

I. Executive Summary



I. Executive Summary

1. Introduction

The purpose of the executive summary is to provide a clear and simple description of the project, its potential environmental impacts, proposed mitigation measures, and alternatives. In accordance with California Environmental Quality Act (CEQA) Guidelines Section 15123, this section of this Draft Environmental Impact Report (EIR) contains a brief summary of the ArtCenter College of Design (ArtCenter) Master Plan (Project) and its potential environmental effects. More detailed information regarding the Project and its potential environmental effects is provided in the following sections of this Draft EIR. Also included in this section of this Draft EIR is a general description of areas of controversy and a summary of the alternatives to the Project evaluated in this Draft EIR.

2. Project Location and Setting

The Project Site consists of ArtCenter's Hillside Campus and South Campus, both of which are located in the City of Pasadena, within the County of Los Angeles. The two campuses are located approximately 5 miles apart and are connected via a shuttle system.

a. Hillside Campus

The Hillside Campus is located at 1700 Lida Street in the San Rafael Hills, a hilly area between State Route 2 (SR-2 or the Glendale Freeway) and Interstate 210 (I-210 or the Foothill Freeway) in the northwestern portion of the City. The Hillside Campus is accessed from Lida Street and is bounded by open space and hillside residential properties on Rutherford Drive and El Mirador Drive to the south; on Chamberlain Road, Wicks Road, and Afton Street to the east; on Pegfair Estates Drive to the north; and on Figueroa Street to the west. The City of Glendale's eastern city limit is immediately west of the campus (on the west side of Figueroa Street).

The Hillside Campus is an irregularly shaped 155.95-acre site, approximately 75 percent of which is undeveloped. The developed area within the Hillside Campus consists of two large parking areas known as the South Lot and North Lot, a guest parking lot, and four existing buildings, including the Ellwood Building, the South Building, the

Sinclair Pavilion, and the Annex Building. These buildings are described in more detail in Section III, Project Description, of this Draft EIR.

The South Lot provides 701 parking spaces, while the North Lot provides 181 parking spaces. There are a total of 30 guest parking spaces, with 12 spaces in the guest parking lot and another 18 spaces on the west side of the Ellwood Building along MacMinn Drive. Access to the Hillside Campus is provided at the junction of Lida Street and MacMinn Drive at the north end of campus. In addition, a fire access road connects to the South Lot from Afton Road.

No development is located immediately adjacent to the Hillside Campus. More distant surrounding uses in the vicinity include single-family residences to the north, south, east, and west. The Brookside Golf Club is located approximately 0.5 mile to the east. Just south of Brookside Golf Club and southeast of the Hillside Campus is the Rose Bowl, a 93,000-seat stadium, which hosts college football games and numerous events throughout the year, including concerts and other large outdoor events. The Scholl Canyon Golf and Tennis Club is located approximately 0.5 mile to the southwest. The nearest freeway access to the Hillside Campus is I-210 at Howard Street, approximately 1.5 miles to the east.

The Hillside Campus is currently designated Institutional under the City's General Plan. The majority of the Hillside Campus is zoned PS (Public and Semi-Public) with a portion zoned RS-2-HD (Single-Family Residential, 0 to 2 lots per acre, Hillside Development). The existing ArtCenter facilities are located within the portion of the parcel with the PS zoning designation; colleges are permitted in the PS zoning districts with a Conditional Use Permit (CUP).

b. South Campus

The South Campus is located near the northern terminus of State Route 110 (SR-110 or Pasadena Freeway), in the southwestern portion of the City. The South Campus sits between South Raymond Avenue and South Arroyo Parkway, just north of East Glenarm Street.

The South Campus consists of five rectangular parcels bisected by the Metro Gold Line and totaling 6.68 acres. The parcels along South Raymond Avenue are located west of the Metro Gold Line, and the parcel on the northwestern corner of South Arroyo Parkway and East Glenarm Street is located immediately to the east of the rail line. The parcel located at 870 South Raymond Avenue is the northernmost parcel within the South Campus and is developed with a two-story building (870 Building), as well as 28 parking spaces. The parcel at 888 South Raymond Avenue is developed with a one-story building

(888 Building), along with 150 parking spaces. The parcel located at 950 South Raymond Avenue is developed with a three-story building (950 Building). The parcel located at 988 South Raymond Avenue at the northeastern corner of South Raymond Avenue and East Glenarm Street is a parking lot with 148 parking spaces. The parcel located at 1111 South Arroyo Parkway on the northwestern corner of South Arroyo Parkway and East Glenarm Street, just north of the terminus of SR-110, is developed with a six-story building (1111 Building) and 410 parking spaces (on both the surface lot and subterranean level). These buildings are described in more detail in Section III, Project Description, of this Draft EIR.

To the west of the South Campus across South Raymond Avenue are various commercial and light industrial uses, including, but not limited to, offices, service commercial facilities, commercial storage, The Rose Palace (a recently vacant structure previously used as a float construction facility for the Tournament of Roses Parade), two veterinary hospitals, and a Pasadena Water and Power facility. North of the campus are commercial and restaurant uses. Pasadena Water and Power's Broadway/Glenarm Power Plant is located to the south across East Glenarm Street. To the east of the South Campus on and across South Arroyo Parkway are commercial/retail and restaurant uses, storage facilities, and associated parking areas.

