The project would also fit within the required setbacks and height limit. The design and layout of this project would not unreasonably interfere with the use and enjoyment of neighboring, existing, or future developments, and will not create adverse pedestrian or traffic hazards.

- c. Is compatible with the existing character of the surrounding neighborhood and all reasonable design efforts have been made to maintain the attractive, harmonious, and orderly development contemplated by this Section, and the General Plan.**

Single family homes in the vicinity have modern features including flat roof lines, metal framed windows, stucco walls, and a minimal use of exterior details. The proposed remodel and addition have complementary features including a sand float stucco, (medium textured) finish and red wood cedar elements. The design also would add mass

and height to the one-story portion of the existing house; however, the arrangement of windows and wall openings at the entrance and deck help to break up that massing. The overall design of the project will maintain the attractive, harmonious, and orderly development contemplated by this Section, and the General Plan.

- d. Provides a desirable environment for its occupants and neighbors, and is aesthetically of good composition, colors, materials, and texture, that would remain aesthetically appealing with a reasonable level of maintenance and upkeep.**

The proposed addition and house remodel features Modern-style treatments including rectangular and square shaped openings in the wall planes. New architectural features would include: aluminum -framed windows, sand float stucco, and red cedar wood siding elements. These materials have been approved in the past and are known to be appealing with a reasonable level of maintenance and upkeep.

HILLSIDE DEVELOPMENT PERMIT

Pursuant to SPMC Section 36.410.065, following a public hearing, the Planning Commission may approve, conditionally approve, or disapprove the application only after the following five findings are made:

- 1. The proposed use complies with the requirements of Division 36.340 (Hillside Protection) and all other applicable provisions of this Zoning Code.**

The proposed project is located within a Residential Low Density zoning district. The proposed project satisfies the design guidelines as outlined in the findings listed above. The design is consistent with the design standards as stated in the South Pasadena Zoning Code, Section 36.340.040 (Hillside Development Design Guidelines). The proposed project also meets or exceeds the minimum development standard requirements as outlined in the 'Zoning Code Considerations and Analysis' section of this report.

- 2. The proposed use is consistent with the General Plan and any applicable Specific Plan.**

The South Pasadena General Plan (Section 2.5G) outlines the goals for Hillside Development. Goal No. 19 of the General Plan is to ensure that new development within the hillside areas of South Pasadena does not adversely impact the character of the City. The proposal is to add 994 square feet to an existing 1,235 square foot house. The proposal is consistent with the findings for Design Review. Meeting that criteria and satisfying those findings are necessary for ensuring compatibility with the neighborhood's architectural characteristics and hillside context.

- 3. The establishment, maintenance, or operation of the use would not, under the circumstances of the particular case, be detrimental to the health, safety, or general welfare of persons residing or working in the neighborhood of the proposed use.**

The proposed use is an addition to an existing single-family residence in a Single Family zoning district. As such, the establishment, maintenance and operation of the use is anticipated and permitted by the General Plan and Zoning Code. It would be consistent with adjoining residential uses as it will be constructed within the parameters allowed by the

City's Zoning and Building Codes, including the provision of a two-car garage and one open guest parking space. Furthermore, the applicant is subject to the review by the City's Building, Fire, Public Works, Planning and Building Departments. Such compliance is necessary prior to obtaining occupancy clearance. Therefore, it would not be detrimental to the health, safety or general welfare of adjoining neighbors.

4. The use, as described and conditionally approved, would not be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the City.

The proposed addition and remodel to the single-family residence would be compatible with the neighborhood context. Structures in the neighborhood are one and two-story single family homes. Therefore, the proposed use and improvements to the subject lot would not be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the City.

5. The design, location, operating characteristics, and size of the proposed use would be compatible with the existing and future land uses in the vicinity, in terms of aesthetics, character, scale, and views protection.

The Design Review findings outlined above indicate that the proposed project design, location, operation characteristics, and size are compatible with the existing and future land uses in the vicinity in terms of aesthetics, character, scale and view protection. The building's design complements the character of the hillside in that it conforms to the maximum height limit of 24'-0" and steps down from the home's main level.

ENVIRONMENTAL ASSESSMENT

Staff has determined that the proposed project is Categorically Exempt from the provisions of the California Environmental Quality Act (CEQA), under Article 19, Section 15301 (Existing Facilities) of the California Guidelines for Implementation of the CEQA. Specifically, the project involves an addition to an existing structure where the area in which the project is located is not environmentally sensitive. This project has been determined not to have a significant impact on the environment.

LEGAL REVIEW

The City Attorney has reviewed the staff report.

RECOMMENDATIONS

Based on the above analysis, staff determined that the proposed project meets all the requirements contained within the General Plan and Zoning Code. The proposed project will not significantly change the natural character of the land, or impair the views from the surrounding properties. Therefore, Staff recommends that the Planning Commission approve Design Review and Hillside Development Permit, Project No. 1763-HDP-DRX.

ALTERNATIVES

In addition to Staff's recommendation, the following alternatives are offered for the Planning Commission's consideration:

1. Identify other issues of concerns with the proposed project, and provide the applicant with direction to further modify the project, and continue the public hearing to a date certain.
2. Deny Design Review and Hillside Development Permit Project No. 1763-HDP-DRX.

Attachments

1. Draft P.C. Resolution No. 14-__
2. Exhibit "A", Conditions of Approval
3. Project Applications (Hillside Permit & Design Review)
4. Project Plans (Includes Photos, Sheet A-3.3)

ATTACHMENT 1
Draft P.C. Resolution No. 14-__

P.C. RESOLUTION NO. 14-__

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SOUTH PASADENA APPROVING AN APPLICATION FOR DESIGN REVIEW AND HILLSIDE DEVELOPMENT PERMIT (PROJECT NO. 1763-HDP-DRX) TO BUILD A 994 SQUARE FOOT ADDITION TO A ONE-STORY HOME LOCATED AT 1214 KOLLE AVENUE.

WHEREAS, on October 31, 2014, the applicant, Danielle Terrasi (on behalf of the property owners, Ellen and George Yang) submitted applications for Design Review and a Hillside Development Permit to build a 994 square foot addition to a one-story home. The project adds a new second story and introduces a modern architectural style theme for the home at 1214 Kolle Avenue (“the project”); and

WHEREAS, on November 13, 2014, the project was deemed incomplete due to missing information; and

WHEREAS, on November 24, 2014, the project was deemed complete; and

WHEREAS, Staff determined that the proposed project is Categorically Exempt from the provisions of the California Environmental Quality Act (CEQA), under Article 19, Section 15301 (Existing Facilities) of the California Guidelines for Implementation of the CEQA. Specifically, the project involves an addition to an existing structure where the area in which the project is located is not environmentally sensitive; and

WHEREAS, after notices issued pursuant to the requirements of South Pasadena Municipal Code, the Planning Commission held a duly noticed public hearing on December 15, 2014 at which time all interested parties were given the opportunity to be heard and present evidence.

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF SOUTH PASADENA DOES HEREBY FIND, DETERMINE, AND RESOLVE AS FOLLOWS:

SECTION 1: Pursuant to the provisions of the California Environmental Quality Act, Public Resources Code Section 21000 et. seq. (“CEQA”), and the State’s CEQA Guidelines, the Planning Commission finds that the project is Categorically Exempt from the provisions of the California Environmental Quality Act (CEQA), under Article 19, Section 15301 (Existing Facilities) of the California Guidelines for Implementation of the CEQA. Specifically, the project involves an addition to an existing structure where the area in which the project is located is not environmentally sensitive. This project has been determined not to have a significant impact on the environment..

SECTION 2: The proposed project is consistent with all four applicable findings to approve Design Review of the project, as follows:

- a. **Is consistent with the General Plan, any adopted design guidelines and any applicable design criteria for specialized areas (e.g., designated historic or other special districts, plan developments, or specific plans);**

The proposed project is consistent with the General Plan and the City's adopted design guidelines for enhancing existing non-historic homes. The addition and house remodel is designed with consideration of the character and scale of the existing development in the vicinity. The mass and scale of the addition and house remodel are well proportioned and in keeping with other two-story homes in the neighborhood.

- b. **Will adequately accommodate the functions and activities proposed for the site, will not unreasonably interfere with the use and enjoyment of neighboring, existing, or future developments, and will not create adverse pedestrian or traffic hazards.**

The layout of the proposed addition would adequately accommodate the functions and activities proposed for the site. The purpose of the project is to add 994 square feet of additional floor space. The addition would be built above the existing footprint, and a portion of it extends four feet towards the front. The driveway would be widened from 11'-6" to 22'-0" to accommodate a third parking space. The project would also fit within the required setbacks and height limit. The design and layout of this project would not unreasonably interfere with the use and enjoyment of neighboring, existing, or future developments, and will not create adverse pedestrian or traffic hazards.

- c. **Is compatible with the existing character of the surrounding neighborhood and all reasonable design efforts have been made to maintain the attractive, harmonious, and orderly development contemplated by this Section, and the General Plan.**

Single family homes in the vicinity have modern features including flat roof lines, metal framed windows, stucco walls, and a minimal use of exterior details. The proposed remodel and addition have complementary features including a sand float stucco, (medium textured) finish and red wood cedar elements. The design also would add mass and height to the one-story portion of the existing house; however, the arrangement of windows and wall openings at the entrance and deck help to break up that massing. The overall design of the project will maintain the attractive, harmonious, and orderly development contemplated by this Section, and the General Plan.

- d. **Provides a desirable environment for its occupants and neighbors, and is aesthetically of good composition, colors, materials, and texture, that would remain aesthetically appealing with a reasonable level of maintenance and upkeep.**

The proposed addition and house remodel features Modern-style treatments including rectangular and square shaped openings in the wall planes. New architectural features would include: aluminum-framed windows, sand float stucco, and red cedar wood siding elements. These materials have been approved in the past and are known to be appealing with a reasonable level of maintenance and upkeep.

SECTION 3: The Commission finds that the proposed project is consistent with all five applicable findings to grant the Hillside Development Permit for the project pursuant to South Pasadena Municipal Code Section 36.410.065, as follows:

1. The proposed use complies with the requirements of Division 36.340 (Hillside Protection) and all other applicable provisions of this Zoning Code.

The proposed project is located within a Residential Low Density zoning district. The proposed project satisfies the design guidelines as outlined in the findings listed above. The design is consistent with the design standards as stated in the South Pasadena Zoning Code, Section 36.340.040 (Hillside Development Design Guidelines). The proposed project also meets or exceeds the minimum development standard requirements as outlined in the 'Zoning Code Considerations and Analysis' section of the Planning Commission Staff Report, dated December 15, 2014.

2. The proposed use is consistent with the General Plan and any applicable Specific Plan.

The South Pasadena General Plan (Section 2.5G) outlines the goals for Hillside Development. Goal No. 19 of the General Plan is to ensure that new development within the hillside areas of South Pasadena does not adversely impact the character of the City. The proposal is to add 994 square feet to an existing 1,235 square foot house. The proposal is consistent with the findings for Design Review. Meeting that criteria and satisfying those findings are necessary for ensuring compatibility with the neighborhood's architectural characteristics and hillside context.

3. The establishment, maintenance, or operation of the use would not, under the circumstances of the particular case, be detrimental to the health, safety, or general welfare of persons residing or working in the neighborhood of the proposed use.

The proposed use is an addition to an existing single-family residence in a Single Family zoning district. As such, the establishment, maintenance and operation of the use is anticipated and permitted by the General Plan and Zoning Code. It would be consistent with adjoining residential uses as it will be constructed within the parameters allowed by the City's Zoning and Building Codes, including the provision of a two-car garage and one open guest parking space. Furthermore, the applicant is subject to the review by the City's Building, Fire, Public Works, Planning and Building Departments. Such compliance is necessary prior to obtaining occupancy clearance. Therefore, it would not be detrimental to the health, safety or general welfare of adjoining neighbors.

4. The use, as described and conditionally approved, would not be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the City.

The proposed addition and remodel to the single-family residence would be compatible with the neighborhood context. Structures in the neighborhood are one and two-story single family homes. Therefore, the proposed use and improvements to the subject lot would not be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the City.

5. The design, location, operating characteristics, and size of the proposed use would be compatible with the existing and future land uses in the vicinity, in terms of aesthetics, character, scale, and views protection.

The Design Review findings outlined above indicate that the proposed project design, location, operation characteristics, and size are compatible with the existing and future land uses in the vicinity in terms of aesthetics, character, scale and view protection. The building's design complements the character of the hillside in that it conforms to the maximum height limit of 24'-0" and steps down from the home's main level.

SECTION 4: For the foregoing reasons and based on the information and findings included in the Staff Report, and provided during the public hearing, the Planning Commission of the City of South Pasadena hereby approves the application for Design Review, and the Hillside Development Permit (Project No. 1763-HDP-DRX) related to the proposed project at 1214 Kollé Avenue .

SECTION 5: Any interested person may appeal this decision or any portion of this decision to the City Council. Pursuant to the South Pasadena Municipal Code, any such appeal must be filed with the City, in writing, and with the appropriate appeal fee, no later than fifteen (15) days, following the date of the Planning Commission's final action.

SECTION 6: The Secretary shall certify that the foregoing Resolution was adopted by the Planning Commission of the City of South Pasadena at a duly noticed regular meeting held on the 15th day of December 2014.

PASSED, APPROVED, AND ADOPTED this 15th day of December 2014, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

-SIGNATURES TO FOLLOW ON NEXT PAGE-

Anthony R. George, Chair

ATTEST:

Kristin Morrish, Vice-Chair

ATTACHMENT 2
Exhibit "A", Conditions of Approval

EXHIBIT "A"
CONDITIONS OF APPROVAL
Hillside Development Permit and Design Review
PROJECT NO. 1763-HDP-DRX

DEPARTMENT OF PLANNING AND BUILDING CONDITIONS

Planning Division

Project Conditions:

1. Approval by the Planning Commission does not constitute a building permit or authorization to begin any construction. An appropriate permit issued by the South Pasadena Building Division must be obtained prior to construction, enlargement, relocation, conversion or demolition of any building or structure on any of the properties involved with the Design Review and Hillside Development Permit.
2. All other requirements of any law, ordinance, or regulation of the State of California, City of South Pasadena, and any other government entity shall be complied with.
3. This Design Review and Hillside Development Permit is granted for the land and land use as described in the application and any attachments thereto, as shown on the development plans submitted to and approved by the Planning Commission on December 15, 2014.
4. This Design Review and Hillside Development Permit and all rights hereunder shall terminate within twelve (12) months of the effective date of the Design Review and Hillside Development Permit unless otherwise conditioned and/or unless the use approved under the Design Review and Hillside Development Permit is commenced or an extension is granted based on a written request submitted to the Planning and Building Department prior to the expiration of the twelve month (12) period pursuant to Section 36.420 of the South Pasadena Municipal Code.
5. Compliance with and execution of all conditions listed herein shall be necessary prior to obtaining any occupancy inspection clearance and/or prior to obtaining any occupancy clearance.
6. The applicant and each successor in interest to the property which is the subject of this project approval, shall defend, indemnify and hold harmless the City of South Pasadena and its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void or annul any approval of the City, City Council or City Planning Commission concerning this use.
7. The construction shall be kept free of all loose materials resembling trash and debris in excess of that material used for immediate construction purposes. Such excess may include, but is not limited to: the accumulation of debris, garbage, lumber, scrap metal, concrete, asphalt, piles of earth, salvage materials, abandoned or discarded furniture, appliances or other household fixtures.
8. The hours of construction shall be limited to 8:00 a.m. to 7:00 p.m., Monday through

Saturday and 10:00 a.m. to 7:00 p.m. on Sunday.

Building and Safety Division Conditions:

Project Conditions

9. The second sheet of building plans is to list all City of South Pasadena conditions of approval and is to include a "sticky-back" photocopy of the Planning Commission Decision letter. This information shall be incorporated into the plans prior to the first submittal for plan check. Conditions are required from the following departments: Planning, Building, Fire, Police, Public Works and Code Enforcement.

Standard Conditions:

10. The initial plan check fee will cover the initial plan check and one recheck only. Additional review required beyond the first recheck shall be paid for on an hourly basis in accordance with the current fee schedule.
11. The second sheet of the building plans is to list all City of South Pasadena conditions approved from each department and/or division. This information shall be incorporated into the plans prior to the first submittal for plan check.

DEPARTMENT OF PUBLIC WORKS CONDITIONS

Project Conditions

12. Prepare and submit a covenant for the proposed removal and replacement of the existing retaining wall located adjacent to the driveway and within public right of way for City's review and approval.
13. Provide a traffic sight distance study prepared by a licensed civil engineer for vehicular ingress and egress to the project.
14. Video inspect existing sewer lateral for obstructions and remove any obstructions observed. Provide a copy of the inspection video of the cleared pipe for review.
15. Provide L.A. County Sanitation District Fee Receipt/Clearance prior to connection to the City's sewer.
16. The applicant shall remove a minimum of 1" of existing asphalt pavement to centerline of Kollé Ave. fronting the property and replace in kind.
17. Submit a drainage/site improvement plan prepared by a licensed civil engineer.
18. Replace all broken, damaged or out of grade sidewalk or curb and gutter, asphalt/concrete, in front of the site to the satisfaction of the City Engineer.
19. The property owner shall provide a haul route and staging plan for review and approval to the Public Works Department prior to issuance of a building permit.

Project Conditions

20. Comply with all plan check corrections, revisions and conditions.

21. Replace all broken, damaged, or out-of-grade sidewalk, curb and gutter, painted curb markings, asphalt concrete damaged or disturbed during construction to the satisfaction of the City Engineer. Such items shall be repaired or restored to the documented condition found prior to the start of construction activity.
22. Any storage or occupation of the public right-of-way shall be subject to an encroachment permit and the monthly permit fee.

FIRE DEPARTMENT CONDITIONS

23. Project construction shall be in accordance with all applicable standards of the California Code of Regulations Title 19, the 2013 California Building Code, and the 2013 California Fire Code including class A roofing, spark arrestors, and smoke alarms.
24. During the time of construction, no mechanical equipment or trucks shall be located within 3'-0" of a fire hydrant except as otherwise or approved.

ATTACHMENT 3
Project Applications
(Hillside Permit & Design Review)



Hillside Development Permit Application
City of South Pasadena Filing Instructions

Business License Current []
Office Use Only

ATTENTION ALL ARCHITECTS, DESIGNERS, AND DESIGN PROFESSIONALS: Per the South Pasadena Municipal Code Chapter 18, any person who transacts or carries on any business, trade, profession, calling or occupation in the City (regardless of the city in which your office is located), whether or not for profit or livelihood, must first obtain a license from the City. Failure to apply for a business license prior to beginning work may result in late fees. Business license applications are available at the Finance Department. Please note that Planning applications will not be processed until a business license is obtained.

I. Application Requirements

To file an application for a Hillside Development Permit (HDP), the applicant shall submit the following items to the Planning and Building Department:

Application Form (attached) - This includes a description of the proposed project, a statement of how the request meets the required Hillside Development Permit findings, and an original signature from the property owner and applicant (if not the owner).

Initial Study Questionnaire for review of potential impacts on the environment. See section below and the attached form.

Property Owners and Occupants Map and List -- The following must be submitted with application:

- One (1) copy of a map depicting all the properties within the required 300' radius of the project site and a list of the names and addresses of all current owners and occupants (if not owner-occupied) of these depicted properties, including all residential and non-residential properties.
Two sets of envelope labels for the city to mail information to these property owners and occupants.
A mapping company's affidavit signed and dated. (See attached form.)

Other - Staff will advise applicant regarding additional submittal requirements, if needed (i.e., drawings, photos, maps, technical studies, etc.)

Fees - See Fee Schedule below.

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OCT 31 2014

II. Processing Your Application

Pre-Application Review - A preliminary meeting with the Planning Staff is recommended, though not required. The meeting provides you and staff an opportunity to review the project and the applicable zoning standards, and obtain the appropriate applications form(s) for your request. It also helps Planning Staff determine other approvals that might be necessary by other City departments. There is no charge for this service.

Application Submittal - After you have prepared your plans and filled out the application forms, bring them, the required fee, and any other materials advised by the City for processing. You will receive a receipt for your fee payment.

Staff Review of Application to Determine Completeness - Upon submittal, Staff will review your application packet and notify you if additional materials or information are needed. Once your application is deemed "complete", Staff will notify you with the time and date of the Planning Commission hearing. Your application is completed when all relevant materials are adequate for the Planning Commission to make a decision on your request.

Staff Review for Environmental Determination - Staff will review your project for any possible environmental impacts.

Please complete and return the following pages.

1. Property Address for this application: 1214 Kolle Avenue, South Pasadena, CA 91030
Assessor's Parcel No.: 5311-015-038
2. Current Zoning Designation of Property: RS
3. Proposed Project Description: Renovation and addition to existing one-story 2 bedroom, 1 bathroom, one-car garage home
to a two-story, 3 bedroom, 2.5 bathroom, two-car garage home. The existing sunroom is to
be demolished.
4. Applicant:

OVERHAULarchitecture
Name
530 S. Lake Avenue, #380, Pasadena, CA 91101
Street, City, State, Zip
() N/A (310) 880-0830
Home Number Work Number
() N/A (888) 780-3220
Cell Number Fax No.
E-mail: mary@overhaularchitecture.com

5. Property Owner(s), if different from applicant:
Ellen Yang and George Yang
Name
11620 Acama Street, Los Angeles, CA 91604
Street, City, State, Zip
() N/A (310) 497-7539
Home Number Work Number
() N/A () N/A
Cell Number Fax No.
E-mail: ellenyyang@gmail.com, gcyang@aol.com

6. Property Owner(s), if different from applicant:

N/A

Name

N/A

Street, City, State, Zip

() N/A

Home Number

() N/A

Work Number

() N/A

Cell Number

() N/A

Fax No.

E-mail: N/A

7. **GRADING INFORMATION:** Please check the box that describes your lot type:

- Pad
- Down-slope
- Up-slope

CUT CALCULATION (includes ALL excavation on the site)

Line 1 Cubic yards of cut under building (including footings, retaining walls, etc.) _____ N/A c.y.
 Line 2 Cubic yards of cut outside of building footprint (including retaining walls, driveways, etc.) _____ N/A c.y.
 Line 3 Total Cubic yards of cut (Add Lines 1 and 2) _____ N/A c.y.

FILL CALCULATION

Line 4 Cubic yards of fill under the building (including footings, retaining walls, etc.) _____ N/A c.y.
 Line 5 Cubic yards of fill outside of building footprint (including retaining walls, driveways, etc.) _____ N/A c.y.
 Line 6 Total Cubic yards of fill (Add Lines 4 and 5) _____ N/A c.y.
 Line 7 Total Height of fill _____ N/A Ft.

EARTH MOVEMENT CALCULATION

Line 8 Volume of earth to be moved under building (Add Lines 1 and 4) _____ N/A c.y.
 Line 9 Volume of earth to be moved outside building (Add Lines 2 and 5) _____ N/A c.y.
 Line 10 Total volume of earth to be moved (Add Lines 8 and 9) _____ N/A c.y.

SLOPE CALCULATION

Maximum Percentage of created slopes _____ N/A %
 Total Average Slope of site _____ 31.5 %
 Maximum Height of Down-slope Retaining Wall _____ N/A Ft.
 Maximum Height of Up-slope Retaining Wall _____ N/A Ft.
 Maximum Percentage Grade of Driveway _____ 13.8 %
 Maximum Percentage of Existing Slope _____ N/A %

8. **Hillside Development Justification Statement(s):** Please respond to the conditions and findings listed below. Each one must be met before the application can be deemed complete. Please indicate on the numbered lines below how the proposed project meets each criterion.

Findings for Hillside Development Permit. (See South Pasadena Municipal Code Sec. 36.410.065)

- a. The proposed use complies with the requirements of Division 36.340 (Hillside Protection) and all other applicable provisions of this Zoning Code;

This project complies with the requirements of Division 36.340. As the project is a remodel and addition which is mostly built within the existing footprint, it will not significantly alter the existing natural topographic features and vegetation; it acknowledges the existing slope and seeks not to degrade it further; grading practices shall be consistent with those appropriate for hillside areas; and situated at the bottom of the slope, this project has been designed with regard to scale, massing, architectural design, and detailing appropriate to maintain the hillside's

Revised 5/16/12
 natural, open character.

b. The proposed use is consistent with the General Plan and any applicable specific plan;

The proposed use of this project is consistent with the General Plan and any applicable specific plan. This project is a remodel and addition to an existing home. It does not seek to change the intended use, only to enhance the living space by modernizing it and adding square footage to make it more similar in scale to the surrounding homes.

c. The establishment, maintenance, or operation of the use would not, under the circumstances of the particular case, be detrimental to the health, safety, or general welfare of persons residing or working in the neighborhood of the proposed use;

As this is a single family residential project in a residential neighborhood, it does not seek to change the use. The day-to-day lives of future inhabitants within their home will not be detrimental to the health, safety, or general welfare of others residing in the neighborhood.

d. The use, as described and conditionally approved, would not be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the City:

The use as a single family residential home should not have to be conditionally approved and it would not be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the City.

e. The design, location, operating characteristics, and size of the proposed use would be compatible with the existing and future land uses in the vicinity, in terms of aesthetics, character, scale, and view protection.

The design, location, operating characteristics, and size of this project would be compatible with the existing and future land uses in the vicinity as they are all homes within a residential neighborhood. The aesthetics, character, and scale are similar to surrounding homes and the project is situated on the site so that it is respectful of others' views.

9. Design Review Justification Statement(s): The City Council approved Resolutions 6979 and 6980 on April 23, 2008, which adopted the citywide residential design guidelines. The Design Guidelines for single family homes on hillside sites communicate the City's expectations of high quality design. The Planning Commission will use them as a basis for its decision on your project. The guidelines may be found on-line at <http://www.ci.south-pasadena.ca.us/planning/design.html>.

Use the City's design guidelines to address each design issue below, as it pertains to the proposed project. Each design issue must be addressed before this application can be deemed complete. If not applicable, write in "N/A" for a response, or explain why the design standards are not appropriate for the proposed project. Attach additional sheets if necessary.

Revised 5/16/12

- a. Describe how the proposed project is compatible with the neighborhood and character (See Residential Design Guidelines, pages 76 to 77).

The proposed project fits into the existing neighborhood. It has been designed with sensitivity to the hillside slopes and to the surrounding neighbors. Careful consideration has been given to its massing, scale, and character in context with nearby homes. The addition and remodel will make it more similar to other homes within the area than in its existing state.

- b. Describe how the site plan and development of the proposed project complies with the design guidelines (See Residential Design Guidelines, pages 78 to 80).

The proposed project has been designed with regard to site planning and development for its hillside siting. The structure is located at the base of the site and mostly within the existing footprint so that it makes minimal impact. The grading will be kept at a minimum and be done with accordance and consideration to existing natural contours.

- c. Describe how the proposed project meets the design guidelines related to physical design components (See Residential Design Guidelines, pages 81 to 85)¹.

The scale and massing, height and roof forms, materials and design components are all within the existing surrounding neighborhood design components. This project is very similar in all of its design elements to the neighboring homes and has been designed with regard to site and neighborhood context.

