Attachment 1

CITY OF PASADENA
PLANNING DIVISION
HALE BUILDING
175 NORTH GARFIELD AVENUE
PASADENA, CA 91109-7215

INITIAL STUDY

In accordance with the Environmental Policy Guidelines of the City of Pasadena, this analysis, the associated "Master Application Form," and/or Environmental Assessment Form (EAF) and supporting data constitute the Initial Study for the subject project. This Initial Study provides the assessment for a determination whether the project may have a significant effect on the environment.

SECTION I – PROJECT INFORMATION

1. Project Title: **Storbox – Conditional Use Permit (CUP #4085) and PD-11 Amendment**

2. Lead Agency Name and Address: **City of Pasadena**
   Planning and Development Department
   175 North Garfield Avenue
   Pasadena, CA 91109

3. Contact Person and Phone Number: **Lanny Woo**
   (626) 744-6776

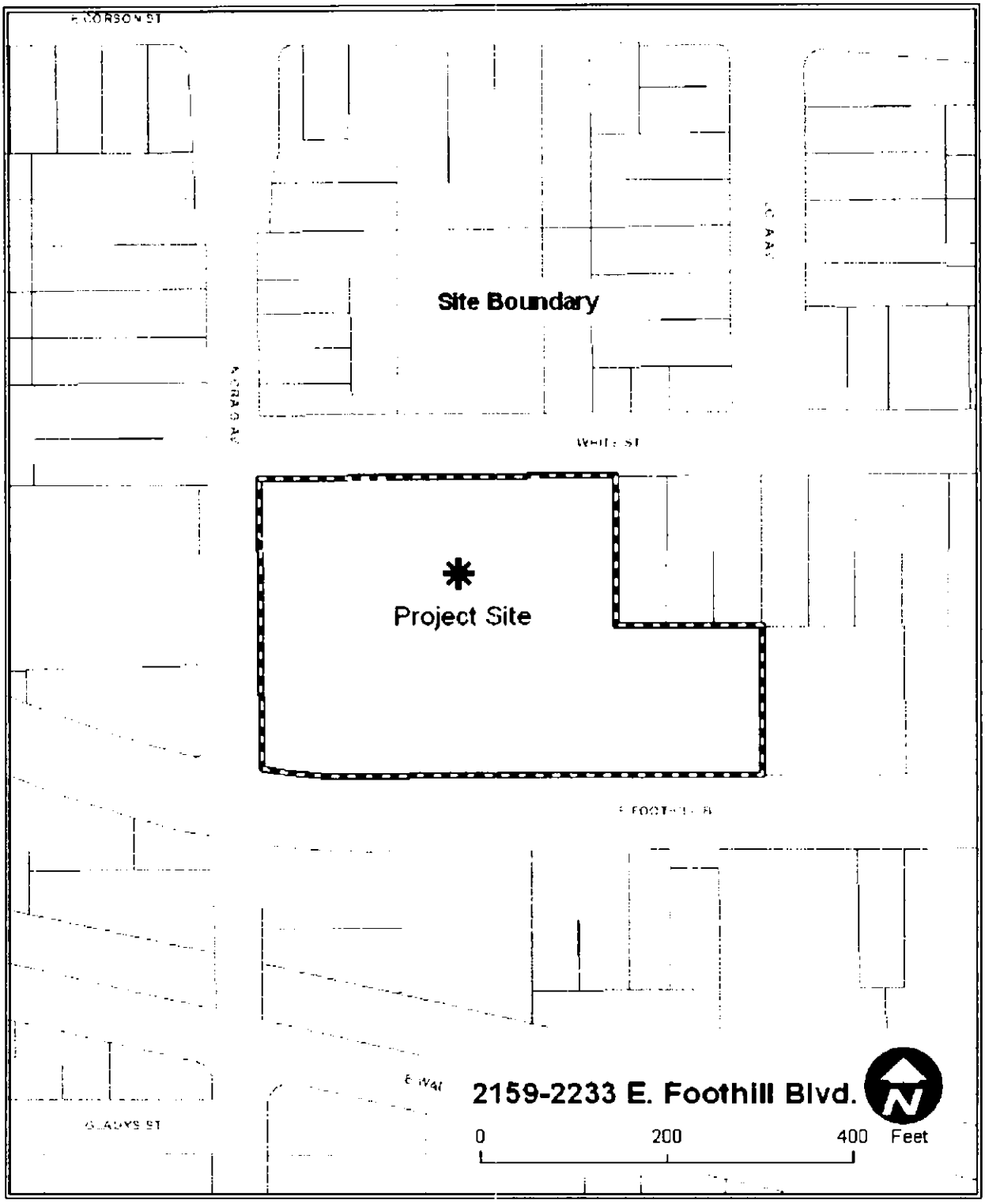
4. Project Location: **2159-2233 East Foothill Boulevard**
   Northeast corner of Foothill Boulevard and Craig Avenue