The Metro Gold Line, which bisects the South Campus, runs between East Los Angeles and Azusa via Union Station. The Fillmore Station, located approximately 300 feet north of Project Site, is the nearest Metro Gold Line Station to the South Campus. The nearest freeway access is the northern terminus of SR-110, which is located immediately southeast of the Project Site.

On the South Campus, all parcels are designated Institutional in the City's General Plan; however, the parcels have different zoning designations. The parcels along South Raymond Avenue are located within the South Fair Oaks Specific Plan and are zoned PS (Public and Semi-Public) or IG-HL-56 (Industry General, Height Limit 56 feet). The parcel 1111 South Arroyo Parkway is zoned CD-6 (Central District Specific Plan, Arroyo Corridor/Fair Oaks). These zoning designations allow colleges and dormitories with a CUP.

3. Project Characteristics

As the South Campus has grown and operations have shifted to this campus over time, the Hillside Campus and the South Campus have become increasingly connected. As a result, ArtCenter has submitted one Master Plan application for a new 15-year Master Plan that encompasses development on and comprehensively identifies a vision for both the Hillside Campus and the South Campus.

The Project focuses growth on its South Campus, while providing for infrastructure improvements and building renovations on its Hillside Campus. Specifically, within the South Campus, the Project would include renovations to existing buildings, demolition of existing buildings and surface parking, construction of new buildings for student housing, academic uses, student amenities, development of outdoor quad areas, installation of PV cells, and construction of a campus Cycleway and mobility hub. Improvements within the Hillside Campus would include renovations and additions to existing buildings, additional parking, installation of PV cells, and modifications to campus access. The Project would be implemented in two phases, with Phase I occurring in the first five years of the Master Plan and Phase II occurring in the final 10 years. It is anticipated that, upon completion of the Project, total enrollment within ArtCenter would increase from its current enrollment of approximately 2,000 full-time equivalent (FTE) students to 2,500 FTE students and increase faculty/staff from existing 753 faculty/staff members to approximately 994 faculty/staff members between the two campuses. A brief summary of the proposed improvements at both campuses. A more detailed description of these improvements is included in Section III, Project Description, of this Draft EIR.

a. Hillside Campus

Phase I improvements within the Hillside Campus include the removal of the Annex Building, enclosure of the existing open-air Sinclair Pavilion to increase the utility of the pavilion, installation of PV canopies at the North Lot and South Lot, and modification to the parking and circulation plan. Phase II improvements include the renovation and expansion of the South Building to house administrative and transportation-related services, as well as the new Commuter Services and Facilities Hub. In addition, a compressed natural gas (CNG) fueling facility may potentially be constructed near the new Commuter Services and Facilities Hub at the expanded South Building.

b. South Campus

Phase I improvements within the South Campus include the construction of two new buildings that would be primarily dedicated to student housing (one on the 988 South Raymond Avenue parcel, referred to as the 988 Building, and a second building on the 1111 South Arroyo Parkway parcel and immediately north of the 1111 Building, referred to as the new 1101 Building). This phase would also include the interior renovation of the existing 1111 Building to convert existing commercial space to administrative and academic use and the creation of the Mullin Gallery and to implement seismic upgrades. In addition, a digital gallery would be installed on the façade of the 1111 Building between the northeastern corner and southeastern corner of the building. Interior renovations and the addition of exhibition space are also planned for the existing building located at 950 South Raymond Avenue (referred to as the 950 Building).

Furthermore, a large main quad area (Main Quad) is proposed as a publicly-accessible open space that would bridge over the Metro Gold Line, connecting the 988, 1111, and 1101 Buildings. An underground tunnel would also be constructed under the Metro Gold Line to connect the proposed 988 Building subterranean parking with the existing 1111 Building parking at the second underground level for vehicular circulation. A mobility hub is also proposed under the Main Quad. This hub would accommodate the shuttle connecting the two campuses and include a pick-up/drop-off area, large bike parking area, a car sharing fleet, and potentially a CNG fueling facility.

In addition to the mobility hub, the first segment of a Cycleway would be established to create a campus circulation spine for pedestrians, cyclists, and electric carts to easily access buildings west of the Metro Gold Line.

Phase II improvements would include construction of the 888 Building, which would consist of academic space, potentially additional student housing, parking, and multi-purpose/institutional space. In addition, Phase II would include the creation of a North Quad and a northerly extension of the Cycleway to link all buildings west of the Metro Gold Line along South Raymond Avenue (approximately 0.3 mile in length).

4. Alternatives to the Project

CEQA requires that an EIR describe a range of reasonable alternatives to a proposed project that could feasibly avoid or lessen any significant environmental impacts, while attaining the basic objectives of the project. This Draft EIR examined four alternatives to the proposed Project, which include: No Project/No Build Alternative; Reduced Building Height Alternative; No Encroachment Over and Under the Metro Right-of-Way Alternative; and Change in Location of the New Commuter Services and Facilities Hub to the North Lot Alternative. A general description of these alternatives is provided below. Refer to Section V, Alternatives, of this Draft EIR for a more detailed description of these alternatives and a comparative analysis of the impacts of these alternatives with those of the Project.

a. Alternative 1: No Project/No Build Alternative

Alternative 1, the No Project/No Build Alternative, assumes that the Project would not be approved, and no new development would occur within the Hillside Campus or the South Campus. Thus, the physical conditions of the two ArtCenter campuses would generally remain as they are today. Under Alternative 1, the existing buildings and parking lots on both campuses would continue to operate as they are currently, and no new construction would occur. Furthermore, no changes to the existing on-site parking or access/circulation areas would occur.