- d. Describe how the proposed project's streetscape and landscaping meet the design guidelines (See Residential Design Guidelines, pages 86).

Most of the lot area remains in its natural state in terms of both vegetation and slope. Any additional landscaping will be done to make it more appealing. The driveway location is at the most ideal position so as to minimize its slope as much as possible.

10. All of the following materials are required for a complete application:

- **Application Forms.** Must be signed by the property owner.
- **Written Narrative.** Describe the proposed project in detail. Include the extent of the work, architectural style and exterior materials that will be used.
- **Mailing labels & Spreadsheet:** All projects reviewed by the Design Review Board (DRB) require public notification (the Planning department will mail notices prior to the DRB meeting). Mailing labels are required for this. The City strongly recommends that applicants utilize a mapping company to prepare the labels. A list of mapping companies is available from the Planning department; this is

¹ "Spanish," "Mission," and "Mediterranean"-style new homes, multi-family projects, and substantial façade changes are subject to the "Mission and Spanish Colonial Revival" guidelines (as for historic homes), pages 12-13.
Revised 5/16/12

provided for informational purposes only: the City does not recommend or endorse any of these companies. Please provide:

One (1) set of address labels (on an 8-1/2" x 11" sheet of adhesive labels) and one (1) photocopy of the labels. The labels must list both the property owners and occupants (if not owner occupied) of every parcel which falls within a 300' radius (100' for signs) of the project site (as measured from the corners of the subject parcel). Note: Labels for occupants do not need to include the occupant's name because this information is usually not available; these can simply state "Occupant, 3333 XYZ Street..." If possible, the labels should be cross-referenced to the radius map (by numbering each parcel or listing the Assessor's Parcel Number on each label).

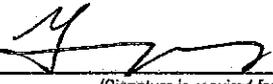
A radius map, which identifies all parcels falling within a 300' radius (100' for signs) of the project site.

One Compact Disk (CD) that contains an electronic spreadsheet on Microsoft Excel listing the following information in separate columns: a) Property Owner, b) Occupant, c) Property Owner Address, d) Occupant Address [including Unit Number]. * *Planning Staff will use the spreadsheet to perform a mail merge with Microsoft Word.*

A notarized declaration (the Planning department will provide this) from the company/individual that prepared the mailing labels stating the source of the property information how recently this was updated.

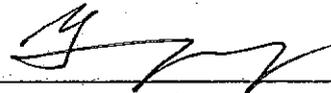
- **Photographs.** One set of (approx) 4"x 6" color photographs showing all existing elevations of the subject property and front elevations of neighboring properties. The photographs should show all street views on both sides of the subject property to adequately portray the appearance of the immediate neighborhood. Photos should be printed on 8 1/2" x 11" sheets (two per page is a good size), and must be labeled with street addresses and referenced to a photo key (a reduced site map). Photo keys do not need to be drawn to scale, but must indicate approximate locations of where the photos were taken and the direction of each shot. Photo keys must also have a north arrow and the subject property address.
- **Plans:** One (1) full set of plans is required at the time the application is submitted. Upon determining the completeness of the application, Staff will notify the applicant, and he/she will be required to submit six (6) full sets of plans to the Planning Department. All site plans must be drawn at a minimum scale of 1/8" and elevations at 1/4". Submitted plans must be folded accordion style to a size of 8 1/2" x 11" or less with the title block showing. The plans shall include, and may not be limited to the following: site plan, demolition plan, elevations, roof plan, window and door schedule, and building sections. **A detailed checklist of specific requirements is available for the project architect/project designer's use.**

I HEREBY CERTIFY that I am the owner of the property which is the subject of this application for a Certificate of Appropriateness, that this application is full and complete, and I have read and understand the City's Design Review Board Guidelines.

Applicant's Signature:  Date: 10/31/17
(Signature is required for all applications)

11. Owner's Affidavit: As owner(s) of the above described property, I/we affirm that the foregoing statements and answers herein contained and the information submitted are in all respects true and correct to the best of my/our knowledge and belief.

Executed this _____ day of _____

 10/31/17
Property Owner's Signature (Required) Date



City of South Pasadena
Planning and Building Department
 1414 Mission Street South Pasadena, CA 91030
 (626) 403-7220 FAX (626) 403-7221

Business License Current
Office Use Only

ATTENTION ALL ARCHITECTS, DESIGNERS, AND DESIGN PROFESSIONALS: Per the South Pasadena Municipal Code Chapter 18, any person who transacts or carries on any business, trade, profession, calling or occupation in the City (regardless of the city in which your office is located), whether or not for profit or livelihood, must first obtain a license from the City. Failure to apply for a business license prior to beginning work may result in late fees. Business license applications are available at the Finance Department. Please note that Planning applications will not be processed until a business license is obtained.

DESIGN REVIEW BOARD APPLICATION FORM (RESIDENTIAL)

SECTION A

Project Address: 1214 Kolle Avenue, South Pasadena, CA 91030
 Today's Date: 09.24.2014

← Provide complete address of subject property.

Owner's Name: Ellen Yang and George Yang
 Address: 11620 Acama Street
Los Angeles, CA 91604

← Please print complete name and address of property owner.

Telephone (business): 310.497.7539
 Telephone (home): n/a
 Fax: n/a
 E-Mail: ellenyyang@gmail.com, gcyang@aol.com

← Provide property owner's business and home telephone number, including area code and E-Mail Address.

Applicant's Name: Overhaul Architecture
 Address: 530 S. Lake Avenue, #380
Pasadena, CA 91101

← Provide applicant's name and address if not the same as the owner.

Telephone (business): 310.880.0830
 Fax: 888.780.3220
 E-mail: mary@overhaularchitecture.com

← Provide telephone number, if not same as address applicant.

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OCT 31 2014

CITY OF SOUTH PASADENA
 PLANNING AND BUILDING DEPT.

Proposed Project: Check all the boxes that best describe your project. If you check "Other", please specify.

| | | |
|---|--|---|
| <input type="checkbox"/> Single Family Dwelling | <input checked="" type="checkbox"/> Single Family Addition | <input checked="" type="checkbox"/> Single Family Exterior Alteration |
| <input type="checkbox"/> Other: | | |

Filing Fee: A filing fee is required for all design review applications. All fees are subject to change without notice. See current fee schedule for the following:

| | |
|--|--|
| Single Family Residence: | \$800.00 |
| Public Noticing Fee (Applies to all projects noted above): | \$220.00 (This fee does not include mailing labels; these are provided by the applicant.) |

DRB Application 1
 Revised: May 16 2012

G:\11 Applications & Schedules\DRB\DRB Application for Residential 05-16-12.doc

SECTION B: AREA CALCULATION

EXISTING LOT COVERAGE

| | | |
|--|--------|---------|
| Line 1 Size of Existing 1 st floor | 1235 | Sq. Ft. |
| Line 2 Size of Existing attached garage, balconies, porches, and decks | 315 | Sq. Ft. |
| Line 3 Size of Existing detached structures* | 0 | Sq. Ft. |
| Line 4 Total Square Footage of existing building footprint (add lines 1 through 3) | 1550 | Sq. Ft. |
| Line 5 Lot Size | 11,345 | Sq. Ft. |
| Divide line 4 by line 5 to calculate the Existing Lot Coverage: | 13.7 | % |

PROPOSED LOT COVERAGE

| | | |
|--|--------|---------|
| Line 6 Size of proposed 1 st floor addition | 1184 | Sq. Ft. |
| Line 7 Size of proposed addition to attached garage, balconies, porches, and decks | 424 | Sq. Ft. |
| Line 8 Size of proposed detached structures* | 0 | Sq. Ft. |
| Line 9 Total Square Footage of proposed additions (add lines 6 through 8) | 1608 | Sq. Ft. |
| Line 10 Lot Size | 11,345 | Sq. Ft. |
| Add lines 4 and 9; then divide by line 10 to calculate the Proposed Lot Coverage: | 14.2 | % |

EXISTING FLOOR AREA RATIO

| | | |
|--|--------|---------|
| Line 1 Size of Existing First Floor | 1235 | Sq. Ft. |
| Line 2 Size of Existing Second Floor | 0 | Sq. Ft. |
| Line 3 Size of Existing Third Floor | 0 | Sq. Ft. |
| Line 4 Size of Livable Area in Existing Basement | 0 | Sq. Ft. |
| Line 5 Total Square Footage of Existing Floor Area (add lines 1 through 4) | 1235 | Sq. Ft. |
| Line 6 Lot Size | 11,345 | Sq. Ft. |
| Divide line 5 by line 6 to calculate the Existing Floor Area Ratio: | 10.9 | % |

PROPOSED FLOOR AREA RATIO

| | | |
|--|--------|---------|
| Line 7 Size of First Floor Addition | 1184 | Sq. Ft. |
| Line 8 Size of Second Floor Addition | 994 | Sq. Ft. |
| Line 9 Size of Third Floor Addition | 0 | Sq. Ft. |
| Line 10 Size of Proposed Basement Addition | 0 | Sq. Ft. |
| Line 11 Total Square Footage of Proposed Additions (add lines 7 through 10) | 2178 | Sq. Ft. |
| Line 12 Lot Size | 11,345 | Sq. Ft. |
| Add lines 5 and 11; then divide by line 12 to calculate the Proposed Floor Area Ratio: | 19.2 | % |

SECTION C: HEIGHT & PARKING

| | | |
|--|----------------|-----|
| Maximum height of the <u>existing</u> structure, measured from the highest point of existing grade | 13'-7" or 13.6 | Ft. |
| Maximum height of the <u>proposed</u> structure, measured from the highest point of existing grade | 20'-9" or 20.8 | Ft. |
| Maximum height of the <u>existing</u> detached structure* | n/a | Ft. |
| Maximum height of the <u>proposed</u> detached structure* | n/a | Ft. |
| Number of existing covered parking spaces in a garage or carport | 1 | |
| Number of existing open spaces | 0 | |
| Number of proposed covered parking spaces in a garage or carport | 2 | |
| Number of proposed open spaces | 1 | |

* Detached Structures include: detached garages, gazebos, decks, covered patios etc.

SECTION D: DESIGN GUIDELINES

The City Council approved Resolutions 6979 and 6980 on April 23, 2008, which adopted the citywide residential design guidelines. The design guidelines communicate the City's expectations of high quality design. The Design Review Board will use them as a basis for its decision on your project. The guidelines may be found on-line at <http://www.ci.south-pasadena.ca.us/planning/design.html>.

Please check the box that best describes your project:

- Enhancing Existing Non-Historic Residences (See Residential Guidelines, page 51¹)
- New Single Family Home in Established Neighborhood (See Residential Guidelines, page 59¹)

SECTION E: ANALYSIS of DESIGN GUIDELINES

Use the City's Design Guidelines to address each design issue below, as it pertains to the proposed project. Each design issue must be addressed before this application can be deemed complete. If not applicable, write in "N/A" for a response, or explain why the design guidelines are not appropriate for the proposed project. Attach additional sheets if necessary.

Enhancing Existing Non-Historic Residences¹

1. Describe how the proposed project meets the design guidelines for roofs, porches, and balconies (See Residential Design Guidelines, page 54).

The existing residence has a simple gabled roof. The proposed project seeks to retain the northern part of this roof while utilizing a flat roof on the addition to the south.

This design strategy takes into consideration the neighboring residences to the north and south. The northern neighbor has a combination gable and shed roof and the neighbor to the south has flat roofs. The proposed front entry and upstairs balcony are well-integrated into the addition, using the main roof lines.

2. Describe how the proposed project meets the design guidelines related to architectural details, windows and doors, and façade treatments (See Residential Design Guidelines, page 55).

The existing residence uses wide wood siding to enhance the low, horizontal facade. The proposed project strives to maintain this aesthetic by maintaining the siding on the northern and western (front) portion of the remaining structure. The addition on the south will be stucco like its neighbor to the south and other homes in the area.

In order to integrate the existing materiality and linear quality into the addition, there will be simple wood detailing in trim to match existing and minimal window type.

3. Describe how the proposed project meets the design guidelines related to streetscape, site design, and additions (See Residential Design Guidelines, pages 56 to 58).

The proposed project will integrate well into the streetscape as nearly all neighboring homes are either two- or three-story homes. This addition will enhance the streetscape, fitting in more seamlessly with the neighborhood than in its current state. The proposed project will maintain its existing site design, also similar to nearby homes, with street-facing garage, modest entrance, and generous front setback. The massing and scale of the addition is proportionate to that of surrounding buildings.

New Single-Family Homes in Established Neighborhoods¹

1. Describe how the proposed project meets the design guidelines for neighborhood compatibility, and character (See Residential Design Guidelines, pages 61 to 63).

n/a

¹ "Spanish," "Mission," and "Mediterranean"-style new homes and substantial façade changes are subject to the "Mission and Spanish Colonial Revival" guidelines (as for historic homes), pages 12-13.

2. Describe how the proposed project meets the design guidelines for site planning and development and physical design components (See Residential Design Guidelines, pages 63 to 64).

n/a

3. Describe how the proposed project meets the design guidelines regarding physical design components such as scale/massing, height and roof form, window and door fenestration, exterior finishes (See Residential Design Guidelines, pages 65 to 71).

n/a

4. Describe how the proposed project meets the design guidelines regarding streetscape, landscape driveways, walkways, fences, walls, and gates (See Residential Design Guidelines, pages 71 to 73).

n/a

SECTION F: ARCHITECTURAL STYLE STATEMENT

Complete this section only if the project is a new house or a change in the architectural style of an existing house.

1. Identify the architectural style of your project (Example: Craftsman, Spanish, Ranch, etc.):

n/a

2. Describe the design features/architectural elements that are typical of this architectural style:

n/a

3. Explain how those features/elements (from item # 2) have been incorporated in to your project:

n/a

4. Which of the features/elements from item #2 have you not included in the project? List the reason/s for not doing so.

n/a

SECTION G: ADDITIONAL MATERIALS

All of the following materials are required for a complete application:

- **Application Form.** Must be signed by the property owner and the applicant (if the applicant is not the property owner)
- **Written Narrative.** Describe the proposed project in detail. Include the extent of the work, architectural style and exterior materials that will be used.
- **Mailing labels & Spreadsheet:** All projects reviewed by the Design Review Board (DRB) require public notification (the Planning department will mail notices prior to the DRB meeting). Mailing labels are required for this. The City strongly recommends that applicants utilize a mapping company to prepare the labels. A list of mapping companies is available from the Planning department; this is provided for informational purposes only; the City does not recommend or endorse any of these companies. Please provide:

One (1) set of address labels (on an 8-1/2" x 11" sheet of adhesive labels) and one (1) photocopy of the labels. The labels must list both the property owners and occupants (if not owner occupied) of every parcel which falls within a 300' radius (100' for signs) of the project site (as measured from the corners of the subject parcel). Note: Labels for occupants do not need to include the occupant's name because this information is usually not available; these can simply state "Occupant, 3333 XYZ Street..." If possible, the labels should be cross-referenced to the radius map (by numbering each parcel or listing the Assessor's Parcel Number on each label).

A radius map, which identifies all parcels falling within a 300' radius (100' for signs) of the project site.

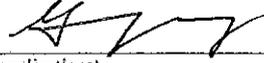
One Compact Disk (CD) that contains an electronic spreadsheet on Microsoft Excel listing the following information in separate columns: a) Property Owner, b) Occupant, c) Property Owner Address, d) Occupant Address [including Unit Number]. * *Planning Staff will use the spreadsheet to perform a mail merge with Microsoft Word.*

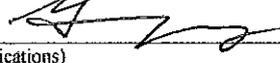
A notarized declaration (the Planning department will provide this) from the company/individual that prepared the mailing labels stating the source of the property information how recently this was updated.

- **Photographs.** One set of (approx) 4"x 6" color photographs showing all existing elevations of the subject property and front elevations of neighboring properties. The photographs should show all street views on both sides of the subject property to adequately portray the appearance of the immediate neighborhood. Photos should be printed on 8 1/2" x 11" sheets (two per page is a good size), and must be labeled with street addresses and referenced to a photo key (a reduced site map). Photo keys do not need to be drawn to scale, but must indicate approximate locations of where the photos were taken and the direction of each shot. Photo keys must also have a north arrow and the subject property address.
- **Plans:** One (1) full set of plans is required at the time the application is submitted. Upon determining the completeness of the application, Staff will notify the applicant, and he/she will be required to submit six (6) full sets of plans to the Planning Department. All site plans must be drawn at a minimum scale of 1/8" and elevations at 1/4". Submitted plans must be folded accordion style to a size of 8 1/2" x 11" or less with the title block showing. The plans shall include, and may not be limited to

the following: site plan, demolition plan, elevations, roof plan, window and door schedule, and building sections. A detailed checklist of specific requirements is available for the project architect/project designer's use.

I HEREBY CERTIFY that I am the owner of the property/applicant which is the subject of this application for a Design Review, that this application is full and complete, and I have read and understand the City's Design Guidelines.

Owner's Signature:  10/31/14 Date:
(Signature is required for all applications)

Applicant's Signature:  10/31/14 Date:
(Signature is required for all applications)

ATTACHMENT 4
Project Plans
(Includes Photos, Sheet A-3.3)

PLANNING COMMISSION STAFF REPORT

Anthony R. George, Chair
Kristin Morrish, Vice-Chair
Evan Davis, Commissioner
Steven Friedman, Commissioner
Steven Dahl, Commissioner

David G. Watkins, AICP, Director
Holly O. Whatley, Assistant City Attorney

AGENDA DATE: December 15, 2014

TO: Chair and Members of the Planning Commission

VIA: David G. Watkins, AICP, Director of Planning and Building 

FROM: John Mayer, Senior Planner 

SUBJECT: Conditional Use Permit Review (Child Care Facility)
Project No. 1657-CUP
1515 Garfield Avenue, Oneonta Congregational Church Complex

APPLICANT: DEBBIE RUDMAN (KIDS KLUB CHILD DEVELOPMENT CENTERS)

REQUESTED ACTION: REVIEW RESULTS OF A TRAFFIC REPORT INDICATING THAT THE KIDS KLUB CHILD CARE FACILITY HAS NOT IMPACTED TRAFFIC IN THE VICINITY

RECOMMENDATION: REVIEW AND FILE THIS REPORT

REFERENCES

GENERAL PLAN: COMMUNITY FACILITIES

ZONING: COMMUNITY FACILITIES (C-F) ZONE

CODE SECTIONS: 36.350.080, 36.310.040 (Table 3-6), and 36.360.100

CEQA: THE PLANNING COMMISSION PREVIOUSLY ADOPTED A NEGATIVE DECLARATION FOR THE PROJECT

BACKGROUND

On January 27, 2014, Kids Klub Child Development Centers obtained approval for a Conditional Use Permit (CUP) to operate a child care facility for school-aged children who are in kindergarten through the ninth grade. The program offers extracurricular activities from 7:30 – 9:00 AM and from 4:30 - 6:00 PM on weekdays. Maximum number of students in the before and after school program are limited to 70 children. The program also offers winter, spring, and summer camp for children when regular school is not in session. Maximum number of students expected for those camps is 120 children. The child care operation takes place in the “Whitmore Youth Room,” which is a 1,570 square foot room at the Oneonta Congregational Church at 1515 Garfield Avenue. The original approval also allowed the use of a 576 square foot modular building; however, Kids Klub relocated that portion of the facility to a 1,378 square foot “Oakview Room” which is further away from neighbors who raised concerns about noise.

On August 7, 2014, the Planning Commission approved a request by Kids Klub to use the Oakview Room through a Conditional Use Permit Modification. This provided an opportunity for the Commission to affirm its original decision about the daycare with a higher level of analysis with the California Environmental Quality Act (CEQA). The original decision was based on a Categorical Exemption. This is an exemption that CEQA allows where there are minor interior alterations to existing structures. At the August 7 meeting, the Planning Commission adopted a Negative Declaration for the day care facility, which was based on a traffic impact analysis. According to the traffic impact report from June 5, 2014, the Kids Klub would not be required to provide any traffic mitigation measures upon the adjacent roadway system.

Traffic Concerns

Vehicular traffic for the child care facility enters from Oak Street onto a private one-way road through the 4.3 acre church site. Parents/guardians can either park and walk their children to the center, or drop off their children with a “drive-thru” attendant. Two attendants are positioned 245 feet in from Oak Street and they are responsible for the child’s safety between the idling vehicle and the child care facility. This roadway is 20 feet wide and allows adequate room for passing cars to maneuver around the idling cars at the drop off area. Vehicles exit the site on to Garfield Avenue to the east.

At the January 27 meeting, local residents said that traffic was already congested and that the new day care center would make the situation worse. The Planning Commission imposed a condition of approval that requires a second review of this CUP three months after the business start date to evaluate the traffic impacts.

Traffic Impact Analysis

On Thursday, June 5, 2014, Minagar & Associates, Inc. (MAI) conducted a traffic impact analysis to identify the “existing” traffic conditions before Kids Club opened. This data would be compared with the results of a second study three months after the business start date. In June, traffic engineers evaluated the existing capacity of four un-signalized intersections,

including three project driveways and one two-way stop controlled intersections within the City limits.

According to MAI's traffic model, the "Existing Plus Project" conditions show that each of the four studied intersections would continue to operate at its pre-project Level of Service (LOS¹), and that the daycare use would not generate any significant traffic impacts to adjacent intersections during the weekday AM and PM peak hours.

ANALYSIS

On Wednesday, November 19, 2014, MAI conducted an "after" study to identify any changes in the traffic conditions, and validate that the project has not significantly impacted the adjacent street system. The follow-up traffic counts were compared against the "before" conditions of June 5, 2014, as well as the traffic model's anticipated traffic conditions with the Kids Klub project. MAI's November analysis found that the Kids Klub's actual inbound/outbound traffic volumes are significantly lower than what was originally predicted in the traffic model. Actual project trips were 63% less than expected during the AM peak hour (27 trips, as opposed to 73), and 17% less than expected during the PM peak hour (59 trips, as opposed to 71). Please see Attachment 2, Table AS-1, on page 5 which summarizes these comparative trip generation findings.

The second major finding from the "after" study was that north/south bound traffic on Garfield Avenue passing through Oak Street was significantly higher in November than in June 2014. Northbound and southbound through-traffic movements were on average +30% higher during the AM and PM peak hours (about +215 vehicles per direction) in the month of November. The cause of the apparent traffic volume increase is unknown. However, that increase is not attributed to the Kids Klub because the June 2014 traffic model predicted more Kids Klub traffic with no changes to the LOS.

LEGAL REVIEW

The Assistant City Attorney has reviewed the staff report.

CONCLUSION

Given the findings of the traffic analysis, and that the Kids Klub is not creating traffic impacts, staff recommends that the Planning Commission receive and file this report.

ALTERNATIVES

In addition to Staff's recommendation, the following alternatives are offered for the Planning Commission's consideration:

1. Identify other issues of concerns with the project. Direct Staff to conduct a review, and report back at a future Commission meeting.

¹ LOS is a measure by which engineers determine the quality of traffic flow on the transportation infrastructure.

Planning Commission Staff Report
1515 Garfield Avenue (Review of Conditional Use Permit)
December 15, 2014
- 4 -

Attachments

1. P.C. Resolution No. 14-19, Including Conditions of Approval
2. Minagar & Associates, Inc Traffic Impact Analysis, November 2014.
3. Negative Declaration, August 2014

ATTACHMENT 1
P.C. Resolution No. 14-19,
Including Conditions of Approval

P.C. RESOLUTION NO. 14-19

A RESOLUTION OF THE PLANNING COMMISSION OF
THE CITY OF SOUTH PASADENA APPROVING A
CONDITIONAL USE PERMIT MODIFICATION (PROJECT
NO. 1657-CUP-MOD) TO RELOCATE AN APPROVED
CHILD CARE USE FROM A 576 SQUARE FOOT MODULAR
BUILDING AT THE NORTH END TO A 1,378 SQUARE
FOOT ROOM TOWARDS THE SOUTH END OF THE 4.3
ACRE ONEONTA CONGREGATIONAL CHURCH
COMPLEX AT 1515 GARFIELD AVENUE

WHEREAS, on October 30, 2013, the applicant, Debby Rudman of Kids Klub Child Development Centers, submitted an application for a Conditional Use Permit (Project No. 1657-CUP) to the Planning and Building Department to operate a child care facility for school-aged children who are in kindergarten through the ninth grade; and

WHEREAS, on January 27, 2014, the South Pasadena Planning Commission adopted P.C. Resolution No. 14-02, which approved a day care facility that involves extracurricular activities from 7:30 am to 9:00 am and from 4:30 pm to 6:00 pm on weekdays. The maximum number of students in the before and after school program would be 70 children. The program would also offer winter, spring, and summer camp for children when regular school is not in session. The maximum number of students expected for those camps is 120 children. The child care operation would take place in the "Whitmore Youth Room," which is a 1,550 square foot room and a 576 square foot modular building on the grounds of the Oneonta Congregational Church at 1515 Garfield Avenue (the "Original Project"); and

WHEREAS, on June 27, 2014, Debbie Rudman of Kids Klub Child Development Centers submitted a request to modify the Original Project to relocate the approved day care activities from the 576 square foot modular building to a 1,378 square foot "Oakview Room." The anticipated number of students and staff would remain the same (the "Modified Project"); and

WHEREAS, on June 30, 2014, the application for the Modified Project was deemed complete; and

WHEREAS, pursuant to the provisions of the California Environmental Quality Act, Public Resources Code Section 21000 *et seq.* ("CEQA"), and the State's CEQA Guidelines, staff conducted an Initial Study and determined that the Modified Project would not have a significant impact on the environment, so a Negative Declaration was prepared; and

WHEREAS, after notices issued pursuant to the requirements of South Pasadena Municipal Code, the Planning Commission held a duly noticed public hearing on July 28, 2014, at which time all interested parties were given the opportunity to be heard and present evidence. At the July 28 meeting, the Planning Commission continued this matter to August 7, 2014, at which time all interested parties were given the opportunity to be heard and present evidence, and the public hearing was concluded.

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF SOUTH PASADENA DOES HEREBY FIND, DETERMINE, AND RESOLVE AS FOLLOWS:

SECTION 1: Pursuant to the provisions of the California Environmental Quality Act, Public Resources Code Section 21000 *et seq.* ("CEQA"), and the State's CEQA Guidelines, the Planning Commission finds that the Modified Project will not have a significant effect on the environment and hereby adopts the attached Negative Declaration (Exhibit "A").

SECTION 2: The Commission finds that the Modified Project is consistent with all six applicable findings to grant a Conditional Use Permit pursuant to South Pasadena Municipal Code Section 36.410.060, as follows:

- 1. The proposed use is allowed with Conditional Use Permit approval within the applicable zoning district and complies with all applicable provisions of the Zoning Code.**

The approved use is a child care facility for school-aged children in kindergarten through the ninth grade. It is located within a Community Facilities zoning district. The Modified Project involves relocating from the 576 square foot modular building to a 1,378 square foot "Oakview Room," which is further south of the modular building. The anticipated number of students and staff will remain the same. Child day care facilities are not listed as a permitted or a conditionally permitted land use for the Community Facilities (C-F) Zone. However, the activities of the proposed child care facility are parallel to those of a private school, which is a conditionally permitted use in the C-F Zone. The Modified Project complies with all applicable provisions of the Zoning Code with respect to specific land use standards for child day care centers and parking requirements.