5. Project Sponsor's Name and Address: **Barnard Foothill I, LLC**
   2600 Mission Street, Suite 206
   San Marino, CA 91108

6. General Plan Designation: **General Commercial**

7. Zoning: **PD-11 (Planned Development -11, Foothill Boulevard, Craig Avenue and White Street)**

Figure 1


Site Boundary
Project Site
2159-2233 E. Foothill Blvd.
0
200
400 Feet

8. Description of the Project: The applicant, Barnard Foothill I, LLC has submitted a Conditional Use Permit (CUP) application to expand an existing self-storage building and a Variance application for the number of required parking spaces. The project site is zone PD-11 (Planned Development-11, Foothill Boulevard, Craig Avenue, and White Street). According to the PD-11 provisions, all regulations not specifically stated in the PD-11 are deferred to the base district CG (General Commercial). On January 2003, the Pasadena City Council adopted an ordinance prohibiting new construction of self-storage facilities in the commercial zones including the CG. The self-storage use predates the ordinance adopted by the City Council, thus the self-storage facility became a nonconforming use. Pursuant to Chapter 17.76 of the Pasadena Municipal Code, a Conditional Use Permit is required for the expansion of nonconforming uses.

   As part of the CUP application, the applicant is proposing to construct a four-story 67,150-square foot self-storage building, and thirteen parking spaces. This building will be constructed on the western portion of the site along Foothill Boulevard. Two buildings are proposed to be demolished, a 1,125-square foot automotive repair garage, a 2,880-square foot office/industrial, and a storage area of 400-square feet. A historic building located at 2189 E. Foothill Boulevard will be preserved.

   In conjunction with the Conditional Use Permit application, a parking Variance application was also submitted for the project. According to the Zoning Code, 33 spaces are required. The project is providing 11 spaces, thus the request for a Variance.

   As part of a future expansion, the applicant is proposing to amend the PD plan contained in the PD-11 zoning district with the construction of a four-story, 77,650-square foot self-storage building and 23 parking spaces in an area where the PD-11 provided for a parking area. This expansion will be constructed on the eastern portion of the site. Following approval of the PD amendment, a Conditional Use Permit application is required for the expansion of the self-storage facility as a nonconforming use. This study assesses the potential impacts of both the construction proposed under the CUP as well as the easterly expansion which would occur if the amendment to the current PD plan is approved by the Planning Commission and City Council.

   A detailed parking study was prepared to assess the parking needs of the self-storage facility and established the adequate parking ratio for this type of facility. The study analyzed weekday and Saturday parking demands at the existing on-site parking lots and at three other self-storage sites within Pasadena, with similar characteristics to the proposed project. Based on the observed weekday and Saturday parking demands, the peak parking demand rates were determined and the potential peak parking demand of the proposed project was estimated. In addition to other findings, the study concluded that provision of parking at a ratio of 1.46 parking spaces per 10,000 square feet would supply the demand generated by the self-storage uses. Applying this ratio to the self-storage use under the PD would require 40 parking spaces. The retail component (1,800 square feet) allowed under this amendment will require 2.5 spaces per 1,000 square feet for a total of 5 parking spaces. The 5,000 square-foot office would require 15 spaces (3 spaces per 1,000 square feet). The total number of spaces that would be required for all the uses is 60 parking spaces; the applicant is proposing to provide a minimum of 67.

   This revised Initial Environmental Study is a revision of an Initial Study and Mitigated Negative previously approved by the Zoning Hearing Officer on April 21, 2004 in connection with the proposed expansion of a 67,150 square-foot building at the southwest corner of the site. This revision clarifies information on the total number of parking spaces that would be available at the site for all uses under the PD. No major project changes were involved.

   Existing Conditions

   The site is bounded by White Street to the north, Foothill Boulevard to the south, and Craig Avenue to the west. The project site is approximately 3.5 acres (150,300-square feet) and is currently developed with 53 parking spaces and three buildings, a 42 feet high (two-story) 138,910-square foot self-storage building, a 17-foot high (one-story) 2,280-square foot office/industrial building, and a 14-foot high (one-story) 1,125-square foot automotive repair garage.

