

**Table 1
Transportation Impacts and Mitigation Measures**

Significance Threshold and Project Impacts	Mitigation Measures	Residual Impact
Transportation		
The project would have less than significant impacts on freeway mainline conditions, as well as at on-ramp and off-ramp locations.	No mitigation required	Less than significant
The project would result in a significant impact at the intersection of Fair Oaks Avenue/Walnut Street on weekdays with Phase 1 and Phase 2 development. All other intersection impacts on weekdays and all intersection impacts on Saturdays with Phase 1 and Phase 2 development would be less than significant.	<p>Mitigation Measure B.1-1: Transportation Demand Management Program. The project Applicant, or successor in interest, shall develop a TDM Program that includes a combination of the following strategies, or equivalent measures, as approved by the City's Department of Transportation: Flexible work schedules, telecommuting programs and alternative work schedules; Participation in an existing or formation of a new Transportation Management Association (TMA); Pedestrian/bicycle-friendly environment; Pedestrian Improvements; Bike Share Program including public bike share kiosk; Bicycle amenities (bicycle racks, etc.); Rideshare/carpool/vanpool promotion and support; Transportation Information Center (TIC) including education and information on alternative transportation modes and on-site transit kiosk; Guaranteed Ride Home (GRH) program; On-site flex cars; and Transit passes (i.e. Bus Passes, EZ Pass, TAP cards) for residents and employees.</p> <p>Mitigation Measure B.1-2: Transportation Management Association. The project Applicant, or successor in interest, shall facilitate the formation of a new on-site TMA or become part of an existing TMA in the Study Area.</p>	Significant and unavoidable

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	<p>The TMA's objective shall be to create Transportation Management Plans (TMPs) and promote awareness of the available TDM strategies among employees, residents and patrons and potentially the broader public in the Study Area. The TMA initiatives shall include the following:</p> <p>Online Rideshare matching and Carpool/Vanpool Program;</p> <p>Bike and walk to work promotions;</p> <p>On-site Flex Car;</p> <p>Guaranteed ride home;</p> <p>Preferential load/unload or parking location for high occupancy vehicles (HOV); and</p> <p>Transportation Information Center.</p> <p>Mitigation Measure B.1-6: The project Applicant, or successor in interest, shall provide pedestrian lighting on both sides of the street along Holly Street from the project site to the Memorial Park Metro Gold Line Station (Arroyo Parkway). The location of this improvement is identified in Figure IV.B.1-20 on page V.B.1-82.</p> <p>Mitigation Measure B.1-7: The project Applicant, or successor in interest, shall provide sidewalk improvements such as repairing cracks and uneven sections adjacent to the project site. The location of the area subject to this mitigation measure is shown in Figure IV.B.1-20 on page IV.B.1-82.</p> <p>Mitigation Measure B.1-8: The project Applicant, or successor in interest, shall provide audio tactile pedestrian heads for vision-impaired pedestrians and provide pavement treatments (i.e. special pavement textures, paint designs) at</p>	

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	<p>crosswalks at the intersections of Corson Street/Walnut Street, Pasadena Avenue/Union Street, De Lacey Avenue/Union Street, Fair Oaks Avenue/Walnut Street, Fair Oaks Avenue/Holly Street, and Fair Oaks Avenue/Union Street. The location of these improvements is shown in Figure IV.B.1-20 on page IV.B.1-82.</p> <p>Mitigation Measure B.1-9: The project Applicant, or successor in interest, shall improve the north leg of the intersection of Fair Oaks Avenue and Union Street to shorten the pedestrian crossing distance.</p> <p>Mitigation Measure B.1-10: The project Applicant, or successor in interest, shall provide a crosswalk on the north leg of the intersection at Fair Oaks Avenue and Holly Street to improve pedestrian connections in the vicinity of the project site. This proposed improvement is shown in Figure IV.B.1-20 on page IV.B.1-82.</p> <p>Mitigation Measure B.1-11: The project Applicant, or successor in interest, shall provide an on-site pedestrian way-finding program to enhance pedestrian movement between the project site and its surroundings. This system could include real-time transit information as well as pedestrian way-finding information. The system could have digital media display as well as projected images on to the improved sidewalks within the project site. An example of such a system could be the TransitScreen's SmartWalk system. The SmartWalk system involves projecting the real-time dashboard of information to the sidewalks, plazas or other public spaces embedding not only transit information but also way-finding options with think arrows pointing the public in the direction of</p>	

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	<p>buses, train station, bike share stations and other relevant places of interest. This improvement is shown in Figure IV.B.1-20 on page IV.B.1-82.</p> <p>Mitigation Measure B.1-12: The project proposes to provide a bicycle lane along Holly Street between Fair Oaks Avenue and Pasadena Avenue connecting the project component uses and other bicycle infrastructure on-site to the existing bicycle lane along Pasadena Avenue. The project Applicant, or successor in interest, shall implement a Bike Share Program with two on-site kiosks containing 10 bikes at each location to encourage more employees, residents and visitors to ride bicycles. Bike sharing programs loan or rent bicycles for short trips, providing a convenient, affordable way to get around without a car.</p> <p>Mitigation Measure B.1-13: The project Applicant, or successor in interest, shall provide bike racks at convenient locations throughout the project site, where feasible to facilitate the safe storage of bicycles and provide convenient bicycle access to all facilities on the project site.</p> <p>Mitigation Measure B.1-14: The project shall implement a system-wide signal system upgrade within the Study Area by upgrading the signal controller systems and installing CCTV cameras along key travel corridors at the following 33 locations: Intersection #9—Orange Grove Boulevard/SR-134 Freeway Eastbound Off-Ramp; Intersection #13—I-210 Freeway Eastbound Off-Ramp/Maple Street; Intersection #14—St. John Avenue/Walnut Street;</p>	