- 2. The proposed use is consistent with the General Plan and any applicable Specific Plan.**

The approved day care use is consistent with the provisions of the General Plan's Open Space and Conservation Element, which acknowledges the need for a variety of programs that maximize the City's recreational and educational opportunities. An important goal of the General Plan is to offer children in the community with enough quality programming to keep them interested in positive activities. The Modified Project involves relocating day care operations from the 576 square foot modular building to a 1,378 square foot "Oakview Room." This modification will not conflict with the General Plan and any Specific Plan. The anticipated number of students and staff will remain the same. The subject property is designated for Community Facilities. The 4.3 acre site offers an opportunity for an efficient joint-use of the site that allows day care services during the week and religious services on the weekends. The General Plan's Economic Development and Revitalization Element calls for high standards with regard to the City's community facilities, noting that there is an interdependence among economic development and the overall quality of life in South Pasadena.

3. **The establishment, maintenance, or operation of the use would not, under the circumstances of the particular case, be detrimental to the health, safety, or general welfare of persons residing or working in the neighborhood of the proposed use.**

This particular case involves a modification to an approved child care facility on a 4.3 acre church site in a residential neighborhood. The modification involves relocating day care activity from the 576 square foot modular building to a 1,378 square foot "Oakview Room," which is further south of the modular building. The anticipated number of students and staff will remain the same. The applicant will use two outdoor activity areas that are located at the south end of the site surrounded by buildings, adjacent to Oak Street. This modification will reduce the potential for noise at the northern end of the subject site.

There are 96 parking spaces and roadways that provide adequate vehicular circulation. The approved CUP would limit the operational hours to 7:30 AM to 6:00 PM, Monday through Friday when the church grounds are underutilized. The approved CUP would limit the number of children for the before and after program to 70 children, and 120 children for the camps when regular school is not in session. The applicant has plans to implement procedures for safe pick up and drop off of children; there will be no pick up or drop off areas near major streets.

As such, the establishment, maintenance and operation of the Modified Project would not be detrimental to the health, safety or general welfare of persons working or residing in the neighborhood.

4. **The use, as described and conditionally approved, would not be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the City.**

The approved child care facility will operate between the hours to 7:30 AM to 6:00 PM, Monday through Friday when the church grounds are underutilized. The applicant has plans to implement procedures for safe pick up and drop off of children; there will be no pick up or drop off areas near major streets. Outdoor activities will be confined to open spaces where there are walls and buildings to reduce the effects of noise in the neighborhood. The Modified Project does not involve any construction to the outside of buildings. All construction work would be limited to interior improvements to the Whitmore Room and Oakview Room on the church site.

Based on the results of a traffic analysis, the day care center will not be required to provide any traffic mitigation measures to the adjacent roadway system. In order to ensure that the day care operations will not impact the traffic conditions, the City's traffic consultant will conduct a second study after the day care opens in order to evaluate whether it causes a significant change to the traffic conditions.

5. **The subject site is adequate in terms of size, shape, topography, and circumstances and has sufficient access to streets and highways which are adequate in width and pavement type to carry the quantity and quality of traffic expected to be generated by the proposed use.**

The subject site is 4.37 acres of gently sloping land that is developed with church buildings, roadways, and parking lots. The site is adequate in size, shape, and circumstances for the approved child care facility and its necessary pick up/drop off area

and parking. The site is located at the northeast corner of Garfield Avenue and Oak Street. Vehicular traffic for the approved child care facility will enter from Oak Street onto a private one-way road through the church site. Vehicles exit the site on to Garfield Avenue to the east. The General Plan's Circulation and Accessibility Element classifies Oak Street as a collector street, which is intended to carry traffic between residential neighborhoods and the arterial street network. Garfield Avenue is classified as a minor arterial, which moves vehicles within the City and serves adjacent commercial land uses. As such, the subject site is adequate in terms of size, topography and circumstances and has sufficient access to streets and highways adequate to accommodate the traffic generated by the Modified Project, which does not modify these arrangements.

6. **The design, location, operating characteristics, and size of the proposed use would be compatible with the existing and future land uses in the vicinity, in terms of aesthetics, character, scale, and views protection.**

This particular case involves a modification to an approved day care facility on a 4.3 acre church complex in a residential neighborhood within existing buildings and open spaces in a park-like setting. The Modified Project does not involve any construction to the outside of buildings. All construction work would be limited to interior improvements to the Whitmore Room and Oakview Room on the church site. Any proposals for signs would require an approval from the City's Cultural Heritage Commission to ensure compatibility in terms of aesthetics.

SECTION 3: For the foregoing reasons and based on the information and findings included in the Staff Report, and provided during the public hearing, the Planning Commission of the City of South Pasadena hereby approves the application for Conditional Use Permit Modification (Project No. 1657-CUP-MOD) related to the Modified Project at 1515 Garfield Avenue.

SECTION 4: Any interested person may appeal this decision or any portion of this decision to the City Council. Pursuant to the South Pasadena Municipal Code, any such appeal must be filed with the City, in writing, and with the appropriate appeal fee, no later than fifteen (15) days, following the date of the Planning Commission's final action.

SECTION 5: The Secretary shall certify that the foregoing Resolution was adopted by the Planning Commission of the City of South Pasadena at a duly noticed regular meeting held on the 7th day of August 2014.

-SIGNATURES TO FOLLOW ON THE NEXT PAGE-

PASSED, APPROVED, AND ADOPTED this 7th day of August 2014, by the following vote:

AYES: DAVIS, DAHL, GEORGE & MORRISH

NOES: NONE

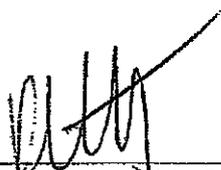
ABSENT: FRIEDMAN

ABSTAIN: NONE



Anthony R. George, Chair

ATTEST:



Kristin Morrish, Vice-Chair

EXHIBIT "A"
CONDITIONS OF APPROVAL
CONDITIONAL USE PERMIT FOR CHILD CARE FACILITY
1515 GARFIELD AVENUE (PROJECT NO. 1657-CUP)

DEPARTMENT OF PLANNING AND BUILDING CONDITIONS

Planning Division

Project Conditions:

1. The approval of this Conditional Use Permit modification will allow a child care facility within an existing 1,570 square foot "Whitmore Room" and the 1,378 square foot "Oakview Room". The 576 square foot modular building and the open space around it at the north end of the Oneonta Congregational Church complex at 1515 Garfield Avenue may not be used for day care use. The Child care facility is limited to a accommodating a maximum of 120 children. The hours of operation are limited to the hours of 7:30AM to 6:00PM, Monday through Friday. No child care services may be offered outside those time frames.
2. The applicant must obtain all appropriate licenses from County and State agencies charged with regulating the operation of child care centers prior to obtaining occupancy clearance.
3. A three month review of the Conditional Use Permit is required after the business start date of August 21, 2014 to evaluate parking, traffic conditions and to determine whether the conditions of approval have been adhered to. It will be determined if additional conditions are needed.

Standard Conditions:

4. Approval by the Planning Commission does not constitute a building permit or authorization to begin any construction. An appropriate permit issued by the South Pasadena Building Division must be obtained prior to construction, enlargement, relocation, conversion or demolition of any building or structure on the property involved with this Conditional Use Permit.
5. All other requirements of any law, ordinance, or regulation of the State of California, City of South Pasadena, and any other government entity shall be complied with.
6. This Conditional Use Permit is granted for the land and land use as described in the application and any attachments thereto, as shown in the application materials submitted to and approved by the Planning Commission.
7. This Conditional Use Permit and all rights hereunder shall terminate within twelve (12) months of the effective date of the Conditional Use Permit unless otherwise conditioned and/or unless the use approved under the Conditional Use Permit is commenced or an extension is granted based on a written request submitted to the Planning and Building Department prior to the expiration of the twelve month (12) period pursuant to Section

- 36.420 of the South Pasadena Municipal Code.
8. Compliance with and execution of all conditions listed herein shall be necessary prior to obtaining any occupancy inspection clearance and/or prior to obtaining any occupancy clearance.
 9. The applicant and each successor in interest to the property which is the subject of this project approval, shall defend, indemnify and hold harmless the City of South Pasadena and its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void or annul any approval of the City, City Council or City Planning Commission concerning this use.
 10. All construction areas shall be kept free of loose materials resembling trash and debris in excess of that material used for immediate construction purposes. Such excess may include, but is not limited to: the accumulation of debris, garbage, lumber, scrap metal, concrete, asphalt, piles of earth, salvage materials, abandoned or discarded furniture, appliances or other household fixtures.
 11. The hours of construction shall be limited to 8:00 a.m. to 7:00 p.m., Monday through Saturday and 10:00 a.m. to 7:00 p.m. on Sunday.

Building and Safety Division Conditions:

Project Conditions

12. All tables, chairs, easels and other equipment and facilities shall not be permanently affixed; these shall be movable at all times.
13. Any tenant improvements require separate review and approval.
14. Separate plan submittal and approval by the City Fire Department is required prior to issuance of the building permit.
15. South Coast Air Quality Management District must be contacted prior to any demolition or renovation. Call (909) 396-2000 for further information. Failure to comply with the provisions of Rule 1403 may result in a penalty of up to \$25,000 per day.
16. The current governing code is 2014 Los Angeles County Building Code.
17. Outdoor areas accessible to and usable by the building occupants shall be provided with means of egress as required by the code.

FIRE DEPARTMENT CONDITIONS

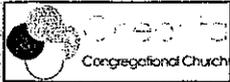
Project Conditions:

18. Portable fire extinguishers shall be installed per NFPA 10.

Standard Conditions:

19. Project construction for Tenant Improvements shall be in accordance with all applicable standards of the California Building Code and Uniform Fire Code
20. During the time of construction, no mechanical equipment or trucks shall be located within 3'-0" of a fire hydrant except as otherwise or approved.

ATTACHMENT 2
Minagar & Associates, Inc
Traffic Impact Analysis, November 2014.



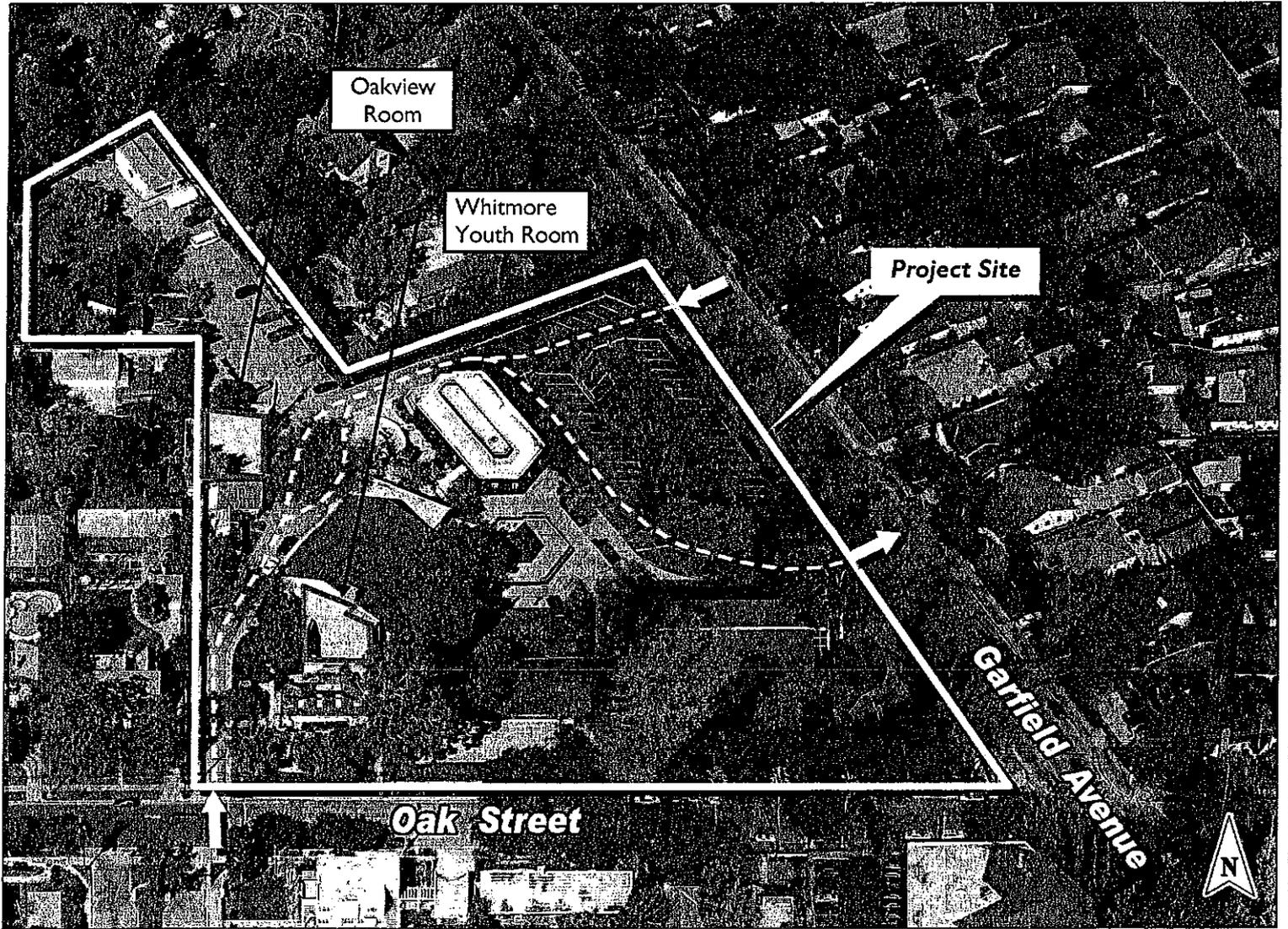
Technical Memorandum

"After Study" Focused Traffic Impact Analysis

for the

Kids Klub Child Care Facility at

Oneonta Congregational Church – South Pasadena, CA



PREPARED FOR:

CITY OF SOUTH PASADENA
 Public Works Department
 1414 Mission Street
 South Pasadena, CA 91030-3298



PREPARED BY:

MINAGAR & ASSOCIATES, INC.
 Traffic Engineering – ITS – Transportation Planning – CEM
 18662 MacArthur Blvd., Suite 435
 Airport Business Center, Irvine, CA 92612
 Tel: (949)727-3399 • Fax: (949)727-4418
 Web: www.minagarinc.com • E-mail: n1771@minagarinc.com



21 Years of Excellence



ITEM 5

December 5, 2014



EXECUTIVE SUMMARY

The purpose of this memorandum is to update the City Council on the traffic conditions in the immediate area of the Kids Klub Child Care Center (KKCCC) project. Prior to the opening of the KKCCC project, Minagar & Associates, Inc. (MAI) conducted a focused traffic impact analysis evaluating the potential for the project to significantly impact the existing traffic operations on the surrounding streets. The analysis included a level of service and incremental impact analysis of the three access driveways on Garfield Avenue and Oak Street, and at the unsignalized intersection of Garfield Avenue and Oak Street. This "before" study concluded that each of the four study intersections would not be significantly impacted by the project during the peak hours.

In November 2014, slightly over three months after the opening of the Kids Klub day care, MAI conducted an "after" study to identify any changes in the traffic conditions and validate that the project has not significantly impacted the adjacent street system. The follow-up traffic counts were compared against the "before" conditions, as well as the anticipated traffic conditions with the addition of the project. This analysis found that the project's actual inbound/outbound traffic volumes are significantly lower than what was originally predicted. Actual project trips were 63% less than expected during the AM peak hour (27 trips, as opposed to 73), and 17% less than expected during the PM peak hour (59 trips, as opposed to 71). *Table AS-1* summarizes these comparative trip generation findings.

It could be reasoned that the nationally accepted ITE trip rates are conservative with respect to the KKCCC's operations, and that the initial Traffic Impact Analysis conducted by MAI overstates the amount of traffic the project produces. On the other hand, it is also not known whether the facility was in full operation at the time of the counts, and it could alternatively be argued that the observed project driveway traffic does not reflect the absolute worst-case trip generation potential of the project. However, since the "after" study traffic counts were conducted a full three months following the opening of the project, and during typical school days and times, it was assumed that the recent traffic volume counts do appropriately represent the site's normal peak hour operations for purposes of the traffic analysis.

The second major finding from the "after" study was that north/south traffic on Garfield Avenue passing through Oak Street was significantly higher in November than in June 2014. Northbound and southbound through-traffic movements were on average +30% higher during the AM and PM peak hours (about +215 vehicles per direction) in the month of November. The cause of the apparent traffic volume increase is unknown;



however, based on the driveway volume counts the increase is not directly the result of project site traffic. Rather, the higher volumes are likely attributable to other external factors such as seasonal traffic changes, nearby schools, or potential traffic diversions to Garfield Avenue from nearby construction activity.

The negative ramification of the higher traffic volumes at the intersection of Garfield Avenue and Oak Street is that the baseline AM and PM peak hour conditions are now estimated to be at level of service (LOS) "F".

Since the aforementioned impacts are not caused by the subject project's resultant traffic, Minagar & Associates, Inc. has not proposed for any mitigation measures to be implemented by the project sponsor/applicant.

INTRODUCTION

This report presents the results of an "after study" which meets the requirements of the City of South Pasadena to conduct a follow-up evaluation following the opening of the approval Kids Klub Child Care Center (KKCCC) Project. The applicant, *Kids Klub Child Development Centers*, was granted conditional approval by the City to modify an approved weekday child care facility for school-aged children grades K through 9.

The KKCCC Project is located at Oneonta Congregational Church at 1515 Garfield Avenue, at the northwest corner of Garfield Avenue and Oak Street in the City of South Pasadena. The day care center has Monday through Friday operations and runs from 7:30am to 9:00am in the morning, and 4:30pm to 6:00pm in the afternoon. The maximum number of students entitled to be enrolled in the day care is 70 children during the regular school year and 120 children during seasonal school breaks.

Based on the results of the initial focused traffic impact analysis and June 2014 traffic conditions, it was determined that the day care center would not add a significant amount of peak hour trips to the adjacent roadway system and would therefore not be required to provide any off-site traffic mitigation measures. Nevertheless, due to apparent concerns from local residents over the impact of the project on adjacent traffic conditions, the City of South Pasadena Planning Division included the following Condition of Approval (Item No. 3) to verify that the day care operations do not significantly impact local traffic conditions:

"A three month review of the Conditional Use Permit required after the business start date of August 21, 2014 to evaluate parking, traffic conditions and to



determine whether the conditions of approval have been adhered to. It will be determined if additional conditions are needed."

The City of South Pasadena therefore requested Minagar & Associates, Inc. (MAI) to conduct a follow-up "after" study while the KKCCC was open to identify any differences three months after the business start date, and evaluate whether it causes a significant change to the traffic conditions. MAI staff re-visited the project site on the following dates to confirm "after conditions" in relation to existing traffic and parking:

- Tuesday, 11/18/14
- Wednesday, 11/19/14
- Thursday, 11/20/14

The site visit included a re-count of intersection turning movement pedestrian and vehicle traffic volumes at the intersections of Garfield Avenue and Oak Street, Oak Street and Camden Parkway (south Project driveway), and the two easterly project access driveways on Garfield Avenue. Surrounding land uses include the South Pasadena-San Marino YMCA indoor/outdoor recreational facility at the southwest corner of Garfield Avenue and Oak Street, and single-family homes to the north, east and west of the project site. November 2014 (after) traffic volumes were compared with the June 2014 (before) volumes to determine the actual inbound and outbound peak hour trips generated by the KKCCC project, and to identify any other differences in traffic conditions three months after the project opening.

The findings of this analysis reveal that the actual AM and PM peak hour trips generated by the project are significantly lower than those expected in the initial traffic impact study. Based on applicable "Day Care Center" trip generation rates published by the Institute of Transportation Engineers (ITE), the project was originally expected to generate a maximum of 73 AM peak hour inbound/outbound trips, and 71 PM peak hour inbound/outbound trips. The post evaluation shows that the project site has generated only an additional 27 AM peak hour trips (63% less than expected), and 59 PM peak hour trips (17% less than expected). **Table AS-1** summarizes the differences in the expected trip generation versus the actual project trip generation verified from the "after study" field visit.



TABLE AS-1
Project Trip Generation — Estimated ("Before") vs. Actual ("After")

| Project Trip Generation (Employee-Based): Estimated vs. Actual | | | | | |
|--|-----------|--------------------|-------------------------|------------|------------|
| Land Use | Peak Hour | Condition | Weekday Trip Generation | | |
| | | | Total | In | Out |
| Kids Klub Child Care Center (15 employees) | AM | Before (estimated) | 73 | 39 | 34 |
| | | After (actual) | 27 | 21 | 6 |
| | | Difference (%) | -46 (-63%) | -18 (-46%) | -28 (-82%) |
| | PM | Before (estimated) | 71 | 33 | 38 |
| | | After (actual) | 59 | 46 | 13 |
| | | Difference (%) | -12 (-17%) | +13 (+39%) | -25 (-66%) |

^[1] Source: Institute of Transportation Engineers (ITE) *Trip Generation*, 9th Ed.
 AM Peak Hour Trip Rate: 4.85 trips/employee (53% in, 47% out)
 PM Peak Hour Trip Rate: 4.73 trips/employee (47% in, 53% out)

The differences in AM and PM peak hour traffic volumes between the "before" and "after" conditions are shown on **Figure AS-1**. As expected, each of the four study intersections experienced slight variations in traffic volume, which included both minor increases and decreases on certain lane movements. A notable increase in northbound and southbound through traffic on Garfield Avenue at Oak Street was identified during the AM and PM peak hours, as described below in **Table AS-2**.

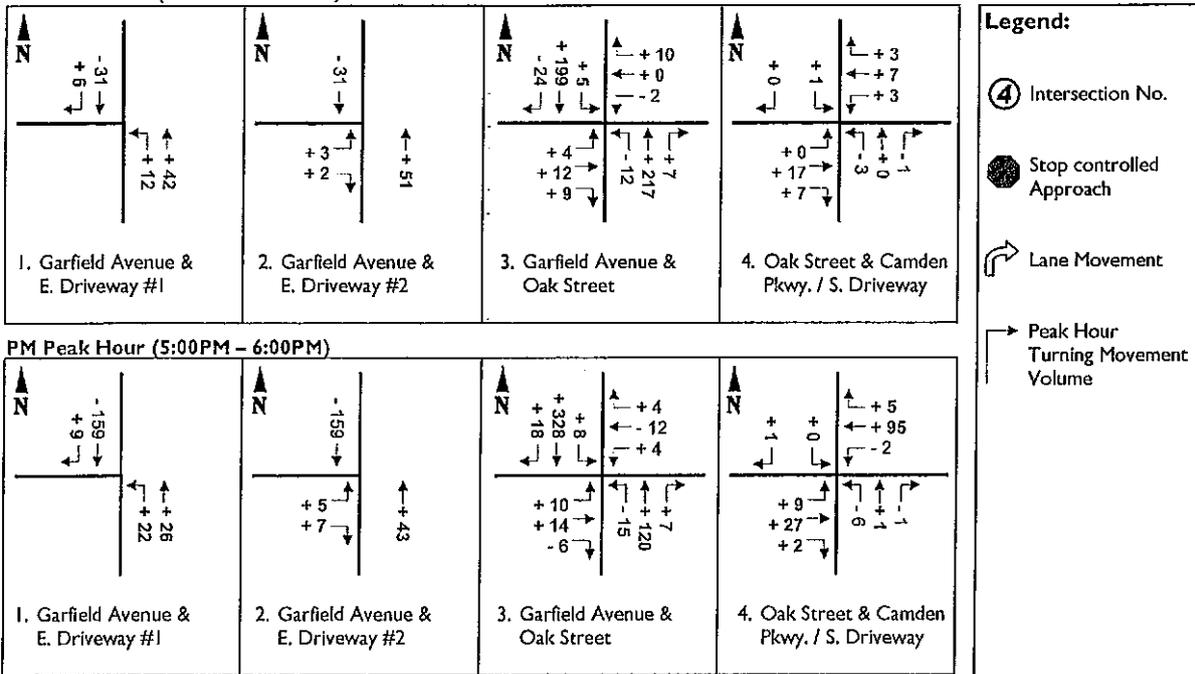
Trip Distribution Comparison

A comparison of "before" (assumed) and "after" (observed) trip distribution patterns at the project driveways shows that the circulation of site traffic has not changed in relation to conditions before the opening of the KKCCC. While the project site plan shows that driveway traffic will both enter and exit from the northeast driveway on Garfield Avenue, the recent November 2014 traffic counts reveal that motorists still use this driveway only as an entrance to the site.

MAI field staff verified that the current driveway signage reinforces this uni-directional circulation by displaying "One Way Do Not Enter" and "Exit Only" signs to prevent traffic from exiting the parking lot via the northeast driveway and from entering the site via the southeast driveway. As the level of service (LOS) at these two driveways is LOS "A", the discrepancies between how the driveways on Garfield Avenue are actually being



AM Peak Hour (7:45AM - 8:45AM)





used versus the submitted circulation plan are insignificant. However, for the City's record the applicant should submit an updated plan that reflects the site's actual implemented signing and striping plan.

TABLE AS-2
Change in NB/SB Through Traffic Volumes
on Garfield Avenue at Oak Street

Northbound Through (NBT) Traffic

| AM Peak Hour | | PM Peak Hour | |
|--------------|--------------|--------------|--------------|
| Before | 868 | Before | 880 |
| After | 1,085 | After | 1,000 |
| Change | +217 +25% | Change | +120 +14% |

Southbound Through (SBT)

| AM Peak Hour | | PM Peak Hour | |
|--------------|--------------|--------------|--------------|
| Before | 376 | Before | 727 |
| After | 575 | After | 1,055 |
| Change | +199 +53% | Change | +328 +45% |

Combined NB/SB Through Directions

| AM Peak Hour | | PM Peak Hour | |
|--------------|--------------|--------------|--------------|
| Before | 1,244 | Before | 1,607 |
| After | 1,660 | After | 2,055 |
| Change | +416 +33% | Change | +448 +28% |

Comparative Analysis of LOS and Significant Impacts

Minagar & Associates, Inc. re-evaluated the study intersections to identify any peak hour operational changes in the traffic conditions following the opening of the KKCCC Project. Since the City of South Pasadena does not have a formally-adopted significant impact threshold range, the thresholds adopted by the neighboring City of San Marino were used to evaluate the traffic impacts. As part of this guideline, a significant traffic impact is defined where the project's peak hour trips result in a minimum increase of two seconds of delay per vehicle, causes an intersection to degrade to an LOS "F" condition, or worsens a pre-existing LOS "F" condition.