b. Alternative 2: Reduced Building Height Alternative

Alternative 2, the Reduced Building Height Alternative, which involves changes to the South Campus only, includes the development of the Master Plan pursuant to the maximum height limits established by the CD-6 zoning designation for properties along Arroyo Parkway and by the IG-HL-56 zoning designation for properties along Raymond Avenue. Accordingly, this alternative would reduce the height of the 1101 Building along Arroyo Parkway to a maximum of 50 feet and height of the 988 and 888 Buildings along Raymond Avenue to maximum of 56 feet. Other components of the Master Plan related to improvements at the Hillside Campus or the interior renovations to the 1111 and 950 Buildings would remain unchanged from those proposed under the Project.

Due to the reduction in height from approximately 100 feet to 50 feet (along Arroyo Parkway) and 56 feet (along Raymond Avenue), new buildings to be developed on the South Campus would be designed to be no more than four stories in height. To be able to maintain and accommodate the same program as proposed under the Project, the footprint of the new buildings would be expanded to the property line, as allowed by the applicable Specific Plan and Zoning Code. As a result, this alternative would compromise more than 31,000 square feet of common areas originally planned for student amenities, including life and wellness programs. In addition, this alternative would eliminate almost 50 percent of the open space (e.g., plazas, gardens, quads, pedestrian paths, etc.) proposed by the Project.

Under this alternative, other components of the Master Plan related to improvements at the Hillside Campus would remain unchanged from those proposed under the Project.

c. Alternative 3: No Encroachment Over and Under the Metro Right-of-Way Alternative

Alternative 3, the No Encroachment Over and Under the Metro Right-of-Way Alternative, would involve changes to the portion of the Master Plan that pertains to the South Campus only. This alternative would involve development of the Master Plan without the Main Quad or the eastern portion of the 988 Building that hangs over the Metro right-of-way (ROW) or an underground tunnel under the Metro ROW to connect the proposed 988 Building subterranean parking with the existing 1111 Building parking to avoid any potential impacts to the operation of the Metro Gold Line. Consequently, the pedestrian connection and circulation between ArtCenter's facilities on Arroyo Parkway and Raymond Avenue would be limited to the sidewalk along the north side of Glenarm Street, similar to existing conditions.

Under this alternative, other components of the Master Plan related to the Hillside Campus, the 888 Buildings, the interior renovations to the 1111 and 950 Buildings, and the mobility hub would remain unchanged from those proposed under the Project.

d. Alternative 4: Change in Location of the New Commuter Services and Facilities Hub to the North Lot Alternative

Alternative 4, the Change in Location of the New Commuter Services and Facilities Hub on the Hillside Campus to the North Lot Alternative, would involve changes to the portion of the Master Plan that pertains to the Hillside Campus only and specifically the South Building and the new Commuter Services and Facilities Hub. This alternative would involve maintaining the South Building as it currently exists and constructing a new building to accommodate the Commuter Services and Facilities Hub at the North Lot, instead of the South Lot, to avoid any disturbance to the hillside area adjacent to the South Building. The new building would be approximately 15,300 square feet, which would be equivalent in size to the additional building area proposed for the reconstruction/expansion of the existing 4,200-square-foot South Building under the Project. Therefore, no new gross floor area beyond that is proposed under the Project would be added under this alternative.

Components of the Master Plan related to other improvements at the Hillside Campus (i.e., demolition of the Annex Building and enclosure of the Sinclair Pavilion) and the South Campus would remain unchanged from those proposed under the Project.

e. Alternatives Considered and Rejected

Four other alternatives were considered but rejected as infeasible, as outlined further in Section V, Alternatives.

f. Environmentally Superior Alternative

The CEQA Guidelines require that an environmentally superior alternative be identified from the alternatives considered in an EIR. Alternative 1, the No Project/No Build Alternative, would avoid all of the Project's environmental impacts related to biological resources, hazards and hazardous materials, hydrology (mudflows), noise, and traffic that were determined to be less than significant with mitigation. Therefore, the No Project/No Build Alternative is considered the environmentally superior alternative. However, the CEQA Guidelines require the identification of an Environmentally Superior Alternative other than a No Project Alternative. Accordingly, a comparative evaluation of the remaining alternatives indicates that Alternative 4 is the Environmentally Superior Alternative. Under Alternative 4, the impacts of the Project related to biological resources and mudflows that

were determined to be less than significant with mitigation would be eliminated without resulting in different tradeoffs that were identified for the other two alternatives (i.e., impacts related to hydrology and land use associated with the reduction in open space).