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	<p>Intersection #15—St. John Avenue/Union Street; Intersection #16—St. John Avenue/Colorado Boulevard; Intersection #17—St. John Avenue/Green Street; Intersection #18—St. John Avenue/Del Mar Boulevard; Intersection #19—Pasadena Avenue/Walnut Street; Intersection #20—Corson Street/Walnut Street; Intersection #21—Pasadena Avenue/Union Street; Intersection #22—Pasadena Avenue/Colorado Boulevard; Intersection #23—Pasadena Avenue/Green Street; Intersection #24—Pasadena Avenue/Del Mar Boulevard; Intersection #30—Fair Oaks Avenue/Orange Grove Boulevard; Intersection #31—Fair Oaks Avenue/Villa Street; Intersection #32—Fair Oaks Avenue/Maple Street; Intersection #33—Fair Oaks Avenue/Corson Street; Intersection #34—Fair Oaks Avenue/Walnut Street; Intersection #35—Fair Oaks Avenue/Holly Street; Intersection #36—Fair Oaks Avenue/Union Street; Intersection #37—Fair Oaks Avenue/Colorado Boulevard; Intersection #38—Fair Oaks Avenue/Green Street; Intersection #39—Fair Oaks Avenue/Valley Street; Intersection #40—Fair Oaks Avenue/Del Mar Boulevard; Intersection #41—Fair Oaks Avenue/California Boulevard; Intersection #43—Raymond Avenue/Walnut Street;</p>	

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	<p>Intersection #46—Raymond Avenue/Colorado Boulevard;</p> <p>Intersection #47—Raymond Avenue/Green Street;</p> <p>Intersection #53—Arroyo Parkway/Colorado Boulevard;</p> <p>Intersection #61—Marengo Avenue/Maple Street;</p> <p>Intersection #62—Marengo Avenue/Corson Street;</p> <p>Intersection #63—Marengo Avenue/Walnut Street;</p> <p>and</p> <p>Intersection #66—Marengo Avenue/Colorado Boulevard.</p> <p>The intersections in the Study Area where signal controller and other equipment upgrades are proposed are shown in Figure IV.B.1-20 on page IV.B.1-80.</p> <p>Mitigation Measure B.1-15: Intersection #13—I-210 Freeway Eastbound Off-Ramp/Maple Street. The following improvement shall be implemented at this intersection: (1) install a traffic signal at this location subject to the review and approval of the City of Pasadena and Caltrans.</p>	
<p>The project would result in significant impacts to street segments on weekdays and Saturdays.</p>	<p>Mitigation Measure B.1-16: The project Applicant, or its successor in interest, shall contribute funds to the City's Neighborhood Traffic Management Capital Improvement Program Fund. The funds would be used to implement traffic management measures to protect neighborhoods potentially influenced by the project's traffic.</p>	<p>Significant and unavoidable</p>
<p>Implementation of the proposed project would result in less than significant impacts to CMP monitoring locations (freeway mainline, intersection, and segments)</p>	<p>No mitigation required</p>	<p>Less than significant</p>

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<p>The project would have less than significant transit system impacts</p>	<p>Mitigation Measure B.1-3: Transit Passes. The project Applicant, or successor in interest, shall provide all eligible employees and residents monthly transit passes such as the EZ Transit TAP card or a modified version of the same to allow access to all transit lines including the Pasadena ARTS.</p> <p>Mitigation Measure B.1-4: Re-Routing of Pasadena ARTS Line 40. The project Applicant, or successor in interest, shall coordinate with the City to re-route ARTS Line 40 via Holly Street to provide direct access to the transit line to and from the project site.</p> <p>Mitigation Measure B.1-5: On-Site Transit Kiosk. The project Applicant, or successor in interest, shall provide an on-site transit kiosk that may include “Next Bus” or a similar Transit System Real-Time Information system. “Next Bus” Real-Time information regarding bus location and status shall be available over the internet and at bus stops. The buses shall be equipped with GPS (global positioning system) or other vehicle tracking system devices and communications systems in order to be able to provide the “Next Bus” location and status input and to respond to calls from the extended service areas in real-time.</p>	<p>Less than significant</p>

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<p>Construction of the proposed project may adversely affect key elements of the transportation infrastructure in the project area</p>	<p>Mitigation Measure B.1-17: The project Applicant, or its successor in interest, shall prepare a Construction Traffic Management Plan to the satisfaction of the City of Pasadena Department of Transportation at the time of final design. This Construction Traffic Management Plan shall include, at a minimum, the following key elements: Final haul routes, dust control, noise control and the methods demonstrating compliance with City regulations; Measures to be used to ensure that the construction activities and workers follow the provisions of the project's Construction Traffic Management Plan; and Provide details of activities planned on-site at the time of final design, prior to commencement of construction.</p> <p>Mitigation Measure B.1-18: The project driveway along Pasadena Avenue shall be closed during the periods of construction when this section of Pasadena Avenue is used for construction staging.</p>	<p>Less than significant</p>