The findings of the "before" traffic impact analysis show that under the Existing Year (June 2014) conditions, each intersection operates at an acceptable LOS "A" throughout the day, with the exception of Garfield Avenue and Oak Street which operates under LOS "E" conditions during the PM peak hour. An analysis of "Existing (June 2014) Plus Project" conditions estimated that the addition of project traffic would increase traffic delays at each intersection by varying amounts and would not result in a significant impact, with the worst intersection of Garfield Avenue at Oak Street expected to continue operating at LOS "E".

The findings of the "after" traffic impact analysis validate the conclusion that all three project driveways on Garfield Avenue and Oak Street operate under acceptable LOS "A" conditions with the addition of the project. The intersection of Garfield Avenue at Oak Street, however, shows a significant increase in northbound and southbound through traffic, which has caused the intersection to degrade to LOS "F" conditions during the AM and PM peak hours. Since the reasons for this apparent increase in local NB/SB through traffic on Garfield Avenue are unclear, the result of the increased background traffic is not a condition in which the added KKCCC project trips do cause a significant impact at the intersection of Garfield Avenue and Oak Street. It is therefore concluded that the project sponsor does not to implement any mitigation measures. **Table AS-3** summarizes the comparative results of the "before" and "after" intersection LOS analyses.



TABLE AS-3
Comparative LOS and Project Impacts Analysis: "Before" vs. "After"

| BEFORE (June 2014) Study Intersection | | | Level of Service and Delay (sec/veh) | | |
|---|---------|-----------|--------------------------------------|-----------------------------------|---------------------------|
| | | | Existing Year 2014 | | |
| Location | Control | Peak Hour | Existing Conditions June 2014 | Existing Plus Project (Estimated) | Estimated Project Impact |
| (1) Garfield Avenue at E. Driveway #1 | Two-way | AM PM | A (0.0) A (0.0) | A (0.6) A (1.1) | +0.6 +1.1 No Impact |
| (2) Garfield Avenue at E. Driveway #2 | Two-way | AM PM | A (0.1) A (0.0) | A (0.2) A (0.3) | +0.1 +0.3 No Impact |
| (3) Garfield Avenue at Oak Street | Two-way | AM PM | A (7.2) E (37.0) | A (7.6) A (46.5) | +0.4 +9.5 No Impact |
| (4) Oak Street at Camden Parkway / S. Driveway | Two-way | AM PM | A (1.8) A (1.5) | A (2.4) A (1.8) | +0.6 +0.3 No Impact |

| AFTER (November 2014) Study Intersection | | | Level of Service and Delay (sec/veh) | | |
|--|---------|-----------|--------------------------------------|-------------------------------------|---------------------------|
| | | | Existing Year 2014 | | |
| Location | Control | Peak Hour | Existing Without Project | Existing With Project November 2014 | Actual Project Impact |
| (1) Garfield Avenue at E. Driveway #1 | Two-way | AM PM | A (0.0) A (0.1) | A (0.1) A (0.1) | -- -- |
| (2) Garfield Avenue at E. Driveway #2 | Two-way | AM PM | A (0.0) A (0.0) | A (0.1) A (0.4) | -- -- |
| (3) Garfield Avenue at Oak Street | Two-way | AM PM | F (49.6) F (147.4) | F (55.4) F (160.0) | +5.8 sec/v +12.6 sec/v |
| (4) Oak Street at Camden Parkway / S. Driveway | Two-way | AM PM | A (1.6) A (0.9) | A (1.6) A (1.1) | -- -- |

-- No Impact (LOS/delay increase is acceptable; sensitivity analysis and mitigation not required)



Conclusion and Recommendations

Minagar & Associates, Inc. conducted a follow-up analysis of the *Existing Plus Project* conditions to validate the initial conclusions of the Focused Traffic Impact Analysis (June 2014) which determined "No Project Impact" for each of the study intersections, and to identify any changes in traffic conditions between June and November 2014. The updated analysis confirmed that the three project access intersections—Garfield/NE Driveway, Garfield/SE Driveway and Oak/S. Driveway—have maintained an acceptable levels of service (LOS "A") during the weekday AM and PM peak hours with the addition of the project.

As for the two-way stop controlled intersection at Garfield Avenue and Oak Street, the latest traffic volume data shows that this intersection has experienced a significant increase in northbound and southbound through traffic, resulting in LOS "F" conditions during the AM and PM peak hours. A comparison of "before" and "after" driveway traffic volumes shows that this increase is not directly attributable to the project; rather, the increase has resulted from other external cause(s) which could not be readily identified at the time of the traffic data collection. Possible reasons could be related to seasonal factors such as school traffic, traffic diversions to Garfield Avenue from nearby construction. In fact, the actual project trip generation was significantly less than expected. The added inbound and outbound driveway traffic with the addition of the KKCCC project were found to be 63% less than expected in the morning (AM) peak hour, and 17% less than expected in the afternoon (PM) peak hour of adjacent street traffic.

It is therefore concluded that the project sponsor/applicant does not need to implement any mitigations measures at any of the aforementioned intersections under this study.



MINAGAR & ASSOCIATES, INC.

Agency:
City of South Pasadena, CA

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File Name : 01-aft_GarfieldAv @ NEDwy(In)
Site Code : 01
Start Date : 11/18/2014
Page No : 1

Groups Printed- All Vehicles - Group 1

| Start Time | N/E Dwy. (In) Eastbound | | | Garfield Ave. Northbound | | | Garfield Ave. Southbound | | | Int. Total |
|--------------------|----------------------------|----------|----------|-----------------------------|-------------|----------|-----------------------------|-----------|-----------|-------------|
| | Left | Right | Peds | Left | Thru | Peds | Thru | Right | Peds | |
| 07:00 AM | 0 | 0 | 0 | 0 | 185 | 0 | 64 | 1 | 3 | 253 |
| 07:15 AM | 0 | 0 | 0 | 0 | 231 | 0 | 133 | 1 | 4 | 369 |
| 07:30 AM | 0 | 0 | 0 | 1 | 260 | 0 | 149 | 0 | 3 | 413 |
| 07:45 AM | 0 | 0 | 0 | 10 | 201 | 0 | 159 | 0 | 4 | 374 |
| Total | 0 | 0 | 0 | 11 | 877 | 0 | 505 | 2 | 14 | 1409 |
| 08:00 AM | 0 | 0 | 0 | 1 | 220 | 0 | 140 | 5 | 2 | 368 |
| 08:15 AM | 0 | 0 | 0 | 0 | 165 | 0 | 128 | 2 | 4 | 299 |
| 08:30 AM | 0 | 0 | 0 | 2 | 180 | 0 | 145 | 5 | 3 | 335 |
| 08:45 AM | 0 | 0 | 0 | 2 | 253 | 0 | 127 | 1 | 6 | 389 |
| Total | 0 | 0 | 0 | 5 | 818 | 0 | 540 | 13 | 15 | 1391 |
| ***BREAK*** | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 1 | 169 | 0 | 175 | 4 | 12 | 361 |
| 04:15 PM | 0 | 0 | 0 | 4 | 206 | 0 | 209 | 3 | 13 | 435 |
| 04:30 PM | 0 | 0 | 0 | 3 | 200 | 0 | 241 | 3 | 0 | 447 |
| 04:45 PM | 0 | 0 | 0 | 3 | 218 | 0 | 242 | 6 | 3 | 472 |
| Total | 0 | 0 | 0 | 11 | 793 | 0 | 867 | 16 | 28 | 1715 |
| 05:00 PM | 0 | 0 | 0 | 6 | 191 | 0 | 182 | 3 | 2 | 384 |
| 05:15 PM | 0 | 0 | 0 | 12 | 215 | 0 | 221 | 4 | 1 | 453 |
| 05:30 PM | 0 | 0 | 0 | 1 | 221 | 0 | 254 | 4 | 0 | 480 |
| 05:45 PM | 0 | 0 | 0 | 4 | 237 | 0 | 268 | 4 | 6 | 519 |
| Total | 0 | 0 | 0 | 23 | 864 | 0 | 925 | 15 | 9 | 1836 |
| Grand Total | 0 | 0 | 0 | 50 | 3352 | 0 | 2837 | 46 | 66 | 6351 |
| Apprch % | 0 | 0 | 0 | 1.5 | 98.5 | 0 | 96.2 | 1.6 | 2.2 | |
| Total % | 0 | 0 | 0 | 0.8 | 52.8 | 0 | 44.7 | 0.7 | 1 | |
| All Vehicles | 0 | 0 | 0 | 50 | 3352 | 0 | 2837 | 46 | 66 | 6351 |
| % All Vehicles | 0 | 0 | 0 | 100 | 100 | 0 | 100 | 100 | 100 | 100 |
| Group 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Group 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

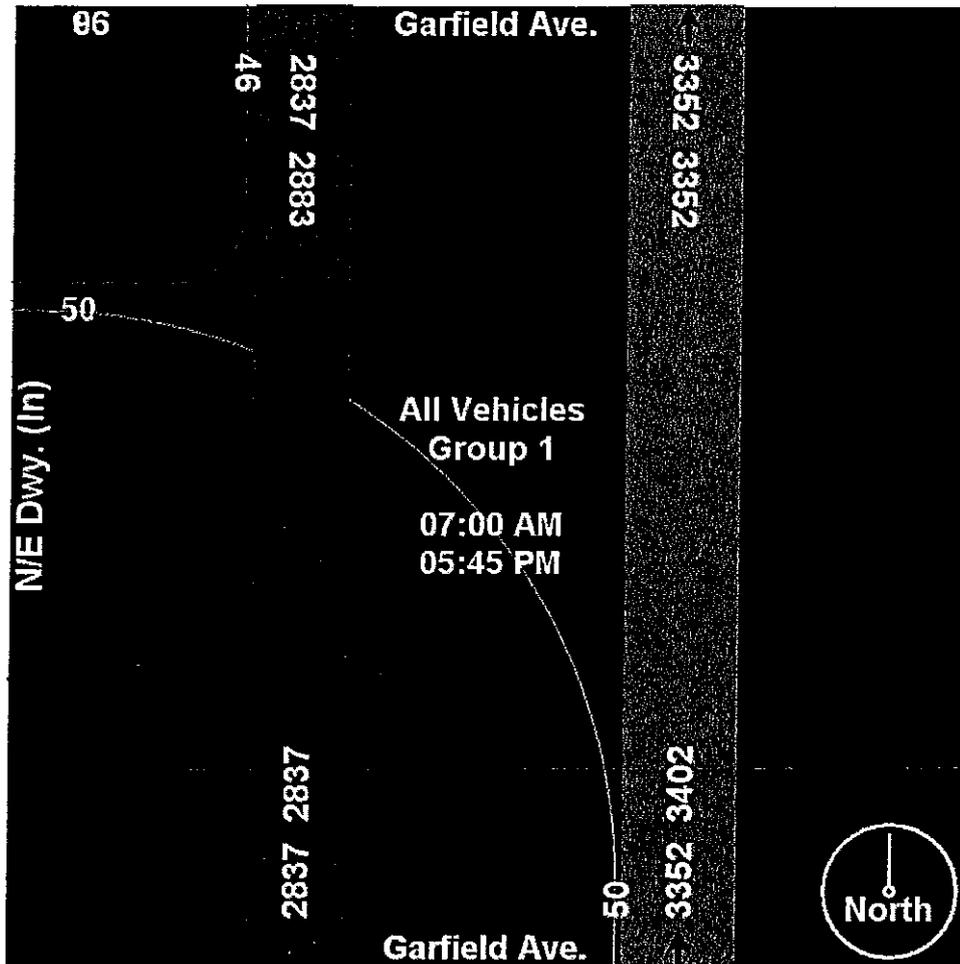


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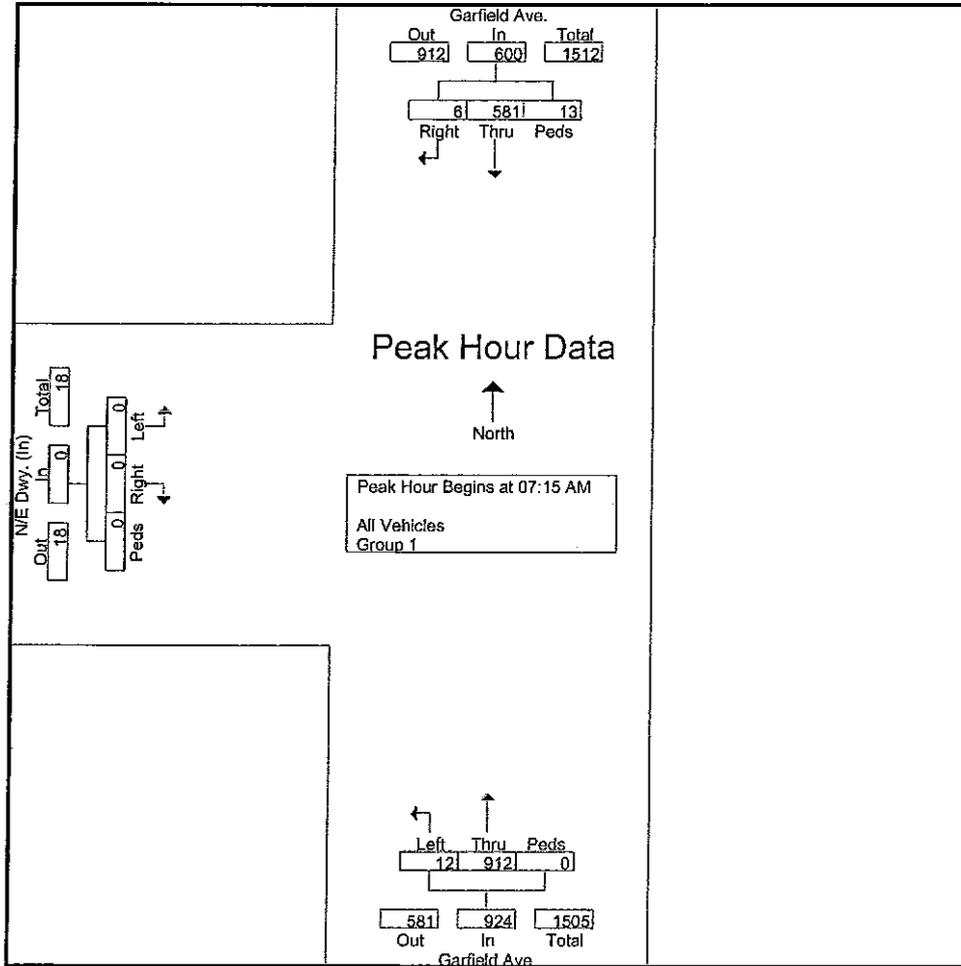
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| Start Time | N/E Dwy. (In) Eastbound | | | | Garfield Ave. Northbound | | | | Garfield Ave. Southbound | | | | Int. Total |
|--|-------------------------|-------|------|------------|--------------------------|------|------|------------|--------------------------|-------|------|------------|------------|
| | Left | Right | Peds | App. Total | Left | Thru | Peds | App. Total | Thru | Right | Peds | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 231 | 0 | 231 | 133 | 1 | 4 | 138 | 369 |
| 07:30 AM | 0 | 0 | 0 | 0 | 1 | 260 | 0 | 261 | 149 | 0 | 3 | 152 | 413 |
| 07:45 AM | 0 | 0 | 0 | 0 | 10 | 201 | 0 | 211 | 159 | 0 | 4 | 163 | 374 |
| 08:00 AM | 0 | 0 | 0 | 0 | 1 | 220 | 0 | 221 | 140 | 5 | 2 | 147 | 368 |
| Total Volume | 0 | 0 | 0 | 0 | 12 | 912 | 0 | 924 | 581 | 6 | 13 | 600 | 1524 |
| % App. Total | 0 | 0 | 0 | 0 | 1.3 | 98.7 | 0 | 96.8 | 96.8 | 1 | 2.2 | 920 | 923 |
| PHF | .000 | .000 | .000 | .000 | .300 | .877 | .000 | .885 | .914 | .300 | .813 | .920 | .923 |





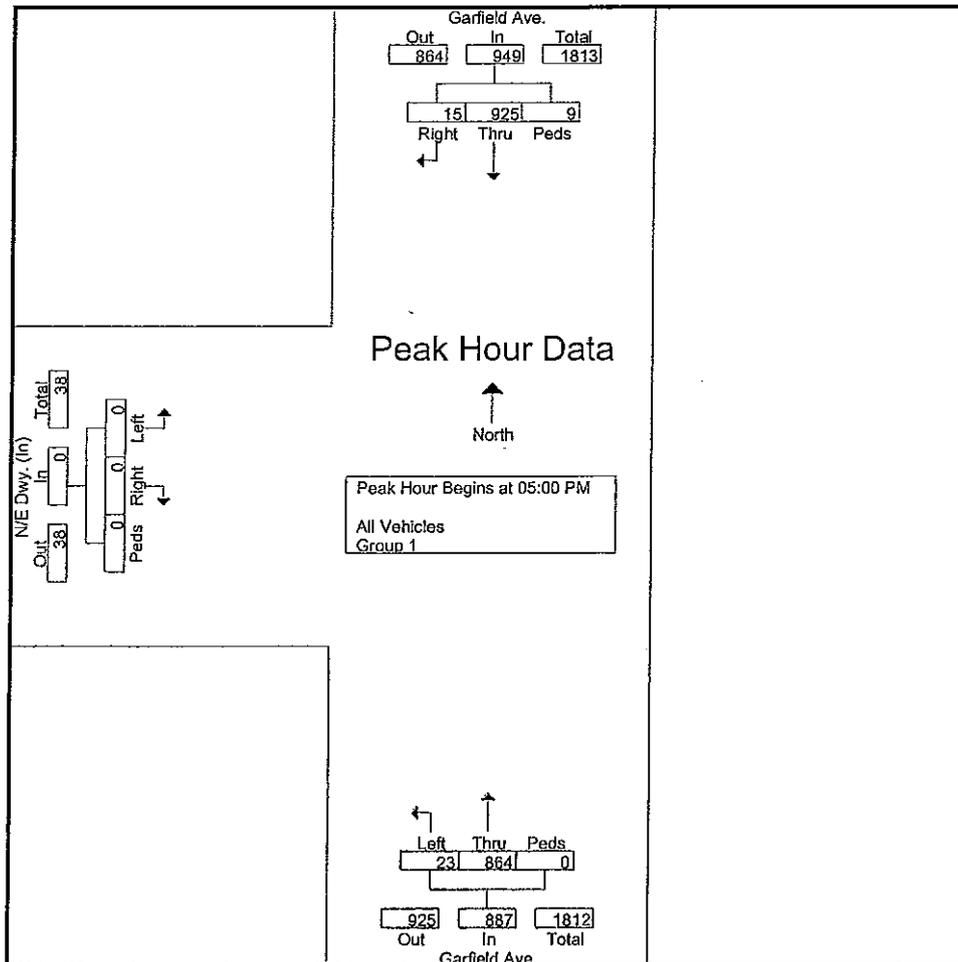
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| Start Time | N/E Dwy. (In) Eastbound | | | | Garfield Ave. Northbound | | | | Garfield Ave. Southbound | | | | Int. Total |
|--|-------------------------|-------|------|------------|--------------------------|------|------|------------|--------------------------|-------|------|------------|------------|
| | Left | Right | Peds | App. Total | Left | Thru | Peds | App. Total | Thru | Right | Peds | App. Total | |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | |
| 05:00 PM | 0 | 0 | 0 | 0 | 6 | 191 | 0 | 197 | 182 | 3 | 2 | 187 | 384 |
| 05:15 PM | 0 | 0 | 0 | 0 | 12 | 215 | 0 | 227 | 221 | 4 | 1 | 226 | 453 |
| 05:30 PM | 0 | 0 | 0 | 0 | 1 | 221 | 0 | 222 | 254 | 4 | 0 | 258 | 480 |
| 05:45 PM | 0 | 0 | 0 | 0 | 4 | 237 | 0 | 241 | 268 | 4 | 6 | 278 | 519 |
| Total Volume | 0 | 0 | 0 | 0 | 23 | 864 | 0 | 887 | 925 | 15 | 9 | 949 | 1836 |
| % App. Total | 0 | 0 | 0 | 0 | 2.6 | 97.4 | 0 | 97.5 | 97.5 | 1.6 | 0.9 | 949 | 1836 |
| PHF | .000 | .000 | .000 | .000 | .479 | .911 | .000 | .920 | .863 | .938 | .375 | .853 | .884 |





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File Name : 02-aft_GarfieldAv @ SEDwy(Out)
Site Code : 02
Start Date : 11/18/2014
Page No : 1

Groups Printed- All Vehicles - Group 1

| Start Time | S/E Dwy. (Out) Eastbound | | | Garfield Ave. Northbound | | | Garfield Ave. Southbound | | | Int. Total |
|----------------|-----------------------------|-------|------|-----------------------------|------|------|-----------------------------|-------|------|------------|
| | Left | Right | Peds | Left | Thru | Peds | Thru | Right | Peds | |
| 07:00 AM | 0 | 0 | 0 | 0 | 213 | 0 | 67 | 0 | 0 | 280 |
| 07:15 AM | 0 | 0 | 0 | 0 | 233 | 0 | 77 | 0 | 4 | 314 |
| 07:30 AM | 0 | 0 | 0 | 0 | 296 | 0 | 119 | 1 | 3 | 419 |
| 07:45 AM | 0 | 1 | 0 | 0 | 314 | 0 | 196 | 0 | 5 | 516 |
| Total | 0 | 1 | 0 | 0 | 1056 | 0 | 459 | 1 | 12 | 1529 |
| 08:00 AM | 1 | 2 | 0 | 0 | 278 | 0 | 184 | 0 | 1 | 466 |
| 08:15 AM | 1 | 1 | 0 | 0 | 272 | 0 | 153 | 0 | 1 | 428 |
| 08:30 AM | 1 | 0 | 0 | 0 | 317 | 0 | 196 | 0 | 2 | 516 |
| 08:45 AM | 0 | 0 | 0 | 0 | 338 | 0 | 180 | 0 | 3 | 521 |
| Total | 3 | 3 | 0 | 0 | 1205 | 0 | 713 | 0 | 7 | 1931 |
| ***BREAK*** | | | | | | | | | | |
| 04:00 PM | 1 | 1 | 0 | 0 | 246 | 0 | 215 | 0 | 1 | 464 |
| 04:15 PM | 2 | 3 | 0 | 0 | 203 | 0 | 254 | 0 | 5 | 467 |
| 04:30 PM | 2 | 2 | 0 | 0 | 282 | 0 | 333 | 0 | 5 | 624 |
| 04:45 PM | 1 | 4 | 0 | 0 | 220 | 0 | 257 | 0 | 0 | 482 |
| Total | 6 | 10 | 0 | 0 | 951 | 0 | 1059 | 0 | 11 | 2037 |
| 05:00 PM | 3 | 13 | 0 | 0 | 198 | 0 | 173 | 0 | 4 | 391 |
| 05:15 PM | 2 | 11 | 0 | 0 | 203 | 0 | 221 | 1 | 0 | 438 |
| 05:30 PM | 2 | 18 | 0 | 0 | 245 | 0 | 252 | 1 | 4 | 522 |
| 05:45 PM | 5 | 9 | 0 | 0 | 213 | 0 | 276 | 0 | 2 | 505 |
| Total | 12 | 51 | 0 | 0 | 859 | 0 | 922 | 2 | 10 | 1856 |
| Grand Total | 21 | 65 | 0 | 0 | 4071 | 0 | 3153 | 3 | 40 | 7353 |
| Apprch % | 24.4 | 75.6 | 0 | 0 | 100 | 0 | 98.7 | 0.1 | 1.3 | |
| Total % | 0.3 | 0.9 | 0 | 0 | 55.4 | 0 | 42.9 | 0 | 0.5 | |
| All Vehicles | 21 | 65 | 0 | 0 | 4071 | 0 | 3153 | 3 | 40 | 7353 |
| % All Vehicles | 100 | 100 | 0 | 0 | 100 | 0 | 100 | 100 | 100 | 100 |
| Group 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Group 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

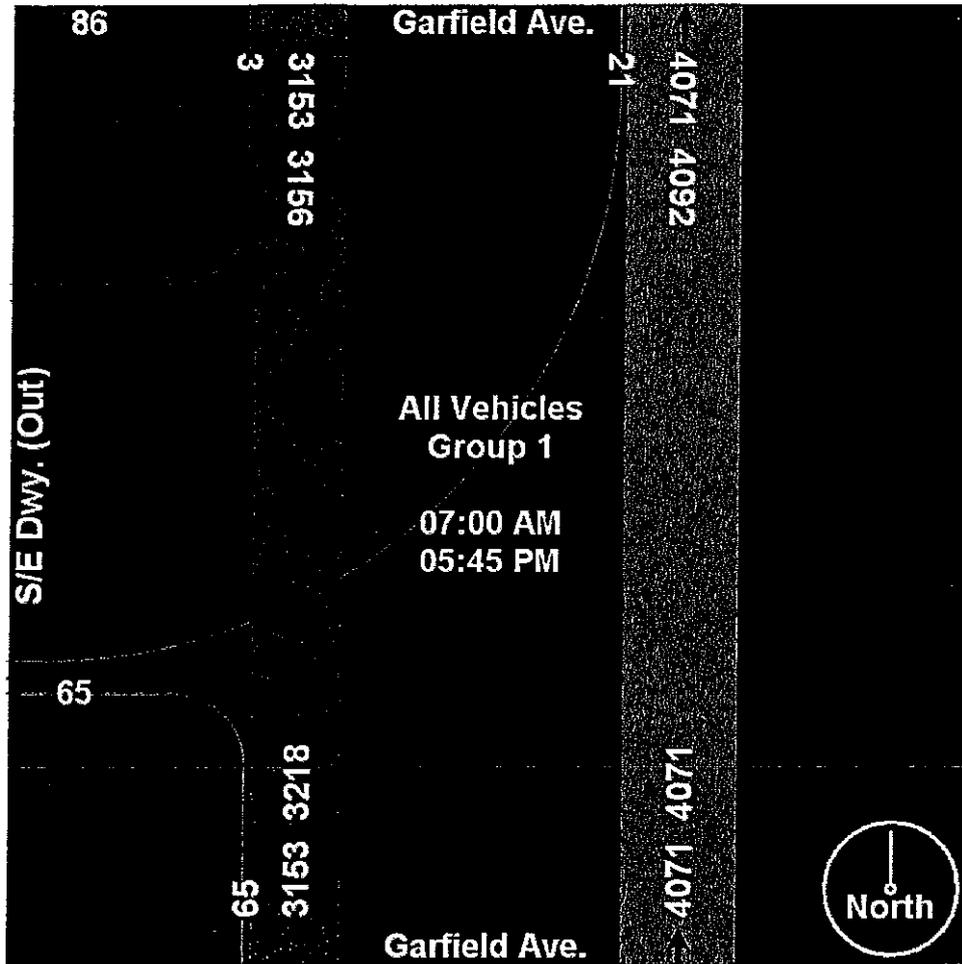


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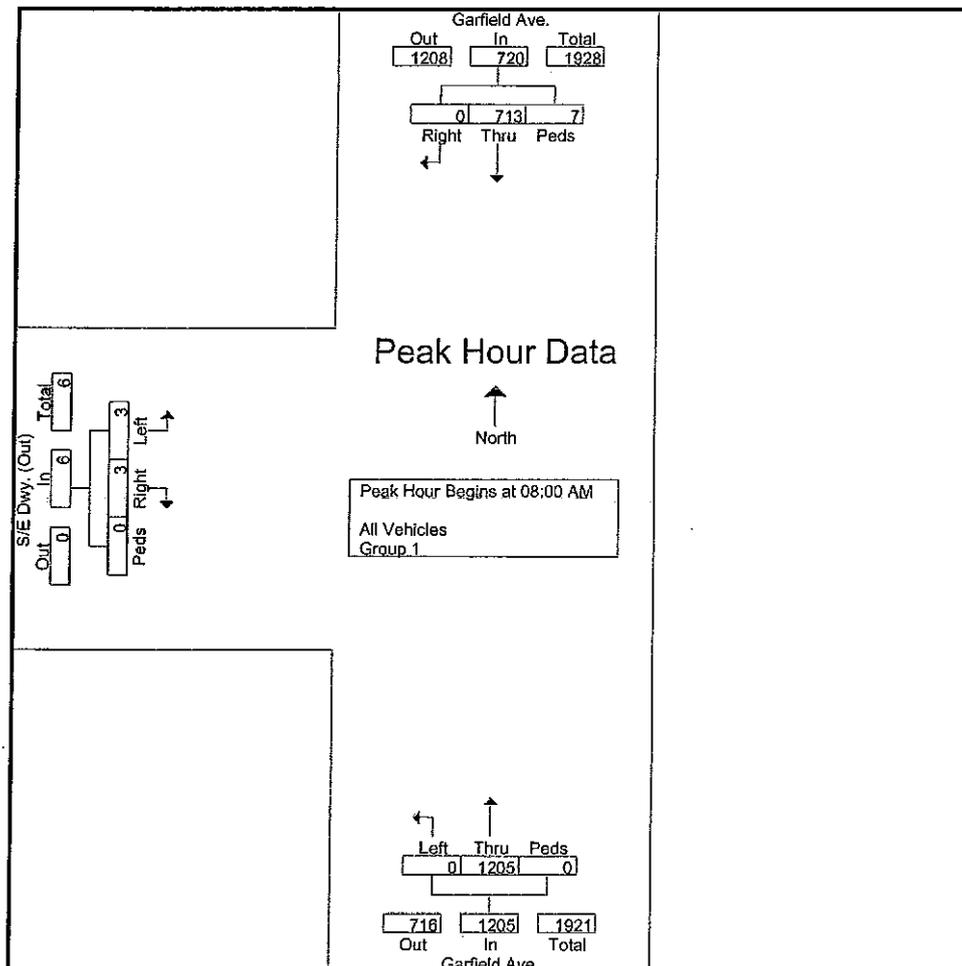