5. Areas of Known Controversy

The CEQA Guidelines require a Draft EIR to identify areas of controversy known to the lead agency, including issues raised by other agencies and the public. Comments were received from public agencies and interested parties in response to the Notice of Preparation (NOP), which was circulated from September 2, 2016 to October 3, 2016. In addition, the City held two scoping meetings, a community meeting on September 20, 2016, and a second one before the City Planning Commission on September 28, 2016, to solicit comments and to inform the public of the proposed EIR. The NOP, and related Initial Study, along with comments received in response to the published NOP are presented in Appendix A. Based on these NOP comment letters and oral comments given during the scoping meetings, issues known to be of concern to the public and public agencies included, but were not limited to, the following:

- Impacts related to the exceedance of the height limits imposed on the parcels at the South Campus;
- Glare impacts related to the PV cells and canopies;
- Impacts to air quality during Project construction and operation;
- Siting of homes (i.e., on-campus housing) near freeways;
- Impacts to biological resources at the Hillside Campus;
- Public safety related to the increase in automobile traffic to and from the Hillside Campus;
- Connectivity of the Cycleway to adjacent streets;
- Provision of interactive spaces on the ground floor to encourage pedestrian activities in the area;
- Careful evaluation of the number of parking spaces at the South Campus to encourage walking to and from the Metro Gold Line Fillmore Station;
- Impacts to the Metro Gold Line operation related to construction and operation of the Main Quad and underground tunnel over and under the Metro railroad right-of-way;

- Alternative to the Project if the Main Quad is not implemented;
- Operation of the digital gallery and what permits are required to allow for such operation;
- Impacts on parking during special events;
- Parking impacts on the Hillside Campus neighborhood if paid parking is implemented;
- Impacts related to the black box theater and whether to establish a limit to the number of attendees and events held;
- Impacts to the shuttle schedule during Rose Bowl and special events; and
- Impacts to CMP facilities

As a result of the Initial Study's preliminary evaluation of potential environmental impacts that could result from the proposed project along with public and agency input received during the scoping the scoping process, the following environmental topics were evaluated in depth in this Draft EIR:

- Aesthetics (Visual Character/Quality and Light/Glare);
- Air Quality;
- Biological Resources (Hillside Campus only);
- Cultural and Tribal Cultural Resources
- Geology and Soils;
- Greenhouse Gas Emission;
- Hazards and Hazardous Materials;
- Hydrology and Water Quality;
- Land Use;
- Noise;
- Fire Protection;
- Traffic;

- Utilities and Service Systems—Water Supply and Infrastructure;
- Utilities and Service Systems—Wastewater;
- Utilities and Service Systems—Solid Waste; and
- Utilities and Service Systems—Energy.

6. Issues to be Resolved

The CEQA Guidelines require the Summary section of an EIR to present issues to be resolved by the lead agency. These issues include the choice between alternatives and whether or how to mitigate potentially significant environmental impacts. The major issues to be resolved by the City of Pasadena, as the lead agency for the Project, include the following:

- Whether the recommended mitigation measures should be adopted or modified;
- Whether additional mitigation measures need to be applied to the Project; and
- Whether the Project or an alternative should be approved.

7. Summary of Project Impacts and Mitigation Measures

A summary of the environmental impacts associated with implementation of the proposed project and mitigation measures (MM) included to avoid or lessen the severity of potentially significant environmental impacts, and residual impacts, is provided in Table I-1 on page I-11.

**Table I-1
Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts**

Significant Threshold and Project Impacts	Mitigation Measures	Residual Impacts
A. Aesthetics		
Impact A-1: The Project would introduce new structures, primarily to the South Campus; however, it would not substantially affect a scenic vista and the overall visual character and quality of the area.	None required.	Less than significant without mitigation.
Impact A-2: The Project would generate additional light and glare in the immediate vicinity of the proposed improvements, particularly within South Campus. However, the light and glare levels would be below the threshold of the City and applicable agencies' requirements and regulations.	None required.	Less than significant without mitigation.
B. Air Quality		
Impact B-1: The Project would not generate short-term or long-term emissions that would exceed the SCAQMD's significance thresholds to violate any air quality standard, contribute to an existing or projected air quality violation, or expose sensitive receptors to substantial concentrations of criteria air pollutants and toxic air contaminants.	None required.	Less than significant without mitigation.
Impact B-2: The Project would be consistent with the SCAQMD AQMP as buildout of the Project would be within the current SCAG population and employment estimates.	None required.	Less than significant without mitigation.
Impact B-3: The Project would not generate short-term or long-term emissions that would be a cumulatively considerable contribution to the non-attainment designations of the Air Basin.	None required.	Less than significant without mitigation.

**Table I-1 (Continued)
Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts**

Significant Threshold and Project Impacts	Mitigation Measures	Residual Impacts
C. Biological Resources		
<p>Impact C-1: The Project would have the potential to affect special status plant and wildlife species and other wildlife species in the undeveloped hillside within the BSA during implementation of the proposed improvements at the Hillside Campus. Implementation of mitigation measures would reduce potential impacts to less than significant levels.</p>	<p>Mitigation Measure C-1: A qualified biologist shall complete pre-construction surveys within construction areas on the Hillside Campus prior to construction to determine the presence or absence of special status plant species within the construction area. If any special status plant species are identified, they shall be protected from impacts associated with construction activities to the maximum extent feasible. Protective measures shall include flagging and fencing of known plant locations and avoidance, where possible. No construction-related activities shall be allowed within areas fenced for avoidance, and construction personnel shall be briefed about the presence of the plants and the need to avoid effects on the populations. However, if avoidance is not possible, a mitigation plan shall be developed for relocation and establishment of plants at new protected locations in the biological study area. The mitigation plan shall also include provisions for follow-up monitoring that comply with regulatory agency requirements for success for a period of no less than two years to determine mitigation success and remedial measures should the initial efforts to mitigate fail.</p> <p>Mitigation Measure C-2: Best management practices (BMP), such as silt fencing, fiber rolls, straw bales, or other measures shall be implemented during construction to minimize dust, dirt, and construction debris from leaving the construction area.</p> <p>Mitigation Measure C-3: All disturbed areas, including storage piles, which are not being actively utilized for construction purposes, shall be stabilized using water, chemical stabilizer/suppressant, covered with a tarp or other suitable cover, or vegetative ground cover to minimize dust emissions.</p> <p>Mitigation Measure C-4: A qualified biologist shall complete pre-construction surveys no more than 48 hours prior to construction within previously undeveloped areas to determine the presence or absence of wildlife in the construction area. Surveys shall be repeated if construction activities are suspended for five days or more. If sensitive wildlife species are identified within an active work area, the biologist shall collect and relocate such species to an appropriate location of similar habitat within the undisturbed</p>	<p>Less than significant with mitigation incorporated.</p>