9. Surrounding Land Uses and Setting: Land uses north of the project site are single-family and two-unit residential; to the south, west, and east are retail and commercial uses.

10. Other public agencies whose approval is required (e.g. permits, financing approval, or participation agreement): The Design Commission will review this and future development on the site. The Design Commission, Planning Commission, and the City Council will also review the amendment to the PD-11 plan. The Zoning Hearing Officer will review the Conditional Use Permit application for the expansion of the self-storage facility as a nonconforming use. In addition, building permits will be required to be approved by the Planning and Development Department. Approval is also required from the County Sanitation Districts of Los Angeles County.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

	Aesthetics		Geology and Soils		Population and Housing
	Agricultural Resources		Hazards and Hazardous Materials		Public Services
	Air Quality		Hydrology and Water Quality		Recreation
	Biological Resources		Land Use and Planning		Transportation/Traffic
	Cultural Resources		Mineral Resources		Utilities and Service Systems
	Energy		Noise		Mandatory Findings of Significance

DETERMINATION: (to be completed by the Lead Agency)

On the basis of this initial evaluation:

I find that the proposed project DOES NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.	
I find that, although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A MITIGATED NEGATIVE DECLARATION will be prepared.	-X-
I find that the proposed project MAY have a significant effect(s) on the environment. -Analysis in the Initial Study shows that one or more impact areas will have a "Potentially Significant Impact" An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that were not analyzed in a previously approved EIR or Negative Declaration for the project at hand.	
I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.	

_____ _____

Signature Date

_____ _____

Printed Name For

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) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "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) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "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 20, "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. See CEQA Guidelines Section 15063(c)(3)(D). Earlier analyses are discussed in Section 20 at the end of the checklist.

   a) Earlier Analysis Used. Identify and state where they are available for review.

   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 based on the earlier analysis.

   c) Mitigation Measures. For effects that are "less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier documents and the extent to which address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated. A source list should be attached and other sources used or individuals contacted should be cited in the discussion.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) The explanation of each issue should identify:

   a) The significance criteria or threshold, if any, used to evaluate each question; and

   b) The mitigation measure identified, if any, to reduce the impact to less than significant

SECTION II - ENVIRONMENTAL CHECKLIST FORM

1. **BACKGROUND.**
   Date checklist submitted: December 22, 2003
   Date approved: April 21, 2004
   Date revised: September 6, 2004
   Department requiring checklist: Planning and Development
   Planner assigned: Lanny Woo

2. **ENVIRONMENTAL IMPACTS.** (explanations of all answers are required):

	Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact

3. **AESTHETICS.** Would the project:

   a. *Have a substantial adverse effect on a scenic vista? ( )*

☐	☐	☒	☐

WHY? The project site is in an area, which has views of the mountains. This area has structures ranging from one to two stories in height and trees, which do not obstruct these scenic views. The project meets the height limitations of the Zoning Code.

The project does not impact any scenic vista as defined in the 1994 final EIR for the Land Use and Mobility Elements of the City of Pasadena General Plan.

The project is located in the Foothill Boulevard corridor and is subject to the review of the Design Commission. The design of this project, including its effect on scenic views, will be reviewed by the Design Commission. The project design, including the site design will be reviewed by the Design Commission, during both concept and final design review. Any negative impacts from the proposed creation of an aesthetically offensive site will be mitigated to a level of insignificance by conditions imposed by the Commission during these reviews.

The proposed buildings are two stories and will have a height of 45 feet. This is the height limit under the CG (General Commercial) zoning which applies under the PD. The 67,150-square foot building will be located on the southwestern portion of the site. The 67,150-sqaure foot building would have a front yard setback that varies from 5-10 feet with a 5-foot corner yard setback. These setbacks are consistent with the original PD plan.

The 77,650-square foot building proposed for the future expansion (Phase 3) at the easterly end of the site would have a height of 45 feet, 5-foot front yard setback, and a 15-foot rear yard setback. The height and setbacks are also consistent with the CG zoning regulations.

The surrounding uses range from one to 2-story in height. The proposed project may cast shadows on adjacent sites. Any negative impacts from the proposed creation of an aesthetically offensive site will be mitigated to a level of insignificance by conditions imposed by the Commission during this review.

   b. *Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? ( )*

☐	☐	☐	☒

WHY? The project does not substantially impact any scenic vista or scenic highway. The proposed project is an expansion of a nonconforming use, with the Phase 2 construction of 67,150 square feet The project also consists of an amendment to the PD-11 (Planned Development-11, Foothill Boulevard, Craig Avenue and White Street) district to allow for Phase 3 construction of a 77,650-square foot self-storage building on the eastern portion of the site. The

project will not affect view of the existing residential uses to the north. Following approval of the PD amendment, a Conditional Use Permit application is required for the expansion of the self-storage facility as a nonconforming use.