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| Start Time | S/E Dwy. (Out) Eastbound | | | | Garfield Ave. Northbound | | | | Garfield Ave. Southbound | | | | Int. Total |
|--|-----------------------------|-------|------|------------|-----------------------------|------|------|------------|-----------------------------|-------|------|------------|------------|
| | Left | Right | Peds | App. Total | Left | Thru | Peds | App. Total | Thru | Right | Peds | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | | | |
| 08:00 AM | 1 | 2 | 0 | 3 | 0 | 278 | 0 | 278 | 184 | 0 | 1 | 185 | 466 |
| 08:15 AM | 1 | 1 | 0 | 2 | 0 | 272 | 0 | 272 | 153 | 0 | 1 | 154 | 428 |
| 08:30 AM | 1 | 0 | 0 | 1 | 0 | 317 | 0 | 317 | 196 | 0 | 2 | 198 | 516 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 338 | 0 | 338 | 180 | 0 | 3 | 183 | 521 |
| Total Volume | 3 | 3 | 0 | 6 | 0 | 1205 | 0 | 1205 | 713 | 0 | 7 | 720 | 1931 |
| % App. Total | 50 | 50 | 0 | | 0 | 100 | 0 | | 99 | 0 | 1 | | |
| PHF | .750 | .375 | .000 | .500 | .000 | .891 | .000 | .891 | .909 | .000 | .583 | .909 | .927 |





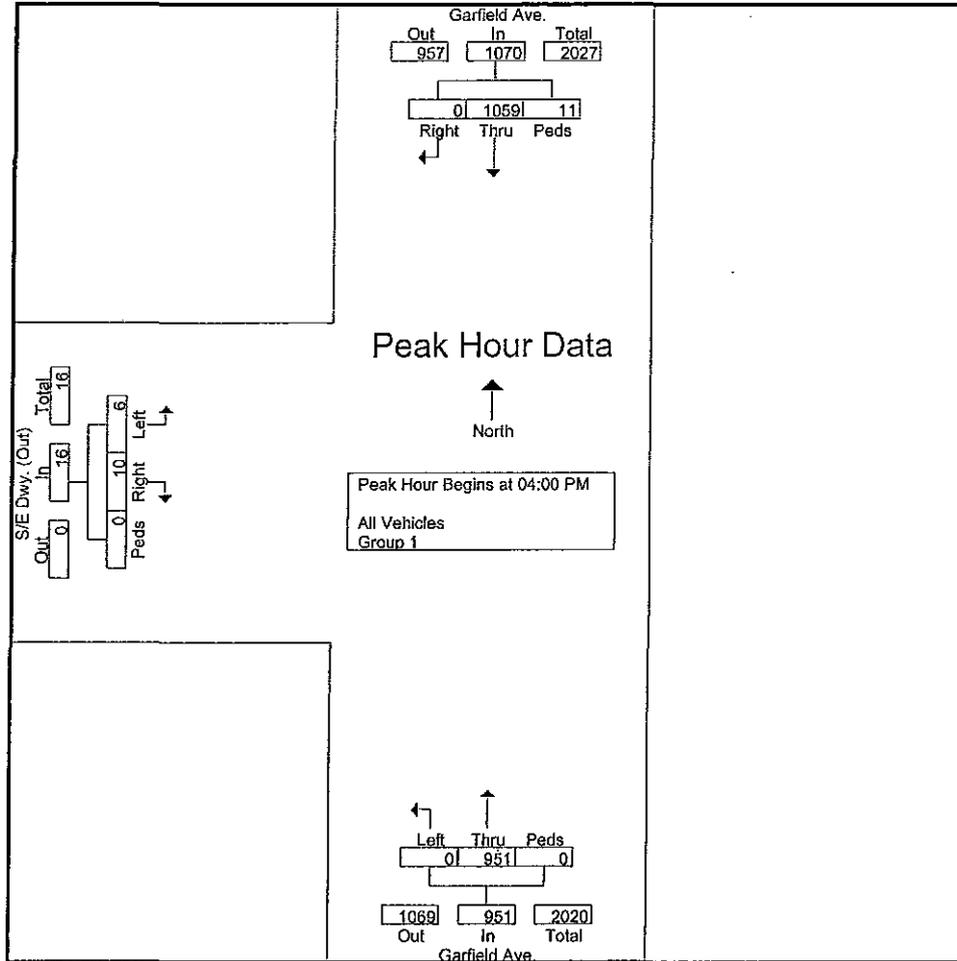
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File Name : 02-aft_GarfieldAv @ SEDwy(Out)
Site Code : 02
Start Date : 11/18/2014
Page No : 4

| Start Time | S/E Dwy. (Out) Eastbound | | | | Garfield Ave. Northbound | | | | Garfield Ave. Southbound | | | | Int. Total |
|--|-----------------------------|-------|------|------------|-----------------------------|------|------|------------|-----------------------------|-------|------|------------|------------|
| | Left | Right | Peds | App. Total | Left | Thru | Peds | App. Total | Thru | Right | Peds | App. Total | |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | |
| 04:00 PM | 1 | 1 | 0 | 2 | 0 | 246 | 0 | 246 | 215 | 0 | 1 | 216 | 464 |
| 04:15 PM | 2 | 3 | 0 | 5 | 0 | 203 | 0 | 203 | 254 | 0 | 5 | 259 | 467 |
| 04:30 PM | 2 | 2 | 0 | 4 | 0 | 282 | 0 | 282 | 333 | 0 | 5 | 338 | 624 |
| 04:45 PM | 1 | 4 | 0 | 5 | 0 | 220 | 0 | 220 | 257 | 0 | 0 | 257 | 482 |
| Total Volume | 6 | 10 | 0 | 16 | 0 | 951 | 0 | 951 | 1059 | 0 | 11 | 1070 | 2037 |
| % App. Total | 37.5 | 62.5 | 0 | | 0 | 100 | 0 | | 99 | 0 | 1 | | |
| PHF | .750 | .625 | .000 | .800 | .000 | .843 | .000 | .843 | .795 | .000 | .550 | .791 | .816 |





MINAGAR & ASSOCIATES, INC.

Traffic Engineering - ITS - Transportation Planning
 18662 MacArthur Boulevard, Ste. 435, Irvine, CA 92612
 Ph: (949) 727-3399 - Web: minagarinc.com

Agency:
 City of South Pasadena, CA

File Name : 03-aft_GarfieldAv @ OakSt
 Site Code : 03
 Start Date : 11/19/2014
 Page No : 1

Groups Printed- All Vehicles - Group 1

| Start Time | Oak St. Eastbound | | | | Oak St. Westbound | | | | Garfield Ave. Northbound | | | | Garfield Ave. Southbound | | | | Int. Total |
|-----------------------|-------------------|------|-------|------|-------------------|------|-------|------|--------------------------|------|-------|------|--------------------------|------|-------|------|------------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | |
| 07:00 AM | 3 | 1 | 7 | 2 | 1 | 1 | 3 | 0 | 7 | 228 | 3 | 0 | 1 | 63 | 6 | 7 | 333 |
| 07:15 AM | 3 | 1 | 12 | 0 | 0 | 0 | 9 | 0 | 11 | 333 | 1 | 0 | 1 | 108 | 2 | 5 | 486 |
| 07:30 AM | 6 | 3 | 11 | 1 | 0 | 4 | 3 | 0 | 15 | 292 | 1 | 0 | 3 | 100 | 5 | 6 | 450 |
| 07:45 AM | 4 | 9 | 18 | 0 | 2 | 5 | 5 | 1 | 24 | 244 | 0 | 0 | 2 | 150 | 11 | 8 | 483 |
| Total | 16 | 14 | 48 | 3 | 3 | 10 | 20 | 1 | 57 | 1097 | 5 | 0 | 7 | 421 | 24 | 26 | 1752 |
| | | | | | | | | | | | | | | | | | |
| 08:00 AM | 9 | 10 | 15 | 4 | 0 | 4 | 9 | 3 | 16 | 266 | 5 | 0 | 2 | 115 | 14 | 6 | 478 |
| 08:15 AM | 12 | 5 | 18 | 8 | 1 | 1 | 7 | 4 | 8 | 201 | 2 | 0 | 0 | 137 | 3 | 3 | 410 |
| 08:30 AM | 4 | 2 | 6 | 3 | 2 | 4 | 2 | 1 | 19 | 340 | 4 | 0 | 3 | 159 | 7 | 5 | 561 |
| 08:45 AM | 10 | 5 | 17 | 11 | 0 | 2 | 3 | 2 | 19 | 278 | 2 | 1 | 3 | 164 | 12 | 9 | 538 |
| Total | 35 | 22 | 56 | 26 | 3 | 11 | 21 | 10 | 62 | 1085 | 13 | 1 | 8 | 575 | 36 | 23 | 1987 |
| | | | | | | | | | | | | | | | | | |
| ***BREAK*** | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| 04:00 PM | 5 | 2 | 17 | 5 | 0 | 11 | 4 | 0 | 12 | 209 | 4 | 3 | 9 | 179 | 5 | 3 | 468 |
| 04:15 PM | 4 | 3 | 12 | 5 | 0 | 1 | 8 | 2 | 5 | 224 | 2 | 4 | 4 | 187 | 5 | 12 | 478 |
| 04:30 PM | 10 | 2 | 16 | 2 | 0 | 1 | 1 | 1 | 19 | 182 | 3 | 0 | 4 | 287 | 9 | 1 | 538 |
| 04:45 PM | 6 | 2 | 14 | 0 | 2 | 7 | 0 | 0 | 14 | 228 | 7 | 3 | 5 | 251 | 10 | 1 | 550 |
| Total | 25 | 9 | 59 | 12 | 2 | 20 | 13 | 3 | 50 | 843 | 16 | 10 | 22 | 904 | 29 | 17 | 2034 |
| | | | | | | | | | | | | | | | | | |
| 05:00 PM | 9 | 1 | 15 | 0 | 1 | 2 | 5 | 6 | 8 | 218 | 2 | 1 | 6 | 229 | 18 | 9 | 530 |
| 05:15 PM | 7 | 3 | 16 | 5 | 0 | 0 | 4 | 3 | 15 | 313 | 4 | 0 | 6 | 258 | 15 | 6 | 655 |
| 05:30 PM | 9 | 9 | 15 | 7 | 4 | 5 | 5 | 0 | 15 | 248 | 4 | 2 | 3 | 215 | 11 | 2 | 554 |
| 05:45 PM | 11 | 16 | 25 | 2 | 0 | 0 | 3 | 0 | 21 | 221 | 3 | 0 | 5 | 353 | 10 | 4 | 674 |
| Total | 36 | 29 | 71 | 14 | 5 | 7 | 17 | 9 | 59 | 1000 | 13 | 3 | 20 | 1055 | 54 | 21 | 2413 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 112 | 74 | 234 | 55 | 13 | 48 | 71 | 23 | 228 | 4025 | 47 | 14 | 57 | 2955 | 143 | 87 | 8186 |
| Apprch % | 23.6 | 15.6 | 49.3 | 11.6 | 8.4 | 31 | 45.8 | 14.8 | 5.3 | 93.3 | 1.1 | 0.3 | 1.8 | 91.1 | 4.4 | 2.7 | |
| Total % | 1.4 | 0.9 | 2.9 | 0.7 | 0.2 | 0.6 | 0.9 | 0.3 | 2.8 | 49.2 | 0.6 | 0.2 | 0.7 | 36.1 | 1.7 | 1.1 | |
| All Vehicles | 112 | 74 | 234 | 55 | 13 | 48 | 71 | 23 | 228 | 4025 | 47 | 14 | 57 | 2955 | 143 | 87 | 8186 |
| % All Vehicles | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| Group 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Group 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

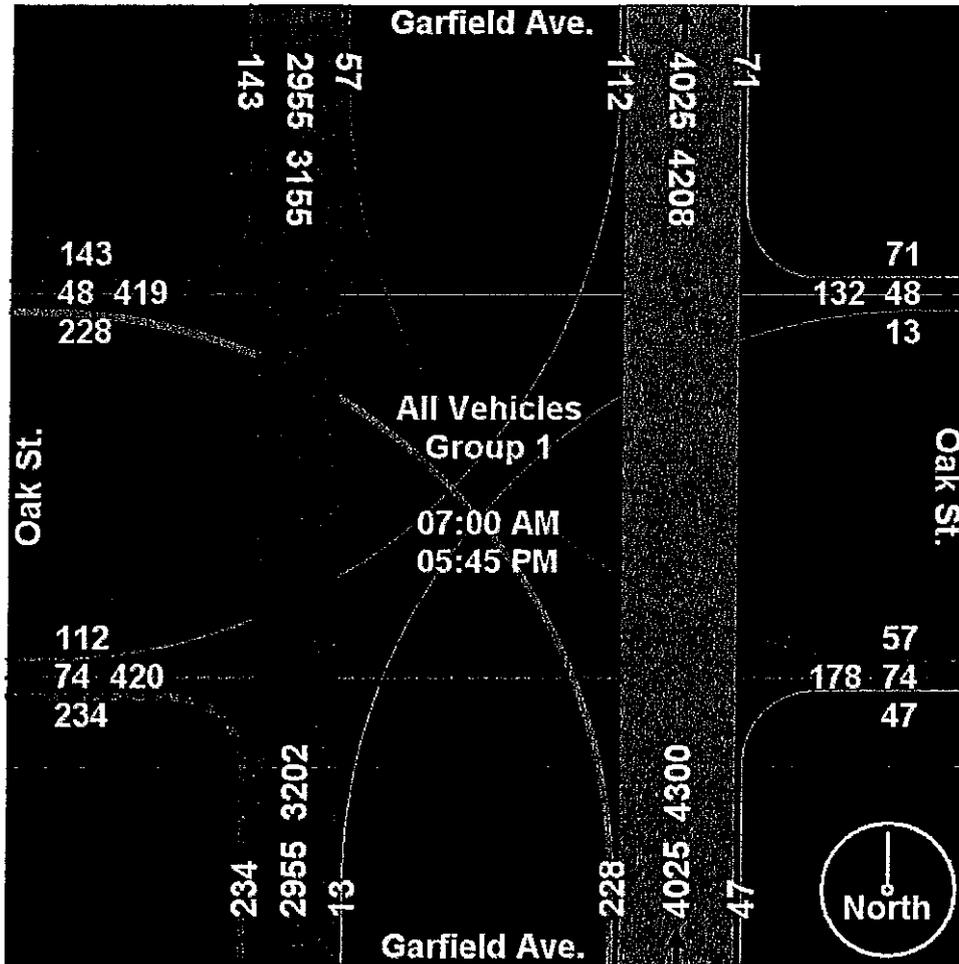


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File Name : 03-aft_GarfieldAv @ OakSt
Site Code : 03
Start Date : 11/19/2014
Page No : 2





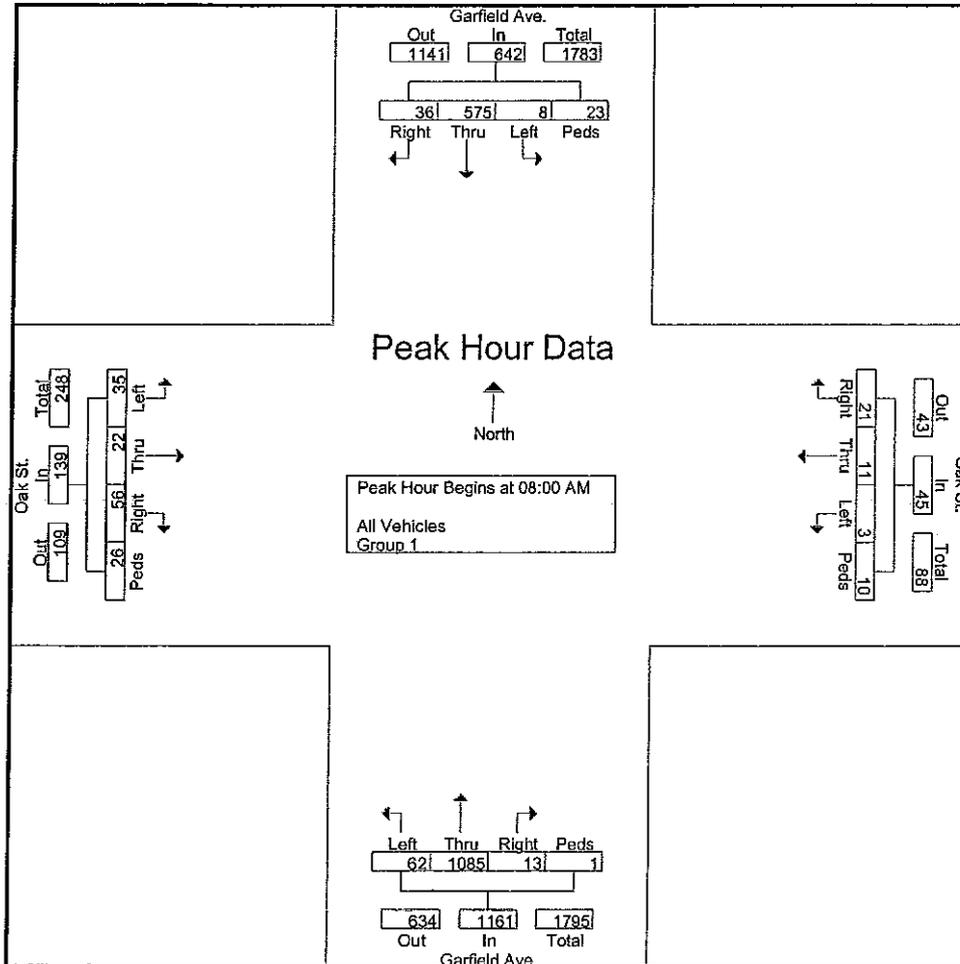
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Site Code : 03
Start Date : 11/19/2014
Page No : 3

| Start Time | Oak St. Eastbound | | | | | Oak St. Westbound | | | | | Garfield Ave. Northbound | | | | | Garfield Ave. Southbound | | | | | Int. Total |
|--|-------------------|------|-------|------|------------|-------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 08:00 AM | 9 | 10 | 15 | 4 | 38 | 0 | 4 | 9 | 3 | 16 | 16 | 266 | 5 | 0 | 287 | 2 | 115 | 14 | 6 | 137 | 478 |
| 08:15 AM | 12 | 5 | 18 | 8 | 43 | 1 | 1 | 7 | 4 | 13 | 8 | 201 | 2 | 0 | 211 | 0 | 137 | 3 | 3 | 143 | 410 |
| 08:30 AM | 4 | 2 | 6 | 3 | 15 | 2 | 4 | 2 | 1 | 9 | 19 | 340 | 4 | 0 | 363 | 3 | 159 | 7 | 5 | 174 | 561 |
| 08:45 AM | 10 | 5 | 17 | 11 | 43 | 0 | 2 | 3 | 2 | 7 | 19 | 278 | 2 | 1 | 300 | 3 | 164 | 12 | 9 | 188 | 538 |
| Total Volume | 35 | 22 | 56 | 26 | 139 | 3 | 11 | 21 | 10 | 45 | 62 | 1085 | 13 | 1 | 1161 | 8 | 575 | 36 | 23 | 642 | 1987 |
| % App. Total | 25.2 | 15.8 | 40.3 | 18.7 | | 6.7 | 24.4 | 46.7 | 22.2 | | 5.3 | 93.5 | 1.1 | 0.1 | | 1.2 | 89.6 | 5.6 | 3.6 | | |
| PHF | .729 | .550 | .778 | .591 | .808 | .375 | .688 | .583 | .625 | .703 | .816 | .798 | .650 | .250 | .800 | .667 | .877 | .643 | .639 | .854 | .885 |





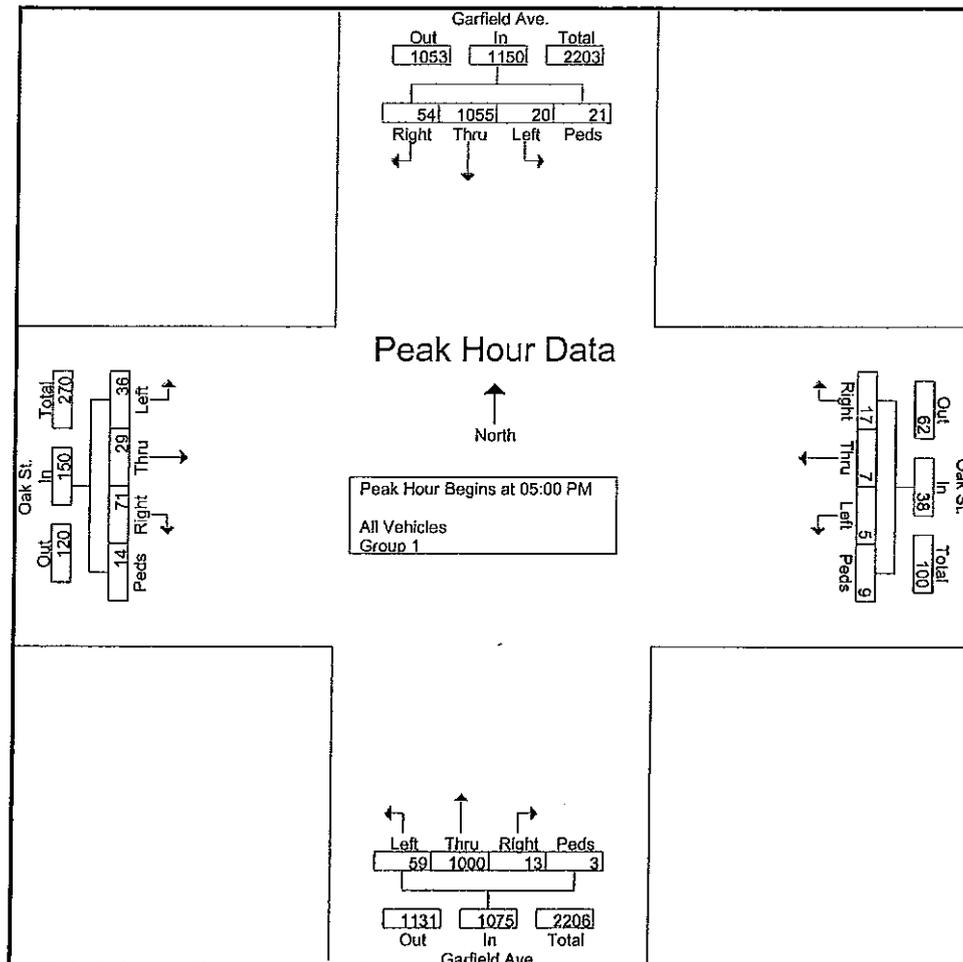
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Agency:
 City of South Pasadena, CA

File Name : 03-aft_GarfieldAv @ OakSt
 Site Code : 03
 Start Date : 11/19/2014
 Page No : 4

| Start Time | Oak St. Eastbound | | | | | Oak St. Westbound | | | | | Garfield Ave. Northbound | | | | | Garfield Ave. Southbound | | | | | Int. Total |
|--|-------------------|------|-------|------|------------|-------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 05:00 PM | 9 | 1 | 15 | 0 | 25 | 1 | 2 | 5 | 6 | 14 | 8 | 218 | 2 | 1 | 229 | 6 | 229 | 18 | 9 | 262 | 530 |
| 05:15 PM | 7 | 3 | 16 | 5 | 31 | 0 | 0 | 4 | 3 | 7 | 15 | 313 | 4 | 0 | 332 | 6 | 258 | 15 | 6 | 285 | 655 |
| 05:30 PM | 9 | 9 | 15 | 7 | 40 | 4 | 5 | 5 | 0 | 14 | 15 | 248 | 4 | 2 | 269 | 3 | 215 | 11 | 2 | 231 | 554 |
| 05:45 PM | 11 | 16 | 25 | 2 | 54 | 0 | 0 | 3 | 0 | 3 | 21 | 221 | 3 | 0 | 245 | 5 | 353 | 10 | 4 | 372 | 674 |
| Total Volume | 36 | 29 | 71 | 14 | 150 | 5 | 7 | 17 | 9 | 38 | 59 | 1000 | 13 | 3 | 1075 | 20 | 1055 | 54 | 21 | 1150 | 2413 |
| % App. Total | 24 | 19.3 | 47.3 | 9.3 | | 13.2 | 18.4 | 44.7 | 23.7 | | 5.5 | 93 | 1.2 | 0.3 | | 1.7 | 91.7 | 4.7 | 1.8 | | |
| PHF | .818 | .453 | .710 | .500 | .694 | .313 | .350 | .850 | .375 | .679 | .702 | .799 | .813 | .375 | .809 | .833 | .747 | .750 | .583 | .773 | .895 |