**Table I-1 (Continued)
Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts**

Significant Threshold and Project Impacts	Mitigation Measures	Residual Impacts
	<p>portions of the ArtCenter property.</p> <p>Mitigation Measure C-5: Construction within 300 feet of any potential coastal California gnatcatcher habitat shall be avoided during the typical nesting season for the coastal California gnatcatcher, which is February 15 through September 1, to the extent feasible. If construction within 300 feet of any coastal sage scrub habitat is scheduled to begin between February 15 and September 1, nesting surveys shall be completed no more than 48 hours prior to construction to determine if there are any nesting coastal California gnatcatchers within 300 feet of the construction area. Surveys shall be repeated if construction activities are suspended for four days or more. If gnatcatchers are found within 300 feet of the construction area, appropriate buffers (typically 300 feet) consisting of orange flagging/fencing or similar shall be installed and maintained until nesting activity has ended, as determined in coordination with the Project biologist and regulatory agencies and as appropriate.</p> <p>Mitigation Measure C-6: Trimming and removal of vegetation and trees shall be minimized and performed outside of the bird nesting season (February 15 to September 15) to the extent feasible. If trimming or removal of vegetation and trees must be conducted during the nesting season, nesting bird surveys shall be completed by a qualified biologist no more than 48 hours prior to trimming or clearing activities to determine if nesting birds are within the affected vegetation. Nesting bird surveys shall be repeated if trimming or removal activities are suspended for four days or more. If nesting birds are identified, trimming and removal of vegetation and trees shall be postponed or halted by the biologist until birds have fledged and/or the nest is no longer active.</p> <p>Mitigation Measure C-7: Construction within 500 feet of trees and vegetation that may provide nesting habitat for birds and raptors shall be minimized and shall be conducted outside of nesting season to the maximum extent feasible. If construction within 500 feet of vegetation must be conducted during bird nesting season, nesting bird surveys shall be completed no more than 48 hours prior to construction to determine if nesting birds, raptors, or active nests are in or within 500 feet of the construction area.</p>	

Table I-1 (Continued)
Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Significant Threshold and Project Impacts	Mitigation Measures	Residual Impacts
	<p>Surveys shall be repeated if construction activities are suspended for five days or more. In the event nesting birds or raptors are found within 500 feet of the construction area, appropriate buffers (typically up to 300 feet for songbirds and up to 500 feet for raptors) shall be installed to ensure that nesting birds and active nests are not harmed. Buffers shall include fencing or other barriers around the nests to prevent any access to these areas and shall remain in place until birds have fledged and/or the nest is no longer active.</p> <p>Mitigation Measure C-8: At least two weeks prior to construction, surveys shall be conducted by a qualified bat biologist to identify potential bat-roosting cavities and assess the presence of bats. Surveys shall be conducted during the active season for bats (typically spring, summer, and fall) to obtain more conclusive results, during the maternity season (typically late spring and summer) if feasible.</p> <p>During the non-breeding and active season (typically fall and early spring), any bats roosting in cavities in the construction area, either in trees or in structures, shall be safely evicted under the direction of a qualified bat biologist. Once it has been determined that all roosting bats have been safely evicted from roosting cavities, exclusionary devices shall be installed and maintained to prevent bats from roosting in these cavities prior to and during construction.</p> <p>Pre-construction bat surveys shall be conducted by a qualified bat biologist within seven days prior to removal of any potential roosting cavities within the BSA to confirm that exclusionary measures have been successful and there are no bats within the construction area. Any areas from which bats cannot be excluded shall be monitored prior to and during construction for signs of roosting bats and disturbance during roost removal, to ensure that bats are not harmed. If appropriate, non-invasive measures shall be implemented, under the direction of a qualified bat biologist, to discourage bats from returning to roosts that cannot be closed off.</p> <p>Mitigation Measure C-9: Surveys and exclusion measures are expected to prevent maternal colonies from becoming established in the BSA. In the event that a maternal colony of bats is found in the construction area, the</p>	