The proposed project would not result in the destruction of any landmark eligible trees, stand of trees, rock outcropping or natural feature recognized as having significant aesthetic value.

Currently, the site is a self-storage facility with trees along the western edge and southern portion of the property. On-site trees may be considered an important resource. The City of Pasadena has an ordinance for the protection of native and specimen trees. The applicant has submitted a tree inventory for the project site. Diameter at breast height (DBH) measured at 4 ½ feet above the point where the trunk meet the ground, ranges from 3-inches to 24-inches. According to the tree inventory submitted for the project, there are twenty (20) trees on the project site and eleven (11) street trees surrounding the site. The applicant proposes to remove five (5) trees from the site, a Pinus Rodiata (Black Pine), Melaleuca Lucadendrum (Melaleuca), two (2) Howea belmoreana (Sentry Palm), and one Washingtonia robusta (Mexican Fan Palm). These trees are not on the City's Tree Protection Ordinance. See also 6.e.

c. *Substantially degrade the existing visual character or quality of the site and its surroundings? ( )*

☐ ☐ ☒ ☐

WHY? The proposed project is within the height limitations of the Zoning Code and is required to submit full exterior design elevations and sections and a landscape plan for review and approval by the Zoning Administrator and/or the Design Commission prior to the issuance of any building permits. Approval of the proposed project would not lead to any demonstrable negative aesthetic impact.

The design of this project will be reviewed for approval by the Design Commission. Any negative impacts from the proposed creation of an aesthetically offensive site will be mitigated to a level of insignificance by conditions imposed by the Commission during this review. Impact is considered less than significant.

d. *Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? ( )*

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WHY? The project will not have a significant impact on light and glare because it will be required to comply with the standards in the zoning code that regulate glare and outdoor lighting. Height and direction of any outdoor lighting and the screening of mechanical equipment must conform to Zoning Code requirements. The Department of Public Works has reviewed the proposed project and determined that the existing street lighting system along Craig Avenue and White Street is substandard (or non-existent). A maximum of two new street lights shall be install on or near the Craig Avenue frontage and a maximum of two new street lights on or near the White Street frontage of the property, including conduits, conductors, electrical service (if necessary), pull boxes, and miscellaneous appurtenant work as required by the Department of Public Works. The type of hardware shall conform to current policies approved by the City Council, and the locations shall be approved by the Department of Public Works. The project is in an older, developed commercial urban area with streetlights in place. These lights are not sources of glare and are an aide to public safety.

Exterior and interior lights and reflective building materials may be potential sources of light and glare. Use of reflective materials shall conform to Zoning Code requirements and to evaluations of exterior cladding and materials through the City's design review process. However, most activity occurs during daylight hours; thus interior lights do not shine onto surrounding properties.

The design of this project, including its finish, colors, and building materials, will be reviewed for approval through the Design Review process. Through this review, any impacts such as glare will be reduced to less than significant.

Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact

4. AGRICULTURAL RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

a. *Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? ( )*

☐ ☐ ☐ ☒

WHY? The City of Pasadena is a developed urban area surrounded by hillsides to the north and northwest. The western portion of the City contains the Arroyo Seco, which runs from north to south though the City. It has commercial recreation, park, natural and open space. There is no prime farmland, unique farmland, or farmland of statewide importance, as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency.

b. *Conflict with existing zoning for agricultural use, or a Williamson Act contract? ( )*

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WHY? The City of Pasadena has no land zoned for agricultural use other than retail plant nurseries being allowed by right in the CG (General Commercial) and conditionally permitted in the CL (Limited Commercial), IG (Industrial), and OS (Open Space) zoning districts.

c. *Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use? ( )*

☐ ☐ ☐ ☒

WHY? There is no known farmland in the City of Pasadena; therefore the proposed project would not result in the conversion of farmland to a non-agricultural use.

5. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

a. *Conflict with or obstruct implementation of the applicable air quality plan? ( )*

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WHY? The project must comply with the Federal Clean Air Act, the California Clean Air Act and the regional Air Quality Management Plan (AQMP) adopted by the South Coast Air Quality Management District and Southern California Association of Governments. The AQMP contains measures to meet federal and state requirements. The City of Pasadena is also part of the West San Gabriel Valley Planning Council, which adopted the West San Gabriel Valley Air Quality Plan.

b. *Violate any air quality standard or contribute to an existing or projected air quality violation? ( )*

☐ ☐ ☐ ☒

Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact

WHY? Due to its geographical location and the prevailing off shore daytime winds, Pasadena receives smog from downtown Los Angeles and other areas in the Los Angeles basin. The prevailing winds, from the southwest, carry smog from wide areas of Los Angeles and adjacent cities, to the San Fernando Valley and to Pasadena in the San Gabriel Valley where it is trapped against the foothills. For these reasons the potential for adverse air quality in Pasadena is high.

Pasadena is located in a non-attainment area, an area that frequently exceeds national ambient air quality standards. However, the project itself does not meet the South Coast Air Quality Management District's (SCAQMD) land use threshold for significant air emissions, according to the 1993 updated SCAQMD's CEQA Air Quality Handbook.

The traffic study prepared for this project, attached as Appendix A, indicates that the project will generate 193 vehicle trips per day. According to the Transportation Department, the number of trips will not be significant impact.

According to the 1993 updated SCAQMD's CEQA Air Quality Handbook Table 9-1, project emissions during construction will not exceed the district threshold for construction emissions.

Using the 1993 updated SCAQMD's CEQA Air Quality Handbook Table 9-7 for Estimating Mobile, Energy and PM10 Emissions, the project's mobile emissions will not exceed the district's threshold for air emissions.

c. *Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? ( )*

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WHY? The City of Pasadena is within the South Coast Air Basin (SCAB). This basin is a non-attainment area for Nitrogen Dioxide (NO_2) and fine particulates matter (PM_{10}). Projects that contribute to a significant cumulative increase in NO_2 or PM_{10} will be considered to be significant and require the consideration of mitigation measures. This project will not cause a cumulatively considerable increase in NO_2 and/or PM_{10} during construction and/or operation.

d. *Expose sensitive receptors to substantial pollutant concentrations? ( )*

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WHY? According to Figure 5-1 and Table 5-1 of the 1993 updated SCAQMD's CEQA Air Quality Handbook the project is not likely to generate any significant toxic air emissions.

Places where the young, the elderly, and the acutely ill and chronically ill gather are considered sensitive receptors, and include residences, parks, hospitals, and convalescent homes. Residential areas are also considered to be sensitive receptors because residents tend to be at home for extended periods, resulting in sustained exposure to air pollutants that are present.

Construction activities generally result in temporary air pollution that may adversely affect nearby sensitive receptors, such as parks and residences. Sensitive receptors in the vicinity of the proposed project are residences to the north of the site. Moreover, SCAQMD requires that all projects cease construction activities when sustained windspeed reach 25 miles per hour or greater and that the site is watered regularly.

The existing City's building regulations will required the applicant during the construction to: 1) Water all active unpaved construction areas at least twice daily; 2) Apply water or a chemical stabilizer to maintain a stabilized surfaced, on the last day of day of active operations prior to a weekend or holiday; 3) Water excavated soil piles hourly or cover piles with temporary coverings; 4) Cease grading during periods when wind exceeds 25 miles per hour; 5) Reduce speed on unpaved areas to less than 15 miles per hour; 6) Sweep streets if visible soil material is carried out from the construction site; and 7) Trucks and any other construction equipment shall be washed or brushed off before leaving the site. Applying these measures to the project will reduce the impacts to less than significant.

	Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact

e. Create objectionable odors affecting a substantial number of people? ( )

☐ ☐ ☐ ☒

WHY? This type of use is not shown on the 1993 updated SCAQMD's CEQA Air Quality Handbook Figure 5-5 "Land Uses Associated with Odor Complaints."

6. BIOLOGICAL RESOURCES. Would the project:

a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?
( )

☐ ☐ ☐ ☒

WHY? The project is in a developed urban area. There are no known unique, rare or endangered plant or animal species or habitats on or near the site. The site has been urbanized for many years. Currently on the project site is a self-storage building, an office/industrial building, and an automotive repair garage.

b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? ( )

☐ ☐ ☐ ☒

WHY? There are no designated natural communities however; the Final Environmental Impact Report for the adopted 1994 Land Use and Mobility Elements maps the natural communities within the City's boundaries. The project is not located near any of these communities.