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Ph: (949) 727-3399 - Web: minagarinc.com
Site Code : 04
Start Date : 11/20/2014
Page No : 1

Groups Printed- All Vehicles - Group 1

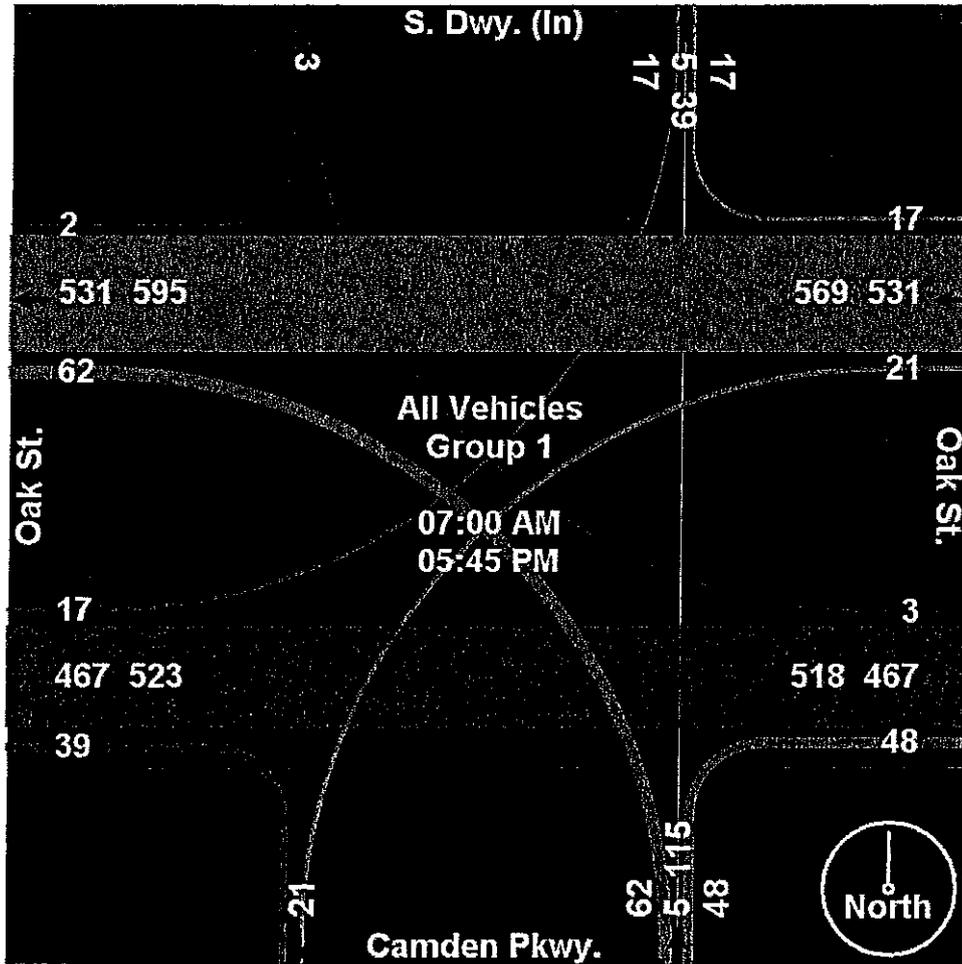
| Start Time | Oak St. Eastbound | | | | Oak St. Westbound | | | | Camden Pkwy. Northbound | | | | S. Dwy. (In) Southbound | | | | Int. Total |
|----------------|-------------------|------|-------|------|-------------------|------|-------|------|-------------------------|------|-------|------|-------------------------|------|-------|------|------------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | |
| 07:00 AM | 1 | 16 | 0 | 4 | 1 | 23 | 0 | 6 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 56 |
| 07:15 AM | 0 | 12 | 1 | 1 | 1 | 22 | 0 | 5 | 4 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 49 |
| 07:30 AM | 0 | 11 | 0 | 7 | 0 | 24 | 1 | 2 | 2 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 52 |
| 07:45 AM | 0 | 25 | 2 | 1 | 0 | 50 | 0 | 10 | 3 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 96 |
| Total | 1 | 64 | 3 | 13 | 2 | 119 | 1 | 23 | 11 | 1 | 13 | 0 | 1 | 0 | 1 | 0 | 253 |
| 08:00 AM | 0 | 32 | 0 | 7 | 0 | 22 | 2 | 0 | 9 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 77 |
| 08:15 AM | 0 | 32 | 1 | 1 | 3 | 22 | 2 | 3 | 8 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 74 |
| 08:30 AM | 1 | 20 | 4 | 4 | 5 | 36 | 1 | 4 | 6 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 86 |
| 08:45 AM | 0 | 24 | 2 | 3 | 2 | 18 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 54 |
| Total | 1 | 108 | 7 | 15 | 10 | 98 | 5 | 9 | 23 | 2 | 9 | 2 | 2 | 0 | 0 | 0 | 291 |
| ***BREAK*** | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 23 | 3 | 5 | 1 | 32 | 2 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 70 |
| 04:15 PM | 3 | 43 | 4 | 3 | 1 | 32 | 1 | 3 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 96 |
| 04:30 PM | 0 | 47 | 4 | 2 | 1 | 28 | 1 | 1 | 7 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 96 |
| 04:45 PM | 0 | 26 | 0 | 4 | 0 | 22 | 2 | 2 | 4 | 1 | 1 | 6 | 0 | 0 | 0 | 0 | 68 |
| Total | 3 | 139 | 11 | 14 | 3 | 114 | 6 | 8 | 15 | 1 | 10 | 6 | 0 | 0 | 0 | 0 | 330 |
| 05:00 PM | 2 | 28 | 2 | 1 | 0 | 47 | 1 | 3 | 4 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 92 |
| 05:15 PM | 3 | 48 | 3 | 2 | 1 | 41 | 1 | 2 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 106 |
| 05:30 PM | 3 | 43 | 10 | 7 | 2 | 40 | 0 | 1 | 5 | 0 | 3 | 1 | 0 | 0 | 1 | 0 | 116 |
| 05:45 PM | 4 | 37 | 3 | 5 | 3 | 72 | 3 | 2 | 3 | 0 | 12 | 3 | 0 | 0 | 0 | 0 | 147 |
| Total | 12 | 156 | 18 | 15 | 6 | 200 | 5 | 8 | 13 | 1 | 16 | 10 | 0 | 0 | 1 | 0 | 461 |
| Grand Total | 17 | 467 | 39 | 57 | 21 | 531 | 17 | 48 | 62 | 5 | 48 | 18 | 3 | 0 | 2 | 0 | 1335 |
| Approch % | 2.9 | 80.5 | 6.7 | 9.8 | 3.4 | 86.1 | 2.8 | 7.8 | 46.6 | 3.8 | 36.1 | 13.5 | 60 | 0 | 40 | 0 | |
| Total % | 1.3 | 35 | 2.9 | 4.3 | 1.6 | 39.8 | 1.3 | 3.6 | 4.6 | 0.4 | 3.6 | 1.3 | 0.2 | 0 | 0.1 | 0 | |
| All Vehicles | 17 | 467 | 39 | 57 | 21 | 531 | 17 | 48 | 62 | 5 | 48 | 18 | 3 | 0 | 2 | 0 | 1335 |
| % All Vehicles | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 0 | 100 | 0 | 100 |
| Group 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Group 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



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Site Name : 04-aft_OakSt @ CamdenPky-SDwy(In)
Site Code : 04
Start Date : 11/20/2014
Page No : 2



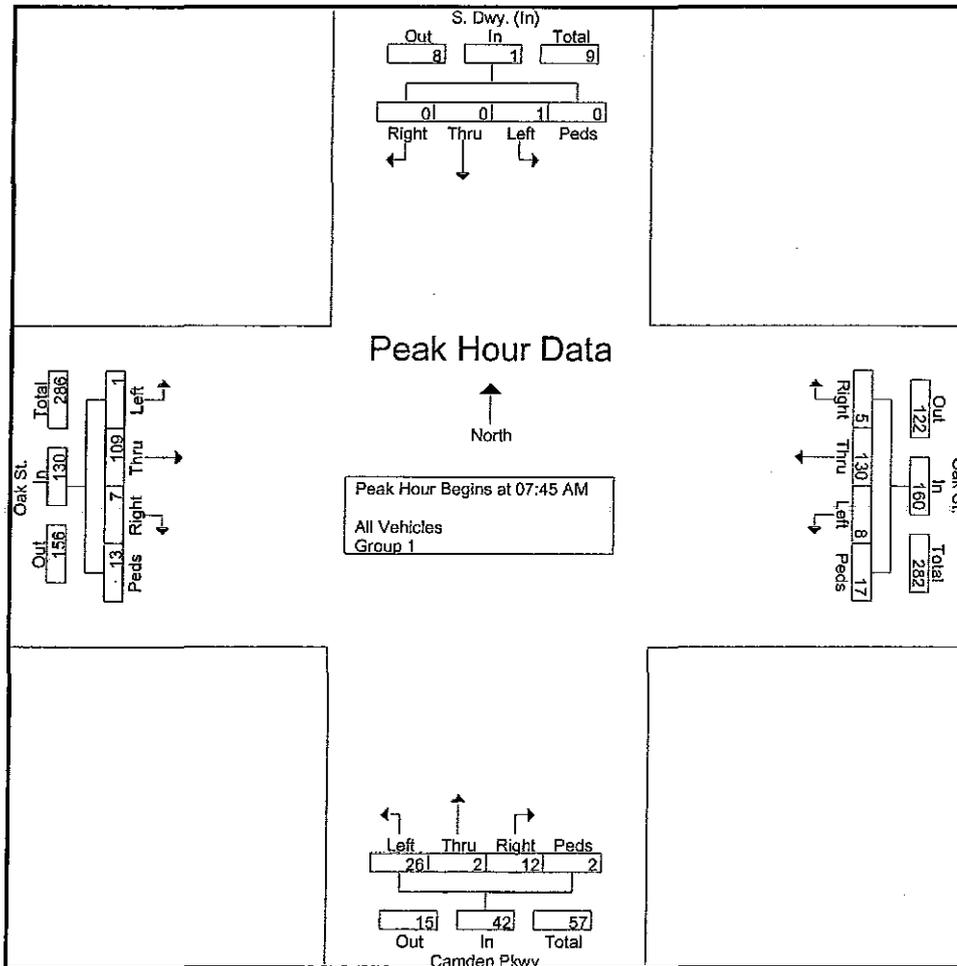


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 Name : 04-aft_OakSt @ CamdenPky-SDwy(In)
 Site Code : 04
 Start Date : 11/20/2014
 Page No : 3

| Start Time | Oak St. Eastbound | | | | | Oak St. Westbound | | | | | Camden Pkwy. Northbound | | | | | S. Dwy. (In) Southbound | | | | | Int. Total |
|--|-------------------|------|-------|------|------------|-------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:45 AM | 0 | 25 | 2 | 1 | 28 | 0 | 50 | 0 | 10 | 60 | 3 | 0 | 5 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 96 |
| 08:00 AM | 0 | 32 | 0 | 7 | 39 | 0 | 22 | 2 | 0 | 24 | 9 | 1 | 1 | 2 | 13 | 1 | 0 | 0 | 0 | 1 | 77 |
| 08:15 AM | 0 | 32 | 1 | 1 | 34 | 3 | 22 | 2 | 3 | 30 | 8 | 0 | 2 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 74 |
| 08:30 AM | 1 | 20 | 4 | 4 | 29 | 5 | 36 | 1 | 4 | 46 | 6 | 1 | 4 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 86 |
| Total Volume | 1 | 109 | 7 | 13 | 130 | 8 | 130 | 5 | 17 | 160 | 26 | 2 | 12 | 2 | 42 | 1 | 0 | 0 | 0 | 1 | 333 |
| % App. Total | 0.8 | 83.8 | 5.4 | 10 | | 5 | 81.2 | 3.1 | 10.6 | | 61.9 | 4.8 | 28.6 | 4.8 | | 100 | 0 | 0 | 0 | | |
| PHF | .250 | .852 | .438 | .464 | .833 | .400 | .650 | .625 | .425 | .667 | .722 | .500 | .600 | .250 | .808 | .250 | .000 | .000 | .000 | .250 | .867 |





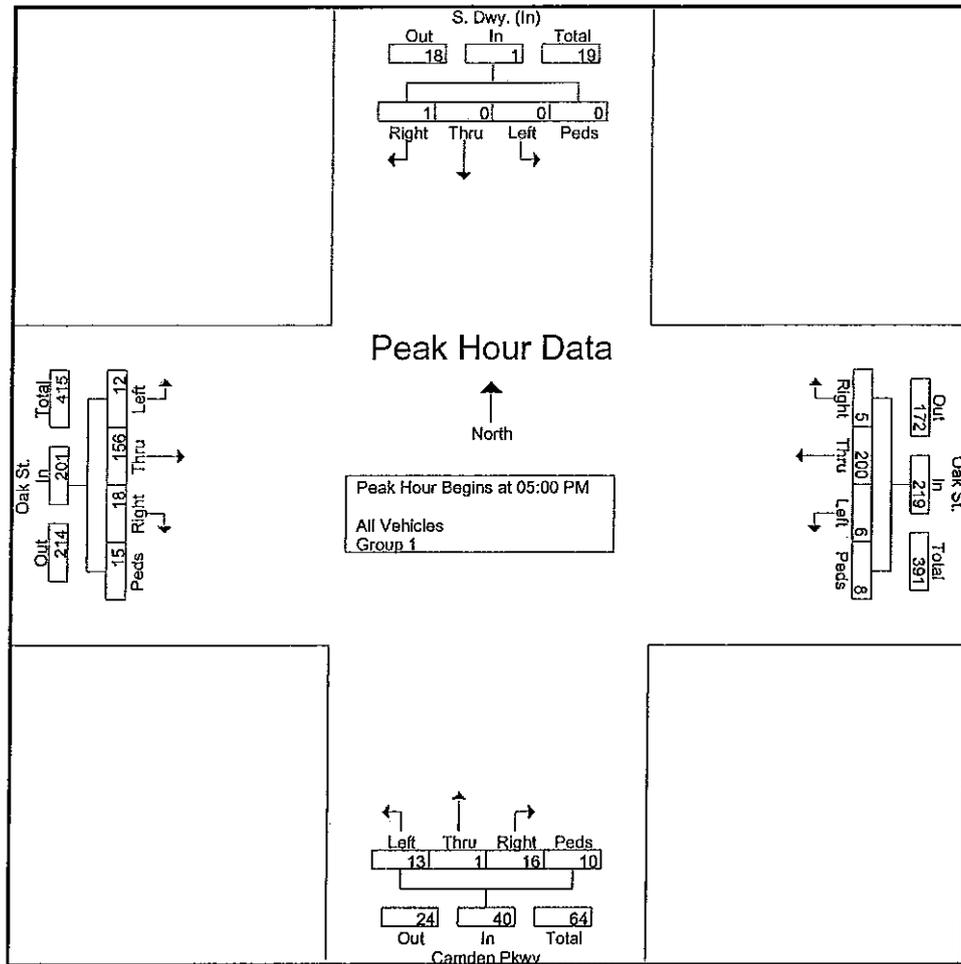
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Agency:
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Name : 04-aft_OakSt @ CamdenPky-SDwy(In)
 Site Code : 04
 Start Date : 11/20/2014
 Page No : 4

| Start Time | Oak St. Eastbound | | | | | Oak St. Westbound | | | | | Camden Pkwy. Northbound | | | | | S. Dwy. (In) Southbound | | | | | Int. Total |
|--|-------------------|------|-------|------|------------|-------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 05:00 PM | 2 | 28 | 2 | 1 | 33 | 0 | 47 | 1 | 3 | 51 | 4 | 1 | 1 | 2 | 8 | 0 | 0 | 0 | 0 | 0 | 92 |
| 05:15 PM | 3 | 48 | 3 | 2 | 56 | 1 | 41 | 1 | 2 | 45 | 1 | 0 | 0 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 106 |
| 05:30 PM | 3 | 43 | 10 | 7 | 63 | 2 | 40 | 0 | 1 | 43 | 5 | 0 | 3 | 1 | 9 | 0 | 0 | 1 | 0 | 1 | 116 |
| 05:45 PM | 4 | 37 | 3 | 5 | 49 | 3 | 72 | 3 | 2 | 80 | 3 | 0 | 12 | 3 | 18 | 0 | 0 | 0 | 0 | 0 | 147 |
| Total Volume | 12 | 156 | 18 | 15 | 201 | 6 | 200 | 5 | 8 | 219 | 13 | 1 | 16 | 10 | 40 | 0 | 0 | 1 | 0 | 1 | 461 |
| % App. Total | 6 | 77.6 | 9 | 7.5 | | 2.7 | 91.3 | 2.3 | 3.7 | | 32.5 | 2.5 | 40 | 25 | | 0 | 0 | 100 | 0 | | |
| PHF | .750 | .813 | .450 | .536 | .798 | .500 | .694 | .417 | .667 | .684 | .650 | .250 | .333 | .625 | .556 | .000 | .000 | .250 | .000 | .250 | .784 |



Intersection:

| | |
|---------------------------|-----|
| Intersection Delay, s/veh | 0.1 |
|---------------------------|-----|

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|--------------------------|------|------|------|------|------|------|
| Vol, veh/h | 0 | 0 | 12 | 1062 | 647 | 6 |
| Conflicting Peds, #/hr | 13 | 13 | 13 | 0 | 0 | 13 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | | | | | |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | | | 0 | 0 | |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 13 | 1154 | 703 | 7 |

| Major/Minor | Minor2 | Major1 | Major2 |
|-------------------------|--------|--------|--------|
| Conflicting Flow All | 1900 | 733 | 723 |
| Stage 1 | 720 | - | - |
| Stage 2 | 1180 | - | - |
| Follow-up Headway | 3.518 | 3.318 | 2.218 |
| Pot Capacity-1 Maneuver | 76 | 421 | 879 |
| Stage 1 | 482 | - | - |
| Stage 2 | 292 | - | - |
| Time blocked-Platoon, % | - | - | - |
| Mov Capacity-1 Maneuver | 71 | 411 | 866 |
| Stage 1 | 478 | - | - |
| Stage 2 | 277 | - | - |

| Approach | EB | NB | SB |
|----------------------|----|----|----|
| HCM Control Delay, s | 0 | 0 | 0 |

| Minor Lane / Major Mvmt | NBL | NBT | EBL | EBR | SBR |
|-------------------------|-------|-----|-----|-----|-----|
| Capacity (veh/h) | 866 | - | 0 | - | - |
| HCM Lane V/C Ratio | 0.015 | - | - | - | - |
| HCM Control Delay (s) | 9.221 | 0 | 0 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0.046 | - | + | - | - |

Notes:

~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

| Intersection | |
|---------------------------|-----|
| Intersection Delay, s/veh | 0.1 |

| Movement | EBL | EBR | NBL | NBR | SBT | SBR |
|--------------------------|------|------|------|------|------|------|
| Vol. veh/h | 3 | 3 | 0 | 1059 | 647 | 0 |
| Conflicting Peds, #/hr | 7 | 7 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | | | | | |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | | | 0 | 0 | |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 3 | 3 | 0 | 1151 | 703 | 0 |

| Major/Minor | Minor2 | Major1 | Major2 |
|-------------------------|--------|--------|--------|
| Conflicting Flow All | 1861 | 710 | 710 |
| Stage 1 | 710 | - | - |
| Stage 2 | 1151 | - | - |
| Follow-up Headway | 3.518 | 3.318 | 2.218 |
| Pot Capacity-1 Maneuver | 80 | 434 | 889 |
| Stage 1 | 487 | - | - |
| Stage 2 | 301 | - | - |
| Time blocked-Platoon, % | | | |
| Mov Capacity-1 Maneuver | 79 | 432 | 889 |
| Mov Capacity-2 Maneuver | 79 | - | - |
| Stage 1 | 485 | - | - |
| Stage 2 | 300 | - | - |

| Approach | EB | NB | SB |
|----------------------|----|----|----|
| HCM Control Delay, s | 33 | 0 | 0 |

| Minor Lane / Major Mvmt | NBL | NBR | EBL | EBR | SBT | SBR |
|-------------------------|-----|-----|-------|-----|-----|-----|
| Capacity (veh/h) | 889 | - | 134 | - | - | - |
| HCM Lane V/C Ratio | | - | 0.049 | - | - | - |
| HCM Control Delay (s) | 0 | - | 33.2 | - | - | - |
| HCM Lane LOS | A | - | D | - | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.152 | - | - | - |

Notes:
 ~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection

Intersection Delay, s/veh 55.4

| Movement | EBL | EBE | EBR | WBL | WBE | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol, veh/h | 35 | 22 | 56 | 3 | 11 | 21 | 62 | 1085 | 62 | 8 | 675 | 36 |
| Conflicting Peds, #/hr | 17 | 0 | 13 | 13 | 0 | 17 | 0 | 0 | 2 | 2 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | | | | | | | | | | | | |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | | 0 | | | 0 | | | 0 | | | 0 | |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 38 | 24 | 61 | 3 | 12 | 23 | 67 | 1179 | 67 | 9 | 625 | 39 |

| Major/Minor | Minor1 | | | Minor2 | | | Major1 | | | Major2 | | |
|-------------------------|--------|-------|-------|--------|-------|-------|--------|---|---|--------|---|---|
| Conflicting Flow All | 2061 | 2078 | 664 | 2086 | 2064 | 1232 | 681 | 0 | 0 | 1264 | 0 | 0 |
| Stage 1 | 679 | 679 | - | 1365 | 1365 | - | - | - | - | - | - | - |
| Stage 2 | 1382 | 1399 | - | 721 | 699 | - | - | - | - | - | - | - |
| Follow-up Headway | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Capacity-1 Maneuver | 40 | 163 | 461 | 39 | 55 | 216 | 912 | - | - | 650 | - | - |
| Stage 1 | 441 | 451 | - | 182 | 215 | - | - | - | - | - | - | - |
| Stage 2 | 178 | 207 | - | 419 | 442 | - | - | - | - | - | - | - |
| Time blocked-Platoon, % | | | | | | | | | | | | |
| Mov Capacity-1 Maneuver | # 21 | 37 | 451 | 13 | 39 | 211 | 910 | - | - | 549 | - | - |
| Mov Capacity-2 Maneuver | # 21 | 37 | - | 13 | 39 | - | - | - | - | - | - | - |
| Stage 1 | 326 | 431 | - | 135 | 159 | - | - | - | - | - | - | - |
| Stage 2 | 110 | 153 | - | 333 | 422 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|--------|-----|----|----|
| HCM Control Delay, s | \$ 916 | 150 | 0 | 0 |

| Minor Lane / Major Mvmt | NBL | NBT | NBR | EBE1 | WBE1 | SBL | SBT | SBR |
|-------------------------|-------|-----|-----|----------|-------|--------|-----|-----|
| Capacity (veh/h) | 910 | - | - | 47 | 57 | 549 | - | - |
| HCM Lane V/C Ratio | 0.074 | - | - | 2.613 | 0.667 | 0.016 | - | - |
| HCM Control Delay (s) | 9.272 | 0 | - | \$ 915.6 | 150.1 | 11.663 | 0 | - |
| HCM Lane LOS | A | A | - | F | F | B | A | - |
| HCM 95th %tile Q(veh) | 0.239 | - | - | 13.017 | 2.774 | 0.048 | - | - |

Notes

~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

| Intersection | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Intersection Delay, s/veh | 1.6 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Vol. veh/h | 1 | 109 | 7 | 8 | 130 | 5 | 26 | 2 | 12 | 1 | 0 | 0 |
| Conflicting Peds, #/hr | 17 | 0 | 13 | 13 | 0 | 17 | 0 | 0 | 2 | 2 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 0 | | | | | | | | | | | |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | 0 | | | | | | | | | | | |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 1 | 118 | 8 | 9 | 141 | 5 | 28 | 2 | 13 | 1 | 0 | 0 |

| Major/Minor | Major | | | Major 2 | | | Minor | | |
|-------------------------|-------|---|---|---------|---|---|-------|-------|-------|
| Conflicting Flow All | 147 | 0 | 0 | 128 | 0 | 0 | 287 | 290 | 141 |
| Stage 1 | - | - | - | - | - | - | 126 | 126 | - |
| Stage 2 | - | - | - | - | - | - | 161 | 164 | - |
| Follow-up Headway | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 |
| Pot Capacity-1 Maneuver | 1435 | - | - | 1458 | - | - | 703 | 620 | 907 |
| Stage 1 | - | - | - | - | - | - | 900 | 792 | - |
| Stage 2 | - | - | - | - | - | - | 868 | 762 | - |
| Time blocked-Platoon, % | - | - | - | - | - | - | - | - | - |
| Mov Capacity-1 Maneuver | 1408 | - | - | 1430 | - | - | 683 | # 0 | 888 |
| Mov Capacity-2 Maneuver | - | - | - | - | - | - | 683 | # 0 | - |
| Stage 1 | - | - | - | - | - | - | 898 | # 0 | - |
| Stage 2 | - | - | - | - | - | - | 846 | # 0 | - |

| Approach | EB | WB | NB |
|----------------------|----|----|----|
| HCM Control Delay, s | 0 | 0 | 10 |

| Minor Lane / Major Mvmt | NBLn1 | NBLn2 | EBL | EBT | EBR | WBL | WBT | WBR |
|-------------------------|-------|-------|-------|-----|-----|-------|-----|-----|
| Capacity (veh/h) | 683 | 789 | 1408 | - | - | 1430 | - | - |
| HCM Lane V/C Ratio | 0.028 | 0.031 | 0.001 | - | - | 0.006 | - | - |
| HCM Control Delay (s) | 10.4 | 9.7 | 7.559 | 0 | - | 7.533 | 0 | - |
| HCM Lane LOS | B | A | A | A | - | A | A | - |
| HCM 95th %tile Q(veh) | 0.085 | 0.097 | 0.002 | - | - | 0.018 | - | - |

Notes: ~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection

| | |
|---------------------------|-----|
| Intersection Delay, s/veh | 0.1 |
|---------------------------|-----|

Movement

| | EBL | EBR | NBL | NBR | SBL | SBR |
|--------------------------|------|------|------|------|------|------|
| Vol, Veh/h | 0 | 0 | 23 | 914 | 992 | 15 |
| Conflicting Peds, #/hr | 9 | 9 | 9 | 0 | 0 | 9 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | | | | | |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | | | 0 | 0 | |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 25 | 993 | 1078 | 16 |

Major/Minor

| | Minor2 | Major1 | Major2 |
|-------------------------|--------|--------|--------|
| Conflicting Flow All | 2138 | 1104 | 1104 |
| Stage 1 | 1095 | - | - |
| Stage 2 | 1043 | - | - |
| Follow-up Headway | 3.518 | 3.318 | 2.218 |
| Pot Capacity-1 Maneuver | 54 | 257 | 632 |
| Stage 1 | 321 | - | - |
| Stage 2 | 339 | - | - |
| Time blocked-Platoon, % | | | |
| Mov Capacity-1 Maneuver | 49 | 253 | 626 |
| Mov Capacity-2 Maneuver | 49 | - | - |
| Stage 1 | 319 | - | - |
| Stage 2 | 307 | - | - |