Table I-1 (Continued)
Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Significant Threshold and Project Impacts	Mitigation Measures	Residual Impacts
	CDFW shall be consulted, and no work shall be conducted within 100 feet of the roosting site until the maternal season is over or the bats have left the site, or as otherwise directed by the CDFW. The site shall be designated as a sensitive area and protected as such until the bats have left the site. No clearing and grubbing shall be authorized adjacent to the site. Combustion equipment, such as generators, pumps, and vehicles, shall not to be parked or operated under or adjacent to the roosting site. Construction personnel shall not enter into areas beneath the colony, especially during the evening exodus.	
<p>Impact C-2: The Project would have the potential to encroach into sensitive natural communities and wetlands during construction of the South Building expansion. Implementation of mitigation measures would reduce potential impacts to less than significant levels.</p>	<p>Mitigation Measure C-10: Silt fencing shall be installed around the wetland area during construction to prevent construction debris and construction generated dust from entering the wetland.</p> <p>Mitigation Measure C-11: If vegetation in the wetland area is disturbed, a revegetation plan shall be developed to the satisfaction of the City Planning & Community Development Department, in consultation with any applicable permitting resource agencies, to revegetate any impacted wetland habitat. The revegetation plan shall include a summary of impacted vegetation, a planting plan, mitigation ratios, and success criteria based on regulatory agency requirements (but no less than monitoring for two years to ensure successful revegetation). Impacted wetland habitat shall be replaced at a minimum ratio of 1:1 such that there would be no net loss of wetland acreage. Additional replacement habitat shall be provided if required by California Department of Fish and Wildlife and/or the Regional Water Quality Control Board through the permitting process.</p>	Less than significant with mitigation incorporated.
<p>Impact C-3: The Project would not interfere with the movement of wildlife species or with established migratory wildlife corridors.</p>	None required.	Less than significant without mitigation.
<p>Impact C-4: The Project would result in tree removal, including one protected tree. However, the Project would comply with the City's Tree Protection Ordinance and, thus, would not conflict with any local ordinances protecting biological</p>	None required.	Less than significant without mitigation.

Table I-1 (Continued)
Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Significant Threshold and Project Impacts	Mitigation Measures	Residual Impacts
resources.		
D. Cultural and Tribal Cultural Resources		
Impact D-1: The Project would not cause a substantial adverse change in the significance of known historical resources as defined in Section 15064.5 of the CEQA Guidelines.	None required.	Less than significant without mitigation.
Impact D-2: The Project may result in an unanticipated discovery of archaeological resources during construction, which would cause a potentially substantial adverse change in the significance of an archaeological resource as defined in Section 15064.5 of the CEQA Guidelines or disturb any human remains, including those interred outside of dedicated cemeteries. Implementation of a mitigation measure would reduce potential impacts to less than significant levels.	Mitigation Measure D-1: Prior to any excavation activities, a plan shall be prepared and adopted by the Project Applicant to include provisions for the adequate recovery of scientifically consequential information should any archaeological resources be discovered during construction of the Project. Consistent with Mitigation Measure 4-1 in the Pasadena General Plan EIR, if cultural resources are discovered during construction of the Project, all ground-disturbing activities in the immediate vicinity of the find shall be halted until the find is evaluated by a Registered Professional Archaeologist. If testing determines that significance criteria are met, then the Project shall be required to perform data recovery, professional identification, radiocarbon dates as applicable, and other special studies and provide a comprehensive final report, including site record to the City and the South Central Coastal Information Center at California State University Fullerton. No further grading shall occur in the area of the discovery until Planning Department approves the report. In addition, any cultural resources found shall be treated in accordance with regulatory requirements. Grading and excavation may continue around the isolated area of the find so long as the activities do not impede or jeopardize the protection and preservation of any cultural resources.	Less than significant with mitigation incorporated.
Impact D-3: The Project may potentially impact tribal cultural resources as defined in PRC Section 21074 during construction activities. Implementation of a mitigation measure would reduce potential impacts to less than significant levels.	Mitigation Measure D-2: During grading and excavation activities, a monitor meeting the satisfaction of the Gabrieleño Band of Mission Indians—Kizh Nation shall be allowed to be present on-site. Consistent with Mitigation Measure 4-1 in the Pasadena General Plan EIR, if Native American artifacts are found, all ground-disturbing activities in the immediate vicinity of the find shall be halted until the find is evaluated by a Registered Professional Archaeologist. If testing determines that significance criteria are met, then the Project shall be required to perform	Less than significant with mitigation incorporated.

Table I-1 (Continued)
Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Significant Threshold and Project Impacts	Mitigation Measures	Residual Impacts
	data recovery, professional identification, radiocarbon dates as applicable, and other special studies and provide a comprehensive final report, including site record to the City and the South Central Coastal Information Center at California State University, Fullerton. No further ground disturbance shall occur in the area of the discovery until Planning Department approves the report. Subsequently, the find shall be turned over to the tribe. In addition, any cultural resources found shall be treated in accordance with regulatory requirements. Grading and excavation may continue around the isolated area of the find so long as the activities do not impede or jeopardize the protection and preservation of any cultural resources as determined by the monitor.	
E. Geology and Soils		
Impact E-1: The Project would introduce new structures, residents, and employees into an area located in the seismically active Southern California region and could be subjected to the potential effects related to seismic events, including surface ground rupture, moderate to strong ground-shaking, liquefaction, or landslides. Compliance with regulatory requirements would reduce potential impacts to less than significant levels.	None required.	Less than significant without mitigation.
Impact E-2: The Project would not be located on unstable soils that could potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.	None required.	Less than significant without mitigation.
Impact E-3: The Project may be located on expansive soils that could potentially create substantial risks to life or property. Compliance with regulatory requirements would reduce potential impacts to less than significant levels.	None required.	Less than significant without mitigation.

Table I-1 (Continued)
Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Significant Threshold and Project Impacts	Mitigation Measures	Residual Impacts
F. Greenhouse Gas Emissions		
Impact F-1: The Project would not result in an exceedance of the SCAQMD screening criteria of 3,000 MTCO ₂ e per year and the Project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment.	None required.	Less than significant without mitigation.
Impact F-2: The Project would not conflict with CARB's <i>Climate Change Scoping Plan</i> , the SCAG's 2016–2040 RTP/SCS, or the City's Green City Action Plan.	None required.	Less than significant without mitigation.
G. Hazards and Hazardous Materials		
Impact G-1: The Project would involve the routine transport, use, and/or disposal of hazardous materials or wastes and, as a result, has the potential to create a potential hazard to the public, including schools, or the environment, through the potential release of hazardous materials or emissions into the environment. Compliance with regulatory requirements and implementation of the proposed mitigation measure would reduce potential impacts to less than significant levels.	Mitigation Measure G-1: A Soil Management Plan shall be prepared and implemented by ArtCenter to establish the protocol for management of environmental conditions that may be encountered during construction, including soil contamination, as well as underground features, such as the potential USTs.	Less than significant with mitigation incorporated.
Impact G-2: The Project would be located on sites that are included on a list of hazardous materials sites to create a significant hazard to the public or the environment. Compliance with regulatory requirements and implementation of the proposed mitigation measure would reduce potential impacts to less than significant levels.	See Mitigation Measure G-1 above.	Less than significant with mitigation incorporated.

Table I-1 (Continued)
Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Significant Threshold and Project Impacts	Mitigation Measures	Residual Impacts
H. Hydrology and Water Quality		
Impact H-1: The Project would not violate any water quality standards and waste discharge requirements, create or contribute runoff water that would result in substantial polluted runoff, or substantially degrade both surface water and groundwater quality.	None required.	Less than significant without mitigation.
Impact H-2: The Project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge, such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level.	None required.	Less than significant without mitigation.
Impact H-3: The Project would not alter the existing drainage patterns and the rate or amount of surface runoff of the Project Site that would result in substantial erosion, siltation, or flooding on- or off-site or create or contribute runoff water that would exceed the capacity of existing stormwater drainage systems.	None required.	Less than significant without mitigation.
Impact H-4: Portions of the Hillside Campus abut slopes that could be susceptible to mudflows during heavy rain events. Implementation of the proposed mitigation measure would reduce potential impacts to less than significant levels.	Mitigation Measure H-1: The expansion of the South Building, including the new Commuter Services and Facilities Hub, shall be designed to incorporate a small channel or detention basin to intercept or deflect debris and mudflows away from the building to the satisfaction of the City's Building and Safety Division.	Less than significant with mitigation incorporated.
I. Land Use		
Impact I-1: The Project would not conflict with applicable City or regional land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.	None required.	Less than significant without mitigation.

Table I-1 (Continued)
Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Significant Threshold and Project Impacts	Mitigation Measures	Residual Impacts
J. Noise		
<p>Impact J-1: Construction of the Project would result in the exposure of persons or sensitive receptors to noise levels in excess of applicable standards and would generate substantial temporary or periodic increases in ambient noise levels in the vicinity of the Project, specifically during nighttime construction. Implementation of mitigation measures would reduce potential impacts to less than significant levels.</p>	<p>Mitigation Measure J-1: During nighttime construction activities associated with construction work above and below the Metro Gold Line ROW, a temporary and impermeable sound barrier shall be erected at the following locations. Examples of temporary sound barriers include: a loaded-vinyl noise control blanket (minimum STC-25) or plywood:</p> <ul style="list-style-type: none"> a) Along the southern and western property lines of the 988 Parcel. The temporary sound barrier shall be a minimum of 6 feet high and designed to provide a minimum 5 dBA noise reduction at the residential use at southeastern corner of Alarcon Place and Glenarm Street (receptor R4). b) Along the eastern property line of the 1111 Parcel (from the northern property line to the existing Project Building 1111). The temporary sound barrier shall be a minimum of 18 feet high and designed to provide a minimum 15 dBA noise reduction at the residential use along Marengo Avenue north of Glenarm Street (receptor R5). c) Along the southern property line of the 1111 Parcel (between the Metro ROW and the existing 1111 Building). The temporary sound barrier shall be a minimum of 12 feet high and designed to provide a minimum 10 dBA noise reduction at the residential use at the southeastern corner of Marengo Avenue and Glenarm Street (receptor R6). <p>Mitigation Measure J-2: Materials delivery and haul trucks that would be needed for the construction of the Main Quad over the Metro ROW and the underground tunnel under the Metro ROW shall be scheduled to occur during daytime hours only.</p>	<p>Less than significant with mitigation incorporated.</p>
<p>Impact J-2: Construction of the Project would result in the exposure of persons to or generation of ground-borne vibration levels in excess of applicable standards. Implementation of a mitigation measure would reduce potential impacts to less than significant levels.</p>	<p>Mitigation Measure J-3: Prior to the start of construction for the 1101 Building, the Applicant shall retain the services of a structural engineer or a qualified professional to visit the existing building structure on Arroyo Parkway adjacent to the South Campus (1101 Building) to inspect and document the apparent physical condition of the buildings' readily-visible features.</p> <p>The Applicant shall retain the services of a qualified acoustical engineer to review proposed construction equipment and develop and implement a</p>	<p>Less than significant with mitigation incorporated.</p>