Approach

| | | | |
|----------------------|---|---|---|
| HCM Control Delay, s | 0 | 0 | 0 |
|----------------------|---|---|---|

Minor Lane / Major Mvmt

| | NBL | NBR | EBL | SBL | SBR |
|-----------------------|-------|-----|-----|-----|-----|
| Capacity (veh/h) | 626 | - | 0 | - | - |
| HCM Lane V/C Ratio | 0.04 | - | - | - | - |
| HCM Control Delay (s) | 10.99 | 0 | 0 | - | - |
| HCM Lane LOS | B | A | A | - | - |
| HCM 95th %tile Q(veh) | 0.125 | - | + | - | - |

Notes

~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection

Intersection Delay, s/veh 0.4

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|--------------------------|------|------|------|------|------|------|
| Vol. veh/h | 6 | 0 | 0 | 908 | 992 | 0 |
| Conflicting Peds, #/hr | 11 | 11 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 7 | 11 | 0 | 987 | 1078 | 0 |

Major/Minor

| | Minor2 | Major1 | Major2 |
|-------------------------|--------|--------|--------|
| Conflicting Flow All | 2076 | 1089 | 1089 |
| Stage 1 | 1089 | - | - |
| Stage 2 | 987 | - | - |
| Follow-up Headway | 3.518 | 3.318 | 2.218 |
| Pot Capacity-1 Maneuver | 59 | 262 | 641 |
| Stage 1 | 323 | - | - |
| Stage 2 | 361 | - | - |
| Time blocked-Platoon, % | - | - | - |
| Mov Capacity-1 Maneuver | 58 | 260 | 641 |
| Mov Capacity-2 Maneuver | 58 | - | - |
| Stage 1 | 321 | - | - |
| Stage 2 | 358 | - | - |

Approach

HCM Control Delay, s EB 43 NB 0 SB 0

Minor Lane / Major Mvmt

| | NBL | NBT | EBL | SBT | SBR |
|-----------------------|-----|-----|-------|-----|-----|
| Capacity (veh/h) | 641 | - | 113 | - | - |
| HCM Lane V/C Ratio | - | - | 0.154 | - | - |
| HCM Control Delay (s) | 0 | - | 42.6 | - | - |
| HCM Lane LOS | A | - | E | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.523 | - | - |

Notes

~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection:

| | |
|---------------------------|-----|
| Intersection Delay, s/veh | 160 |
|---------------------------|-----|

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol. Veh/h | 36 | 29 | 71 | 5 | 7 | 17 | 59 | 1000 | 13 | 20 | 1055 | 54 |
| Conflicting Peds, #/hr | 9 | 0 | 14 | 14 | 0 | 9 | 21 | 0 | 3 | 3 | 0 | 21 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | | | | | | | | | | | | |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | | 0 | | | 0 | | | 0 | | | 0 | |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 39 | 32 | 77 | 5 | 8 | 18 | 64 | 1087 | 14 | 22 | 1147 | 59 |

| Major/Minor | Minor1 | | Minor2 | | Major1 | | Major2 | | | | | |
|-------------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 2483 | 2477 | 1211 | 2524 | 2499 | 1129 | 1219 | 0 | 0 | 1115 | 0 | 0 |
| Stage 1 | 1234 | 1234 | - | 1236 | 1236 | - | - | - | - | - | - | - |
| Stage 2 | 1249 | 1243 | - | 1288 | 1263 | - | - | - | - | - | - | - |
| Follow-up Headway | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Capacity-1 Maneuver | # 20 | # 30 | 222 | 19 | 29 | 248 | 572 | - | - | 626 | - | - |
| Stage 1 | 216 | 249 | - | 216 | 248 | - | - | - | - | - | - | - |
| Stage 2 | 212 | 246 | - | 201 | 241 | - | - | - | - | - | - | - |
| Time blocked-Platoon, % | | | | | | | | - | - | - | - | - |
| Mov Capacity-1 Maneuver | # 9 | # 18 | 213 | - | 18 | 238 | 559 | - | - | 611 | - | - |
| Mov Capacity-2 Maneuver | # 9 | # 18 | - | - | 18 | - | - | - | - | - | - | - |
| Stage 1 | 150 | 218 | - | 150 | 172 | - | - | - | - | - | - | - |
| Stage 2 | 129 | 170 | - | 95 | 211 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|---------|----|----|----|
| HCM Control Delay, s | \$ 2777 | - | 1 | 0 |

| Minor Lane / Major Mvmt | NBL | NBT | NBR | EBL | WBL | SBL | SBT | SBR |
|-------------------------|--------|-----|-----|-----------|-----|--------|-----|-----|
| Capacity (veh/h) | 559 | - | - | 23 | + | 611 | - | - |
| HCM Lane V/C Ratio | 0.115 | - | - | 6.427 | + | 0.036 | - | - |
| HCM Control Delay (s) | 12.273 | 0 | - | \$ 2776.9 | + | 11.109 | 0 | - |
| HCM Lane LOS | B | A | - | F | + | B | A | - |
| HCM 95th %tile Q(veh) | 0.386 | - | - | 18.586 | + | 0.111 | - | - |

Notes:

~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection

Intersection Delay, s/veh 1.1

Movement

| | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol. veh/h | 12 | 156 | 18 | 6 | 200 | 5 | 13 | 1 | 16 | 0 | 0 | 0 |
| Conflicting Peds. #/hr | 8 | 0 | 15 | 15 | 0 | 8 | 0 | 0 | 10 | 10 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | | | | | | | 0 | | | | | |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | | 0 | | | 0 | | | 0 | | | 0 | |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 13 | 170 | 20 | 7 | 217 | 5 | 14 | 1 | 17 | 0 | 0 | 1 |

Major/Minor

| | Major1 | Major2 | Minor |
|-------------------------|--------|--------|-------|
| Conflicting Flow All | 223 | 0 | 0 |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |
| Follow-up Headway | 2.218 | - | - |
| Pot Capacity-1 Maneuver | 1346 | 1373 | 568 |
| Stage 1 | - | - | 821 |
| Stage 2 | - | - | 806 |
| Time blocked-Platoon, % | - | - | - |
| Mov Capacity-1 Maneuver | 1324 | 1350 | 544 |
| Mov Capacity-2 Maneuver | - | - | 544 |
| Stage 1 | - | - | 805 |
| Stage 2 | - | - | 788 |

Approach

HCM Control Delay, s 0 0 10

Minor Lane / Major Mvmt

| | NBln1 | NBln2 | EBL | EBT | EBR | WBL | WBT | WBR |
|-----------------------|-------|-------|-------|-----|-----|-------|-----|-----|
| Capacity (veh/h) | 544 | 737 | 1324 | - | - | 1350 | - | - |
| HCM Lane V/C Ratio | 0.017 | 0.031 | 0.01 | - | - | 0.005 | - | - |
| HCM Control Delay (s) | 11.7 | 10 | 7.746 | 0 | - | 7.68 | 0 | - |
| HCM Lane LOS | B | B | A | A | - | A | A | - |
| HCM 95th %tile Q(veh) | 0.053 | 0.097 | 0.03 | - | - | 0.015 | - | - |

Notes

~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection

| | | | | | | | | | | | | |
|---------------------------|------|--|--|--|--|--|--|--|--|--|--|--|
| Intersection Delay, s/veh | 49.6 | | | | | | | | | | | |
|---------------------------|------|--|--|--|--|--|--|--|--|--|--|--|

| Movement | EBL | NBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol. veh/h | 35 | 22 | 56 | 3 | 11 | 21 | 59 | 1073 | 62 | 8 | 574 | 34 |
| Conflicting Peds, #/hr | 17 | 0 | 13 | 13 | 0 | 17 | 0 | 0 | 2 | 2 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | | | | | | | | | | | | |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | | 0 | | | 0 | | | 0 | | | 0 | |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 38 | 24 | 61 | 3 | 12 | 23 | 64 | 1166 | 67 | 9 | 624 | 37 |

| Major/Minor | Minor1 | | | Minor2 | | | Major1 | | | Major2 | | |
|-------------------------|--------|-------|-------|--------|-------|-------|--------|---|---|--------|---|---|
| Conflicting Flow All | 2040 | 2056 | 661 | 2064 | 2040 | 1219 | 678 | 0 | 0 | 1251 | 0 | 0 |
| Stage 1 | 677 | 677 | - | 1345 | 1345 | - | - | - | - | - | - | - |
| Stage 2 | 1363 | 1379 | - | 719 | 695 | - | - | - | - | - | - | - |
| Follow-up Headway | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pl. Capacity-1 Maneuver | 42 | 55 | 462 | 40 | 57 | 220 | 914 | - | - | 556 | - | - |
| Stage 1 | 443 | 452 | - | 187 | 220 | - | - | - | - | - | - | - |
| Stage 2 | 183 | 212 | - | 420 | 444 | - | - | - | - | - | - | - |
| Time blocked-Platoon, % | | | | | | | | | | | | |
| Mov Capacity-1 Maneuver | # 23 | 40 | 452 | 15 | 41 | 215 | 912 | - | - | 555 | - | - |
| Mov Capacity-2 Maneuver | # 23 | 40 | - | 15 | 41 | - | - | - | - | - | - | - |
| Stage 1 | 336 | 432 | - | 142 | 167 | - | - | - | - | - | - | - |
| Stage 2 | 117 | 161 | - | 334 | 424 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|-----------------------|--------|-----|----|----|
| HCM Control Delay (s) | \$ 813 | 130 | 0 | 0 |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|----------|-------|-------|-----|-----|
| Capacity (veh/h) | 912 | - | - | 51 | 62 | 555 | - | - |
| HCM Lane V/C Ratio | 0.07 | - | - | 2.408 | 0.614 | 0.016 | - | - |
| HCM Control Delay (s) | 9.246 | 0 | - | \$ 813.1 | 129.7 | 11.59 | 0 | - |
| HCM Lane LOS | A | A | - | F | F | B | A | - |
| HCM 95th %tile Q(veh) | 0.226 | - | - | 12.626 | 2.566 | 0.048 | - | - |

Notes:

~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

| Intersection | |
|---------------------------|-------|
| Intersection Delay, s/veh | 147.4 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol. veh/h | 36 | 29 | 71 | 5 | 7 | 17 | 54 | 978 | 13 | 20 | 1052 | 50 |
| Conflicting Peds, #/hr | 9 | 0 | 14 | 14 | 0 | 9 | 21 | 0 | 3 | 3 | 0 | 21 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | | | | | | | | | | | | |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | | 0 | | | 0 | | | 0 | | | 0 | |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 39 | 32 | 77 | 5 | 8 | 18 | 59 | 1063 | 14 | 22 | 1143 | 54 |

| Major/Minor | Minor1 | | Minor2 | | Major1 | | Major2 | | | | | |
|-------------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 2443 | 2437 | 1206 | 2484 | 2457 | 1105 | 1212 | 0 | 0 | 1091 | 0 | 0 |
| Stage 1 | 1228 | 1228 | - | 1202 | 1202 | - | - | - | - | - | - | - |
| Stage 2 | 1215 | 1209 | - | 1282 | 1255 | - | - | - | - | - | - | - |
| Follow-up Headway | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Capacity-1 Maneuver | # 21 | 32 | 224 | 20 | 31 | 256 | 576 | - | - | 640 | - | - |
| Stage 1 | 218 | 250 | - | 225 | 258 | - | - | - | - | - | - | - |
| Stage 2 | 222 | 256 | - | 203 | 243 | - | - | - | - | - | - | - |
| Time blocked-Platoon, % | | | | | | | | | | | | |
| Mov Capacity-1 Maneuver | # 10 | # 20 | 215 | - | 20 | 246 | 563 | - | - | 625 | - | - |
| Mov Capacity-2 Maneuver | # 10 | # 20 | - | - | 20 | - | - | - | - | - | - | - |
| Stage 1 | 158 | 220 | - | 163 | 187 | - | - | - | - | - | - | - |
| Stage 2 | 142 | 186 | - | 97 | 214 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|---------|----|----|----|
| HCM Control Delay, s | \$ 2521 | + | 1 | 0 |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLm | WBLm | SBL | SBT | SBR |
|-----------------------|--------|-----|-----|-----------|------|--------|-----|-----|
| Capacity (veh/h) | 563 | - | - | 25 | + | 625 | - | - |
| HCM Lane V/C Ratio | 0.104 | - | - | 5.913 | + | 0.035 | - | - |
| HCM Control Delay (s) | 12.137 | 0 | - | \$ 2521.4 | + | 10.967 | 0 | - |
| HCM Lane LOS | B | A | - | F | + | B | A | - |
| HCM 95th %tile Q(veh) | 0.347 | - | - | 18.371 | + | 0.108 | - | - |

Notes:
 ~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection

Intersection Delay, s/veh 147.4

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol. Veh/h | 36 | 29 | 71 | 5 | 7 | 17 | 54 | 978 | 13 | 20 | 1052 | 50 |
| Conflicting Peds. #/hr | 9 | 0 | 14 | 14 | 0 | 9 | 21 | 0 | 3 | 3 | 0 | 21 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | | | | | | | | | | | | |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | | 0 | | | 0 | | | 0 | | | 0 | |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 39 | 32 | 77 | 5 | 8 | 18 | 59 | 1063 | 14 | 22 | 1143 | 54 |

| Major/Minor | Minor | | Minor | | Major | | Major | | | | | |
|-------------------------|-------|-------|-------|-------|-------|-------|-------|---|---|-------|---|---|
| Conflicting Flow All | 2443 | 2437 | 1206 | 2484 | 2457 | 1105 | 1212 | 0 | 0 | 1091 | 0 | 0 |
| Stage 1 | 1228 | 1228 | - | 1202 | 1202 | - | - | - | - | - | - | - |
| Stage 2 | 1215 | 1209 | - | 1282 | 1255 | - | - | - | - | - | - | - |
| Follow-up Headway | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Capacity-1 Maneuver | # 21 | 32 | 224 | 20 | 31 | 256 | 576 | - | - | 640 | - | - |
| Stage 1 | 218 | 250 | - | 225 | 258 | - | - | - | - | - | - | - |
| Stage 2 | 222 | 256 | - | 203 | 243 | - | - | - | - | - | - | - |
| Time blocked-Platoon, % | | | | | | | | | | | | |
| Mov Capacity-1 Maneuver | # 10 | # 20 | 215 | - | 20 | 246 | 563 | - | - | 625 | - | - |
| Mov Capacity-2 Maneuver | # 10 | # 20 | - | - | 20 | - | - | - | - | - | - | - |
| Stage 1 | 158 | 220 | - | 163 | 187 | - | - | - | - | - | - | - |
| Stage 2 | 142 | 186 | - | 97 | 214 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----------|----|----|----|
| HCM Control Delay, s | \$ 2521.4 | + | 1 | 0 |

| Minor Lane / Major Mvmt | NBL | NBT | NBR | EBL | EBT | WBL | SBL | SBT | SBR |
|-------------------------|--------|-----|-----|-----------|-----|--------|-----|-----|-----|
| Capacity (veh/h) | 563 | - | - | 25 | + | 625 | - | - | - |
| HCM Lane V/C Ratio | 0.104 | - | - | 5.913 | + | 0.036 | - | - | - |
| HCM Control Delay (s) | 12.137 | 0 | - | \$ 2521.4 | + | 10.967 | 0 | - | - |
| HCM Lane LOS | B | A | - | F | + | B | A | - | - |
| HCM 95th %tile Q(veh) | 0.347 | - | - | 18.371 | + | 0.108 | - | - | - |

Notes
 ~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

| Intersection | |
|---------------------------|------|
| Intersection Delay, s/veh | 38.9 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol. veh/h | 35 | 22 | 56 | 3 | 11 | 21 | 62 | 1085 | 62 | 8 | 575 | 36 |
| Conflicting Peds, #/hr | 17 | 0 | 13 | 13 | 0 | 17 | 0 | 0 | 2 | 2 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | 100 | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 38 | 24 | 61 | 3 | 12 | 23 | 67 | 1179 | 67 | 9 | 625 | 39 |

| Major/Minor | Minor 2 | | Minor 1 | | Major 1 | | Major 2 | | | | | |
|-------------------------|---------|-------|---------|-------|---------|-------|---------|---|---|-------|---|---|
| Conflicting Flow All | 2061 | 2078 | 664 | 2056 | 2064 | 1232 | 681 | 0 | 0 | 1264 | 0 | 0 |
| Stage 1 | 679 | 679 | - | 1365 | 1365 | - | - | - | - | - | - | - |
| Stage 2 | 1382 | 1399 | - | 691 | 699 | - | - | - | - | - | - | - |
| Follow-up Headway | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Capacity-1 Maneuver | 40 | 53 | 461 | 41 | 55 | 216 | 912 | - | - | 550 | - | - |
| Stage 1 | 441 | 451 | - | 182 | 215 | - | - | - | - | - | - | - |
| Stage 2 | 178 | 207 | - | 435 | 442 | - | - | - | - | - | - | - |
| Time blocked-Platoon, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Capacity-1 Maneuver | # 21 | 37 | 451 | 14 | 39 | 211 | 910 | - | - | 549 | - | - |
| Mov Capacity-2 Maneuver | # 21 | 37 | - | 14 | 39 | - | - | - | - | - | - | - |
| Stage 1 | 326 | 431 | - | 135 | 159 | - | - | - | - | - | - | - |
| Stage 2 | 110 | 153 | - | 345 | 422 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|--------|-----|----|----|
| HCM Control Delay, s | \$ 630 | 141 | 0 | 0 |

| Minor Lane / Major Mvmt | NBL | NBT | NBR | EBL1 | EBL2 | WBL1 | SBL | SBT | SBR |
|-------------------------|-------|-----|-----|----------|-------|-------|--------|-----|-----|
| Capacity (veh/h) | 910 | - | - | 33 | 451 | 59 | 549 | - | - |
| HCM Lane V/C Ratio | 0.074 | - | - | 2.492 | 0.09 | 0.645 | 0.016 | - | - |
| HCM Control Delay (s) | 9.272 | 0 | - | \$ 934.7 | 13.8 | 141.3 | 11.663 | 0 | - |
| HCM Lane LOS | A | A | - | F | B | F | B | A | - |
| HCM 95th %tile Q(veh) | 0.239 | - | - | 9.427 | 0.295 | 2.688 | 0.048 | - | - |

Notes
 ~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection

Intersection Delay, s/veh 111.3

| Movement | NBL | NBT | NBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol, veh/h | 36 | 29 | 71 | 5 | 7 | 17 | 59 | 1000 | 113 | 20 | 1055 | 54 |
| Conflicting Peds, #/hr | 9 | 0 | 14 | 14 | 0 | 9 | 21 | 0 | 3 | 3 | 0 | 21 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | 100 | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 39 | 32 | 77 | 5 | 8 | 18 | 64 | 1087 | 14 | 22 | 1147 | 59 |

| Major/Minor | Minor1 | | Minor2 | | Major1 | | Major2 | | | | | |
|-------------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 2483 | 2477 | 1211 | 2485 | 2499 | 1129 | 1219 | 0 | 0 | 1115 | 0 | 0 |
| Stage 1 | 1234 | 1234 | - | 1236 | 1236 | - | - | - | - | - | - | - |
| Stage 2 | 1249 | 1243 | - | 1249 | 1263 | - | - | - | - | - | - | - |
| Follow-up Headway | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Capacity-1 Maneuver | # 20 | # 30 | 222 | 20 | 29 | 248 | 572 | - | - | 626 | - | - |
| Stage 1 | 216 | 249 | - | 216 | 248 | - | - | - | - | - | - | - |
| Stage 2 | 212 | 246 | - | 212 | 241 | - | - | - | - | - | - | - |
| Time blocked-Platoon, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Capacity-1 Maneuver | # 9 | # 18 | 213 | 18 | 238 | 559 | 611 | - | - | - | - | - |
| Mov Capacity-2 Maneuver | # 9 | # 18 | - | - | 18 | - | - | - | - | - | - | - |
| Stage 1 | 150 | 218 | - | 150 | 172 | - | - | - | - | - | - | - |
| Stage 2 | 129 | 170 | - | 100 | 211 | - | - | - | - | - | - | - |

| Approach | NB | WB | SB |
|----------------------|---------|----|----|
| HCM Control Delay, s | \$ 1928 | 1 | 0 |

| Minor Lane / Major Mvmt | NBL | NBT | NBR | WBLn1 | WBLn2 | WBLn3 | SBL | SBT | SBR |
|-------------------------|--------|-----|-----|-----------|-------|-------|--------|-----|-----|
| Capacity (veh/h) | 559 | - | - | 15 | 213 | + | 611 | - | - |
| HCM Lane V/C Ratio | 0.115 | - | - | 6.425 | 0.242 | + | 0.036 | - | - |
| HCM Control Delay (s) | 12.273 | 0 | - | \$ 2943.5 | 27.2 | + | 11.109 | 0 | - |
| HCM Lane LOS | B | A | - | F | D | + | B | A | - |
| HCM 95th %tile Q(veh) | 0.386 | - | - | 12.961 | 0.914 | + | 0.111 | - | - |

Notes

- : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

ATTACHMENT 3
Negative Declaration,
August 2014

**City of South Pasadena
ENVIRONMENTAL CHECKLIST FORM**

1. Project title:

Conditional Use Permit Modification
Project No. 1657-CUP-MOD

2. Lead agency name/ address:

The City of South Pasadena
Planning and Building Department
1414 Mission Street
South Pasadena, CA 91030

3. Contact person and phone number:

John Mayer – Senior Planner
City of South Pasadena
626-403-7228
jmayer@southpasadenaca.gov

4. Project location:

1515 Garfield Avenue (Oneonta Church Complex)
City of South Pasadena, County of Los Angeles
California, 91030

5. Project sponsor's name and address:

Michael C. Wojciechowski, Kids Klub Child Development Centers
Raymond Ave.
Pasadena, CA 91105

6. General plan designation:

COMMUNITY FACILITIES

7. Zoning:

COMMUNITY FACILITIES (C-F) ZONE

8. Description of project:

The project is a modification to an approved child care operation for school-aged children who are in kindergarten through the ninth grade. Starting in August 2014, the program will run from 7:30am – 9:00 am and from 4:30 pm to 6:00 pm, weekdays from Monday to Friday. Maximum number of students would be 70 children during the regular school year and 120 children when regular school is not in session. The child care operation would take place in the 1,550 square foot "Whitmore Youth Room" in the Oneonta Congregational Church. The applicant obtained a Conditional Use Permit on January 27, 2014 for the child care facility. The current proposal requires a modification to that permit because the applicant desires to use the 1,378 square foot "Oakview Room" instead of the previously approved, 576 square foot modular building at the north end of the site. A traffic study has been prepared for the new facility.

9. Surrounding land uses and setting:

| | Land Uses | Significant Features |
|---------|----------------|---|
| On-site | Oneonta Church | 4.3 acre site including: Historic Church sanctuary, church offices, living quarters for the minister, and various halls and meeting rooms |
| North | Residential | Single Family Homes |
| South | YMCA Facility | Indoor/Outdoor Recreational Facility |
| East | Residential | Single Family Homes |
| West | Residential | Single Family Homes |

10. Other public agencies whose approval is required (e.g. permits, financing approval, or particular agreement):

None

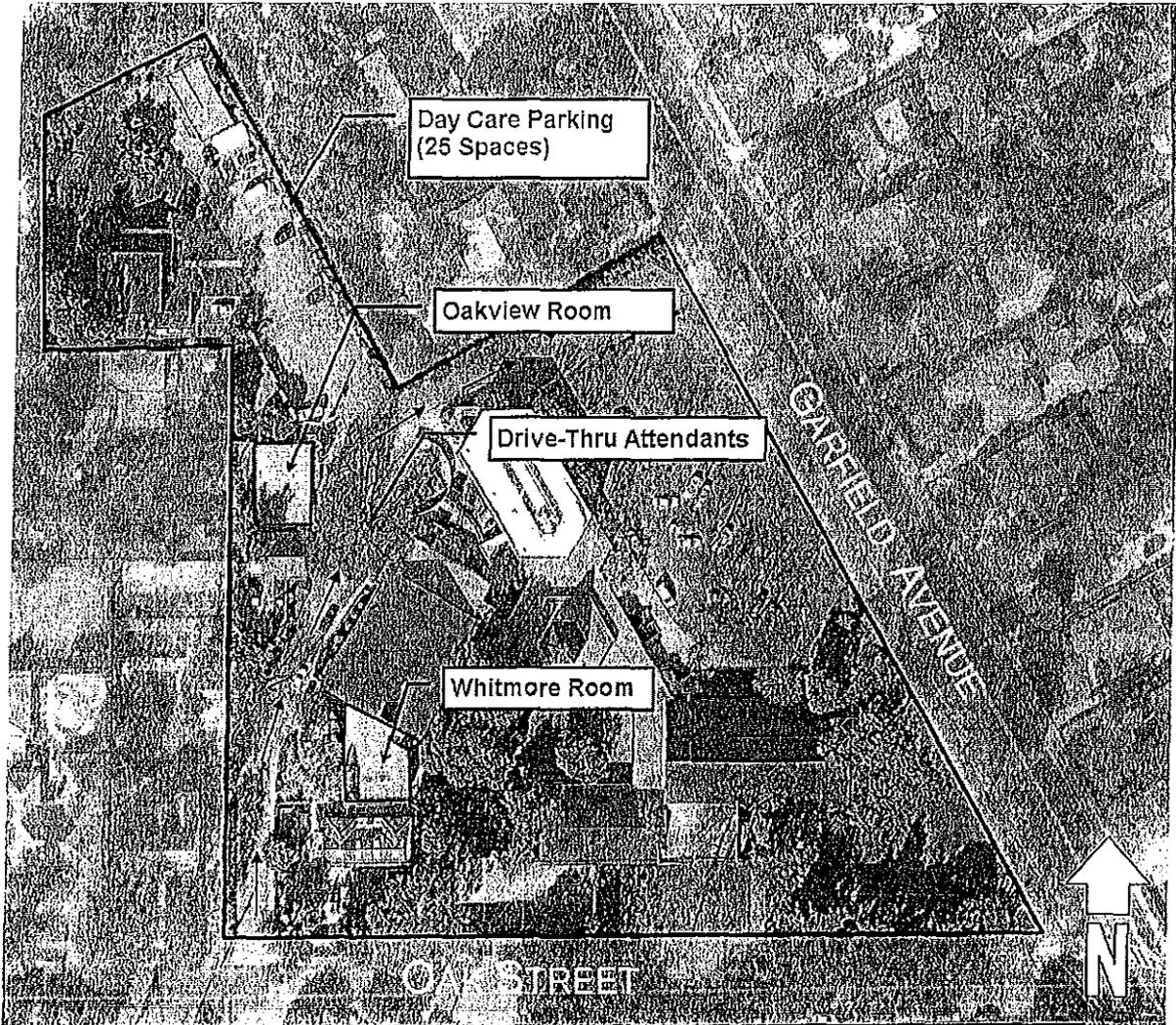


Figure 1. Aerial Photo

The Oneonta Congregational Church is located on a 4.37 acre site and developed with several buildings for church activities. There are 96 parking spaces. The KidsKlub daycare center would operate from a 1,570 square foot "Whitmore Room" and 1,378 square foot "Oakview Room".