**Table I-1 (Continued)
Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts**

Significant Threshold and Project Impacts	Mitigation Measures	Residual Impacts
	<p>vibration monitoring system capable of documenting the construction-related ground vibration levels at the off-site building during site demolition and excavation for the 1101 Building, where heavy construction (e.g., large bulldozer and drill rig) would be operating within 12 feet of the building adjacent to the north. In the event that site access to the adjacent off-site building is not available for the vibration monitoring, vibration monitoring shall be conducted at a distance of 12 feet from the construction equipment (representative of the distance between the off-site building and the construction equipment). The vibration monitoring system shall include the following:</p> <ul style="list-style-type: none"> a) The vibration monitoring system shall measure and continuously store the peak particle velocity (PPV) in inch/second. Vibration data shall be stored on a one-second interval. The system shall also be programmed for two preset velocity levels: a warning level of 0.2 inch/second (PPV) and a regulatory level of 0.3 inch/second (PPV) at the off-site building. The system shall also provide real-time alert when the vibration levels exceed the preset level. b) In the event the warning level of 0.2 inch/second (PPV) is triggered, the contractor shall identify the source of vibration generation and provide and implement feasible steps to reduce the vibration level, including, but not limited to, halting/staggering concurrent activities and utilizing lower vibratory techniques. c) In the event the regulatory level 0.3 inch/second (PPV) is triggered, the contractor shall halt the construction activities in the vicinity of the building and have the structural engineer or a qualified professional visually inspect the building for any damage. Results of the inspection must be logged. The contractor shall identify the source of vibration generation and provide and implement steps to reduce the vibration level. Construction activities may then restart. d) In the event construction vibration damage occurs at adjacent buildings, such damage shall be repaired to the conditions prior to commencement of such construction activities. 	

Table I-1 (Continued)
Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Significant Threshold and Project Impacts	Mitigation Measures	Residual Impacts
Impact J-3: Operation of the Project would not result in the exposure of persons or sensitive receptors to noise levels in excess of applicable standards and would not generate substantial permanent increases in ambient noise levels in the vicinity of the Project.	None required.	Less than significant without mitigation.
Impact J-4: Operation of the Project would not result in the exposure of persons or sensitive receptors to ground-borne vibration levels in excess of applicable standards.	None required.	Less than significant without mitigation.
K. Public Services—Fire Protection		
Impact K-1: Project operation would not require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility in order to maintain service and would not significantly inhibit PFD emergency response.	None required.	Less than significant without mitigation.
L. Traffic		
Impact L-1: The Project would not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit. Specifically, the Project would not exceed the thresholds identified for VMT per Capita and VT per Capita or be below the thresholds identified for Proximity and Quality of Bicycle Network, Proximity and Quality of Transit Network, and Pedestrian Accessibility.	None required.	Less than significant without mitigation.

Table I-1 (Continued)
Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Significant Threshold and Project Impacts	Mitigation Measures	Residual Impacts
Impact L-2: The Project would not conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.	None required.	Less than significant without mitigation.
Impact L-3: The Project would potentially increase hazards due to a design feature, specifically the proposed digital gallery. Implementation of a mitigation measure would reduce potential impacts to less than significant levels.	Mitigation Measure L-1: In order to ensure the digital gallery does not create confusion with traffic signals at the intersection of Glenarm Street and SR-110/Arroyo Parkway, the digital gallery shall be located no less than 50 feet north from the southeastern corner of the building or the lowest extent of the digital gallery shall be no less than 25 feet above the ground. The digital gallery shall be further reviewed by the Pasadena Department of Transportation (DOT) and other relevant agencies.	Less than significant with mitigation incorporated.
Impact L-4: The Project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.	None required.	Less than significant without mitigation.
M.1 Utilities and Service Systems—Water Supply and Infrastructure		
Impact M.1-1: The Project would introduce new structures, residents, and employees to the Project Site, particularly the South Campus, which would result in an increase in water consumption. However, water supply and delivery systems are adequate to meet estimated Project demands.	None required.	Less than significant without mitigation.
M.2 Utilities and Service Systems—Wastewater		
Impact M.2-1: The Project would not exceed wastewater treatment requirements established by the Los Angeles Regional Water Quality Control Board (RWQCB) or the available	None required.	Less than significant without mitigation.

Table I-1 (Continued)
Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Significant Threshold and Project Impacts	Mitigation Measures	Residual Impacts
capacities or existing commitments of the WRPs serving the City.		
Impact M.2-2: The Project would not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities.	None required.	Less than significant without mitigation.
M.3 Utilities and Service Systems—Solid Waste		
Impact M.3-1: The Project would be served by landfills with combined permitted capacities to accommodate the Project's solid waste disposal needs sufficiently.	None required.	Less than significant without mitigation.
M.4 Utilities and Service Systems—Energy		
Impact M.4-1: Project construction or operation would not use non-renewable resources, including electricity, natural gas, transportation-related energy resources, in a wasteful and inefficient manner.	None required.	Less than significant without mitigation.
Impact M.4-2: The Project would not increase demand for electricity or natural gas in a manner that exceeds available supply or distribution infrastructure capabilities.	None required.	Less than significant without mitigation.
Impact M.4-3: The Project would not conflict with any plans or strategies that address energy conservation or violate State or federal energy standards.	None required.	Less than significant without mitigation.
<hr/> <i>Source: Eyestone, 2017.</i>		