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|---|---|--|
| <input type="checkbox"/> Land Use and Planning | <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Population and Housing | <input type="checkbox"/> Energy/Mineral Resources | <input type="checkbox"/> Utilities & Service Systems |
| <input type="checkbox"/> Geological Problems | <input type="checkbox"/> Hazards | <input type="checkbox"/> Aesthetics |
| <input type="checkbox"/> Water | <input type="checkbox"/> Noise | <input type="checkbox"/> Cultural Resources |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Mandatory Findings of Significance | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> | | |
| Transportation/Circulation | | |

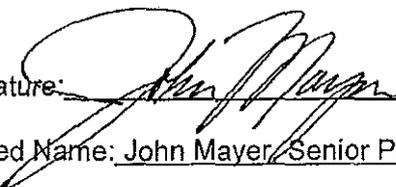
EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e. g. the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e. g. the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect is significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Potentially Significant Unless Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section 17, "Earlier Analysis," may be cross-referenced).
- 5) Earlier analysis may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063 (c) (3) (D). Earlier analyses are discussed in Section 17 at the end of the checklist.

DETERMINATION:

On the basis of this initial evaluation:

- I find that the 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 not have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. 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 significant effect(s) 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 earlier analysis as described on attached sheets, if the effect is a "potentially significant impact" or "potentially significant unless mitigated". An **ENVIRONMENTAL IMPACT REPORT** is required but 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, there **WILL NOT** be a significant effect in this case because all potentially significant effect (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed on the proposed project.

Signature: 
Printed Name: John Mayer, Senior Planner

Date: 7-8-14
For: City of South Pasadena

| Issues and Supporting Information Sources | Sources | Potentially Significant Issues | Potentially Significant Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---------|--------------------------------|--|------------------------------|-----------|
|---|---------|--------------------------------|--|------------------------------|-----------|

1. LAND USE AND PLANNING. Would the proposal:

| | | | | | |
|---|------|--|--|---|---|
| a) Conflict with general plan designation or zoning? | 1, 2 | | | X | |
| b) Conflict with applicable environmental plans or policies adopted by agencies with jurisdiction over the project? | 1, 2 | | | | X |
| c) Be incompatible with the existing land use in the vicinity? | 1 | | | | X |
| d) Affect agricultural resources or operations (e.g. impact to soils or farmlands, or impacts from incompatible land uses)? | | | | | X |
| e) Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)? | | | | | X |

The General Plan Land Use designation for this site is Community Facilities and the corresponding Zoning District is Community Facilities (C-F) Zone. The proposed project is a modification to an approved daycare center.

The daycare use is consistent with the provisions of the General Plan's Open Space and Conservation Element, which acknowledges the need for a variety of programs that maximize the city's recreational and educational opportunities. An important goal of the General Plan is to offer children in the community with enough quality programming to keep them interested in positive activities. The subject property is designated for Community Facilities. The 4.3 acre site offers an opportunity for an efficient joint-use of the site that allows day care services during the weekday hours and religious services in the evenings and on the weekends.

The use is a child care facility for school-aged children in kindergarten through the ninth grade. The use would be located within a Community Facilities zoning district. Child day care facilities are not listed as a permitted or a conditionally permitted land use for the Community Facilities (C-F) Zone. However, the activities of the proposed child care facility are parallel to those of a Private school, which is a conditionally permitted use in the C-F Zone.

There are no agricultural resources or operations in the City of South Pasadena. As such, there will be no impacts related to this issue area.

2. POPULATION AND HOUSING. Would the proposal:

| | | | | | |
|---|---|--|--|--|---|
| a) Cumulatively exceed official regional or local population projections? | 1 | | | | X |
| b) Induce substantial growth in an area either directly or indirectly (e.g. through projects in an undeveloped area or major infrastructure)? | 1 | | | | X |
| c) Displace existing housing, especially affordable housing? | | | | | X |

The proposed project will not cause substantial impacts to local population projections, induce substantial growth, or displace existing housing. The proposed project is a modification to an approved daycare center. Therefore, the project will have no impact on population and housing.

3. GEOLOGIC PROBLEMS. Would the proposal result in or expose people to potential impacts involving:

| | | | | | |
|-------------------|------|--|--|---|--|
| a) Fault rupture? | 1, 5 | | | X | |
|-------------------|------|--|--|---|--|

According to the City's General Plan, there are two active faults in the City: the Raymond Hill Fault, and the Elysian Park Fault. The closest active fault to the subject site is the Raymond Hill Fault, which underlies most of the City. As a result, any new construction or tenant improvement work would be designed based on the most current local, state, and federal building standards. As such, there will be no impacts related to fault rupture.

| Issues and Supporting Information Sources | Sources | Potentially Significant Issues | Potentially Significant Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---------|--------------------------------|--|------------------------------|-----------|
| b) Seismic ground shaking? | 1, 5, | | | X | |
| The project area is generally geologically stable and suitable for development. However, the project area could be impacted by ground shaking resulting from future seismic events. The proposed project (including any tenant improvements) would be designed based on the most current building standards and the recommendation of the project engineer. As such, there will be no significant impact related to this issue area. | | | | | |
| c) Seismic ground failure, including liquefaction? | 1, 3 | | | | X |
| d) Seiche, tsunami, or volcanic hazard? | | | | | X |
| e) Landslides or mudflows? | 1 | | | | X |
| f) Erosion, changes in topography or unstable soil conditions from excavation, grading or fill? | | | | | X |
| f) Subsidence of the land? | | | | | X |
| h) Expansive soils? | | | | | X |
| i) Unique geologic or physical features? | 1,5 | | | | X |
| The General Plan Safety Element indicates that South Pasadena is at a low risk of liquefaction. There are no unique geological or physical features on the site. | | | | | |
| 4. WATER. Would the proposal result in: | | | | | |
| a) Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff? | 1, 5 | | | | X |
| Changes in absorption rates, drainage patterns and the rate and amount of surface runoff were all taken into account. The proposed project is a modification to an approved day care facility. Any construction work related to the project would be limited to interior remodeling (tenant improvement work) and the existing surface parking areas will be used; therefore, there will be no significant impacts related to this issue. | | | | | |
| b) Exposure of people or property to water related hazards such as flooding? | 1 | | | | X |
| c) Discharge into surface waters or other alteration of surface water quality (e.g. temperature, dissolved oxygen or turbidity)? | 1 | | | | X |
| d) Changes in the amount of surface water in any water body? | | | | | X |
| e) Changes in currents, or the course or direction of water movements? | | | | | X |
| f) Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations or through substantial loss of groundwater recharge capability? | | | | | X |
| g) Altered direction or rate of flow of groundwater? | | | | | X |

| Issues and Supporting Information Sources | Sources | Potentially Significant Issues | Potentially Significant Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---------|--------------------------------|--|------------------------------|-----------|
| h) Impacts to groundwater quality? | | | | | X |
| i) Substantial reduction in the amount of groundwater otherwise available for public water supplies? | | | | | X |
| j) Storm Water system discharges from areas for materials storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage delivery or loading docks, or other outdoor work areas? | | | | | X |
| k) A significantly environmentally harmful increase in the flow rate or volume of storm water runoff? | | | | | X |
| l) A significantly environmentally harmful increase in erosion of the project site or surrounding areas? | | | | | X |
| m) Storm water discharges that would significantly impair the beneficial uses of receiving waters or areas that provide water quality benefits (e.g. riparian corridors, wetlands, etc.)? | | | | | X |
| n) Harm to the biological integrity of drainage systems and water bodies? | | | | | X |
| <p>This proposal will not cause a change in surface water or groundwater. It will not change the currents, or the course of direction of water movements in either marine or fresh waters, as the project is not located in a marine or fresh water setting. Furthermore, the entire City is located within Zone C, which designates areas of minimal flooding. There are no floodplain areas within the City. There will be no significant impacts related to this issue area.</p> | | | | | |
| 5. AIR QUALITY. Would the proposal: | | | | | |
| a) Violate any air quality standard or contribute to an existing or projected air quality violation? | 4,6 | | | | X |
| b) Expose sensitive receptors to pollutants | 6 | | | | X |
| c) Alter air movement, moisture, or temperature, or cause any change in climate? | 6 | | | | X |
| d) Create objectionable odors? | 6 | | | | X |
| <p>The proposed project is a modification to an approved daycare facility. The daycare facility is considered a "sensitive receptor", which will house those people in the overall population who are particularly susceptible to the health effects due to exposure to an air contaminant than is the population at large. The subject site is a 4.3 acre church complex within a single-family neighborhood. There are no localized Carbon Monoxide (CO) sources, toxic air contaminants or odors that are of particular concern within that area. The project would not place this "sensitive receptor" closer to air pollution sources than the recommended separation distances shown in Table 1-1 of the California Air Resources Board's (CARB's) "Air Quality and Land Use Handbook: A Community Health Perspective" (April 2005). Table 1-1 recommends avoid siting new sensitive land uses within 500 feet of any dry cleaning operation. The nearest dry cleaning operation (Huntington Cleaners) is approximately 1,900 feet from the subject site.</p> | | | | | |
| 6. TRANSPORTATION/CIRCULATION. Would the proposal result in: | | | | | |
| a) Increased vehicle trips or traffic congestion? | 5,7 | | | X | |

| Issues and Supporting Information Sources | Sources | Potentially Significant Issues | Potentially Significant Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|---------|--------------------------------|--|------------------------------|-----------|
| b) Hazards to safety from design features (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)? | 5 | | | | X |
| c) Inadequate emergency accesses or access to nearby uses? | 5 | | | | X |
| d) Insufficient parking capacity on-site or off-site? | 2, 5 | | | | X |
| e) Hazards or barriers for pedestrians or bicyclists? | 5 | | | | X |
| f) Conflicts with adopted policies supporting alternative transportation (e.g. bus turnouts, bicycle racks)? | 1,5,7 | | | X | |
| g) Rail, waterborne or air traffic impacts? | 5 | | | | X |
| <p>The day care center is expected to accommodate up to 70 students and 15 staff members during the regular school year and up to 120 students and 70 staff members during the winter, summer and spring break periods. The project will occupy an existing 1,550 square foot room and an existing 1,378 square foot room on the existing 4.37-acre Oneonta Congregational Church campus, which is located at the northwest corner of Garfield Avenue and Oak Street.</p> <p>Vehicular traffic for the child care facility will enter from Oak Street onto a private one-way road through the 4.3 acre church site. Parents/guardians can either park and walk their children to the center, or drop off their children with a "drive-thru" attendant. Two attendants would be positioned 245 feet in from Oak Street and they are responsible for the child's safety between the idling vehicle and the child care facility. This roadway is 20 feet wide and allows adequate room for passing cars to maneuver around the idling cars at the drop off area. Vehicles exit the site on to Garfield Avenue to the east.</p> <p>Minagar & Associates, Inc. (MAI) conducted a traffic impact analysis on Thursday June 5, 2014 to identify potential traffic impacts related to the day care center. This study was conducted at the end of the 2013-2014 school year of the South Pasadena Unified School District. The traffic analysis was performed based on the existing morning (AM) and afternoon (PM) peak hour traffic volumes and Levels of Service (LOS) of four un-signalized intersections, which included three project driveways and one two-way stop controlled intersections within city limits. An analysis of the Existing Plus Project conditions revealed that each of the four studied intersections is anticipated to continue operating at its pre-project LOS, and that the project as proposed would not generate any significant traffic impacts to adjacent intersections during the weekday AM and PM peak hours. Based on the results of the analysis, the daycare center would be compatible with the surrounding transportation environment in the City of South Pasadena and would not be required to provide any traffic mitigation measures upon the adjacent roadway system.</p> <p>In order to ensure that the operations of the subject facility would not change nor impact the traffic conditions of the surrounding intersections, it is recommended that during the upcoming school year, approximately six months from now, the same intersections under this study to be revisited and recounted. A similar traffic impact analysis with the actual traffic generation from the site will be prepared and presented to the City for the public review and documentation.</p> | | | | | |
| 7. BIOLOGICAL Would the proposal result in: | | | | | |
| a) Endangered, threatened or rare species or their habitats (including but not limited to plants, fish, insects, animals or birds)? | 1 | | | | X |
| b) Locally designated species (e.g. heritage trees)? | | | | | X |
| c) Locally designated natural communities (e.g. oak forest, coastal habitat, etc.)? | 1 | | | | X |
| d) Wetland habitat (e.g. marsh, riparian and vernal pool)? | | | | | X |

| Issues and Supporting Information Sources | Sources | Potentially Significant Issues | Potentially Significant Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---------|--------------------------------|--|------------------------------|-----------|
|---|---------|--------------------------------|--|------------------------------|-----------|

| | | | | | |
|---|--|--|--|--|---|
| e) Wildlife dispersal or migration corridors? | | | | | X |
|---|--|--|--|--|---|

The proposal will not change the diversity of species, or the number of any species of plants (including trees, shrubs, grass, crops, and aquatic plants). Further, there will be no elimination or reduction in the numbers of any unique, rare, or endangered species of plants since the subject site does not contain any known populations of rare or endangered species. The proposal will not introduce any new species into the area, or result in a barrier to the normal replenishment of existing species. The project will not reduce the acreage of any agricultural crop, since the subject property is not an agricultural use. Furthermore, the city has adopted Ordinance No. 1991 to protect Oak trees and other native wildlife. As a result, there will be no significant impacts from this proposal relating to biological resources.

As for the De Minimis Impact Finding, there is no evidence before the City that the proposed project will have potential adverse effects on wildlife resources.

8. ENERGY AND MINERAL RESOURCES. Would the proposal:

| | | | | | |
|---|---|--|--|---|---|
| a) Conflict with adopted energy conservation plans? | 1 | | | X | |
| b) Use non-renewable resources in a wasteful and inefficient manner? | 1 | | | | X |
| c) Result in the loss of availability of a known mineral resource that would be of future value to the region and the residents of the State? | 1 | | | | X |

The proposal will increase the demand on the existing energy sources, but not to a significant degree. The proposal will not require new sources of energy or impact natural resources, and the project will not result in the use of water and energy in a wasteful manner. The daycare program will provide shuttle service to the children who attend local schools; thereby, using nonrenewable fuels in an efficient manner. As such, this proposal will have no significant impact related to energy and mineral resources.

9. HAZARDS. Would the proposal involve:

| | | | | | |
|--|--|--|--|--|---|
| a) A risk of accidental explosion or release of hazardous substances (including, but not limited to: oil, pesticides, chemicals or radiation)? | | | | | X |
| b) Possible interference with an emergency response plan or emergency evacuation plan? | | | | | X |
| c) The creation of any health hazard or potential health hazard? | | | | | X |
| d) Exposure of people to existing sources of potential health hazards? | | | | | X |
| e) Increased fire hazard in areas with flammable brush, grass or trees? | | | | | X |

The City adopted the County of Los Angeles' Hazardous Waste Management Plan, and also co-sponsors with Los Angeles County Department of Public Works and the Sanitation Districts of Los Angeles County periodic hazardous waste round ups in the City, which addresses the issue of household hazardous waste. The project will not interfere with the City's emergency response plan or emergency evacuation plan; will not expose people to sources of potential health hazards, and will not create an increased fire hazard. The applicant has plans to implement procedures for safe pick up and drop off of children; there will be no pick up or drop off areas near major streets. The proposed project does not involve any construction to the outside of buildings. All construction work would be limited to interior improvements to the "Whitmore Room" and "Oakview Room" on the church site. The applicant would be subject to the conditions of approval imposed by the City's Building, Fire, Public Works, Planning and Building Departments to further insure no hazard impacts.

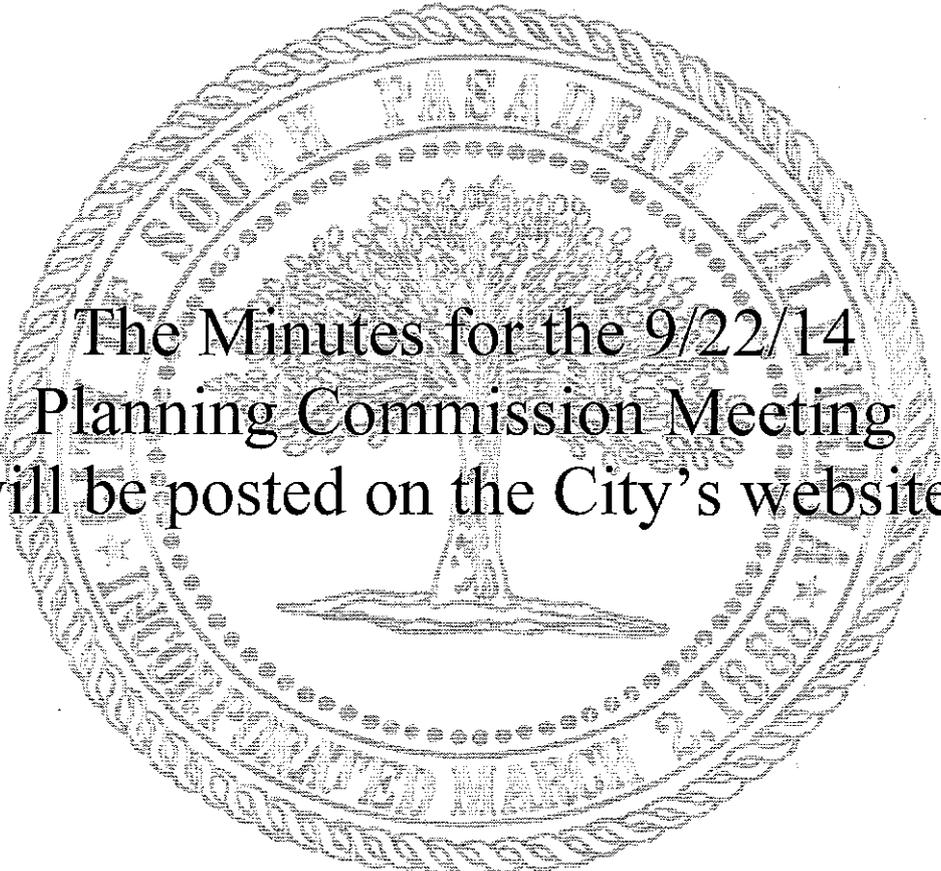
10. NOISE. Would the proposal result in:

| Issues and Supporting Information Sources | Sources | Potentially Significant Issues | Potentially Significant Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---------|--------------------------------|--|------------------------------|-----------|
| a) Increase in the existing noise levels? | 1, 2 | | | X | |
| b) Exposure of people to severe noise levels? | 2,5 | | | X | |
| <p>The City of South Pasadena regulates noise levels under Ordinance No. 1582 which specifies that noise generated by machinery, equipment, fans or air conditioning must not increase the ambient noise level by more than 5dBA at the property line. Starting in August 2014, the program will run from 7:30am – 9:00 am and from 4:30 pm to 6:00 pm, weekdays from Monday to Friday. Maximum number of students would be 70 children during the regular school year and 120 children when regular school is not in session. Noise levels on the subject site may increase during outdoor play time activities, but not to a significant degree. Outdoor activities for the daycare students will be confined to open spaces where there are walls and buildings to reduce the effects of noise in the neighborhood. The project's Conditional Use Permit modification will prohibit outdoor play areas near adjacent residential properties. As such, there will be no significant increases in existing noise levels.</p> | | | | | |
| <p>11. PUBLIC SERVICES. Would the proposal have an effect upon, or result in a need for new or altered government services in any of the following areas:</p> | | | | | |
| a) Fire protection? | 1 | | | | X |
| b) Police protection? | 1 | | | | X |
| c) Schools? | 1 | | | | X |
| d) Maintenance of public facilities, including roads? | 1 | | | | X |
| e) Other governmental services? | 1 | | | | X |
| <p>The proposal will not have an effect upon or result in a need for new or altered government services in the area including fire protection, police protection, schools, and the maintenance of public facilities including roads. The proposal is located in an urban area where all such services are currently provided. As a result, this proposal will have no significant impacts on public services.</p> | | | | | |
| <p>12. UTILITIES AND SERVICE SYSTEMS. Would the proposal result in a need for new systems or supplies, or substantial alterations to the following utilities:</p> | | | | | |
| a) Power or natural gas? | 1 | | | | X |
| b) Communications systems? | 1 | | | | X |
| c) Local or regional water treatment or distribution facilities? | 1 | | | | X |
| d) Sewer or septic tanks? | 1 | | | | X |
| e) Storm water drainage? | 1 | | | | X |
| f) Solid waste disposal? | 1 | | | | X |
| g) Local or regional water supplies? | 1 | | | | X |

| Issues and Supporting Information Sources | Sources | Potentially Significant Issues | Potentially Significant Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---------|--------------------------------|--|------------------------------|-----------|
| <p>The proposal will not result in a need for new system or substantial alterations to power or natural gas, communication system, local or regional water supplies and treatment or distribution facilities, sewer or septic tanks, and solid waste disposal in that it only pertains to a new daycare facility on a 4.3 acre site that is already developed with buildings and existing systems. As such, the proposal will not have any significant adverse impact.</p> | | | | | |
| <p>Southern California Edison (SCE) provides electricity to the site, and Southern California Gas Company (SCGC) provides natural gas. The SCE and SCGC have adequate capacity to serve the project site. The City of South Pasadena and California Water Service Company (CWSC) provide water to the project site. The CWSC purchases water from the West Basin Water Association, which is a distributor for the Metropolitan Water District of Southern California (MWD). In terms of solid waste, the City adopted a Source Reduction and Recycling Element (SRRE) in 1991 to meet State requirements for solid waste reduction. The City has a National Pollution Discharge Elimination System (NPDES) permit, and encourages the use of Best Management Practices in all new development. As a result, the proposal will not have any significant adverse impacts on utilities and service systems.</p> | | | | | |
| <p>13. AESTHETICS. Would the proposal:</p> | | | | | |
| a) Affect a scenic vista or scenic highway? | 5 | | | | X |
| b) Have a demonstrable negative aesthetic effect? | 5 | | | | X |
| c) Create light or glare? | 5 | | | | X |
| <p>The proposed project will not affect any scenic vista, scenic highway, or create light or glare since the subject site is mostly flat and developed with structures. This project involves a new daycare facility for children on a 4.3 acre church complex in a residential neighborhood within existing buildings and open spaces in a park-like setting. The proposed day care facility for children would operate between the hours to 7:30AM to 6:00PM, Monday through Friday when the church grounds are underutilized. The proposed project does not involve any construction to the outside of buildings. All construction work would be limited to interior improvements to the Whitmore Room and Oakview Room on the church site. Any proposals for signs would require an approval from the City's Cultural Heritage Commission to ensure compatibility in terms of aesthetics. As a result of this proposal, there will be no significant impacts related to aesthetics.</p> | | | | | |
| <p>14. CULTURAL RESOURCES. Would the proposal:</p> | | | | | |
| a) Disturb paleontological resources? | 1 | | | | X |
| b) Disturb archaeological resources? | | | | | X |
| c) Affect historical resources? | | | | | X |
| d) Have the potential to cause a physical change, which would affect unique ethnic cultural values? | | | | | X |
| e) Restrict existing religious or sacred uses within the potential impact area? | | | | | X |
| <p>According to records of the City of South Pasadena, no paleontological resources are known to exist on the project site, and the site is not located in a sensitive area for these resources. The property is listed on the <i>South Pasadena Historic Resources Survey: Inventory of Addresses</i>; however, there will be no exterior changes to the buildings. Any proposal for signage will require approval from the Cultural Heritage Commission. As a result, there will be no significant impacts related to cultural resources.</p> | | | | | |
| <p>15. RECREATION. Would the proposal:</p> | | | | | |
| a) Increase the demand for neighborhood or regional parks or other recreational facilities? | | | | | X |

| Issues and Supporting Information Sources | Sources | Potentially Significant Issues | Potentially Significant Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|---------|--------------------------------|--|------------------------------|-----------|
| b) Affect existing recreational opportunities? | | | | | X |
| The proposed project will not result in an increase in the demand for recreational facilities. This project involves a new daycare facility for children on a 4.3 acre church complex in a residential neighborhood within existing buildings and open spaces in a park-like setting. Therefore, the proposed project will not increase the demand for neighborhood or regional parks or other recreational facilities. | | | | | |
| 16. 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? | 1 | | | | X |
| The proposed project does not 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. As a result, there are no significant impacts to this mandatory finding of significant as a result of this project. | | | | | |
| b) Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? | 1 | | | | X |
| The proposed use will not have the potential to achieve short-term, to the disadvantage of long-term environmental goals. | | | | | |
| c) 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 the past projects, the effects of other current projects, and the effects of probable future projects) | 1 | | | | X |
| The proposal does not have impacts that are individually limited, but cumulatively considerable since it is for a minor development permit. | | | | | |
| d) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly? | 1 | | | | X |
| The proposal will not have a significant effect that will cause substantial adverse effects on human beings, either directly or indirectly since no significant adverse effects were identified. | | | | | |
| 17. EARLIER ANALYSES. | | | | | |
| Earlier analysis may be used where, pursuant to the tiring, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or Negative Declaration. Section 15063 (c) (3) (D). In this case a discussion should identify the following items: | | | | | |
| a) Earlier analysis used. Identify earlier analyses and state where they are available for review. | | | | | |
| None | | | | | |
| b) Impacts adequately addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures | | | | | |

| Issues and Supporting Information Sources | Sources | Potentially Significant Issues | Potentially Significant Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--|--------------------------------|--|------------------------------|-----------|
| based on the earlier analysis. | | | | | |
| Not applicable, see a) above. | | | | | |
| c) Mitigation measures. For effects that are "Less than Significant with Mitigation Incorporated," describe the mitigation measures, which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions of the project. | | | | | |
| Not applicable, see a) above. | | | | | |
| 18. SOURCE REFERENCES | | | | | |
| 1 | City of South Pasadena, California, <u>South Pasadena General Plan</u> , adopted October 1998. | | | | |
| 2 | City of South Pasadena <u>Chapter 36 Zoning Code</u> | | | | |
| 3 | Seismic Hazard Zones, Official Map released: March 25, 1999. | | | | |
| 4 | South Coast Air Quality Management District. <u>CEQA AIR Quality Handbook</u> . Diamond Bar, California, April 1993 | | | | |
| 5 | Project Plans | | | | |
| 6 | AIR QUALITY AND LAND USE HANDBOOK: A COMMUNITY HEALTH PERSPECTIVE, California Environmental Protection Agency California Air Resources Board, April 2005 | | | | |
| 7 | FOCUSED TRAFFIC IMPACT ASSESSMENT for KIDS KLUB CHILD CARE FACILITY, MINAGAR & ASSOCIATES, INC., dated June 25, 2014 | | | | |



The Minutes for the 9/22/14
Planning Commission Meeting
will be posted on the City's website.