The project is located in a developed urban area. There are no known existing plant communities on or near the site. No impact is expected.

c. Have a substantial adverse effect of federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? ( )

☐ ☐ ☐ ☒

WHY? The project is located in a developed urban area. There is no known naturally occurring wetland habitat.

d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? ( )

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WHY? The project is located in a developed urban area and does not involve the dispersal of wildlife nor result in a barrier to migration or movement. No impact is expected.

Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact

e. *Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? ( )*

☐ ☐ ☐ ☒

WHY? Currently, the site has trees along the western edge and central portion of the property. On-site trees may be considered an important resource. The City of Pasadena has an ordinance for the protection of native and specimen trees. The applicant has submitted a tree inventory for the project site. Diameter at breast height (DBH) measured at 4 ½ feet above the point where the trunk meet the ground, ranges from 3-inches to 24-inches. According to the tree inventory for the project, there are twenty (20) trees on the project site and eleven (11) street trees surrounding the site. Seven (7) street trees are protected by Ordinance No. 6896 "City Trees and Tree Protection Ordiinance" as detailed in the table below. These protected trees are street trees and will not be removed from the site. The protected street trees are as follows: two (2) Magnoliaceae Grandiflora; one (1) Pinus canariensis; and four (4) Eucalyptus Ficafolia.

The applicant proposes to remove five (5) trees from the site, a Pinus Rodiata (Black Pine), a Melaleuca Lucadendrum (Melaleuca), two (2) Howea belmoreana (Sentry Palm), and one Washingtonia robusta (Mexican Fan Palm). Four (4) trees, Arecastrum romanzoffianum (Queen Palm), will be removed and relocated on the site. These trees are not protected by Ordinance No. 6896, City Trees and Tree Protection Ordinance. No impact is expected.

#	Genus & Species	Common Name	Diameter	Remain	Move	Replace	Remove
1	Arecastrum romanzoffianum	Queen Palm	10		X		
2	Arecastrum romanzoffianum	Queen Palm	10		X		
3	Arecastrum romanzoffianum	Queen Palm	10		X		
4	Arecastrum romanzoffianum	Queen Palm	10		X		
2	Pinus Rodiata	Black Pine	10				X
3	Melaleuca quinquenervia	Cajeput tree	12				X
4	Howea belmoreana	Sentry Palm	8				X
5	Howea belmoreana	Sentry Palm	8				X
6	Washingtonia Robusta	Mexican Fan Palm	15				X
7	Washingtonia Robusta	Mexican Fan Palm	19	X			
8	Washingtonia Robusta	Mexican Fan Palm	17	X			
9	Magnoliaceae Grandiflora	Southern Magnolia	11	X			
10	Magnoliaceae Grandiflora	Southern Magnolia	3	X			
11	Pinus canariensis	Canary Island Pine	13	X			
12	Eucalyptus Ficafolia	Red Flowering Gum	19	X			
13	Eucalyptus Ficafolia	Red Flowering Gum	24	X			
14	Eucalyptus Ficafolia	Red Flowering Gum	16	X			
15	Eucalyptus Ficafolia	Red Flowering Gum	10	X			
16	Quercus Ilex	Holly Oak	13	X			
17	Quercus Ilex	Holly Oak	14	X			

The project is not in the Hillside Development Overlay District or the Lower Arroyo.

f. *Conflict with the provisions of an adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other approved local, regional, or state habitat conservation plan? ( )*

Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact
☐	☐	☐	☒

WHY? As of June 2003, there was no adopted Habitat Conservation or Natural Community Conservation Plans within the City of Pasadena. There were also no approved local, regional or state habitat conservation plans. No impact is expected.

7. **CULTURAL RESOURCES.** Would the project:

a. *Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5? ( )*

☐	☒	☐	☐

WHY? The site has three buildings that are proposed to be demolished. Building E (an auto repair garage) and Building D (an office/industrial building) do not appear to have architectural or historic significance. However, Building C-1 appears to be eligible for listing in the National Register of Historic Places at the local level of significance. This building (originally addressed as 2185 E. Foothill Blvd., but now addressed as 2189 E. Foothill Blvd.) was built in 1952 and designed by a locally prominent architect, Harold J. Bissner (1901-1988). It was built for the Circle Valve Manufacturing Company. As with other post-war pharmaceutical and aviation-related businesses along East Foothill Boulevard (e.g., Avon, Stuart Company, Brush Instruments, Air Logistics), it combines production and assembly operations in a rear portion with offices and showrooms in a courtyard complex facing the street.

Bissner designed numerous residences, apartment buildings, schools (including Allendale and Audubon Elementary Schools), a restaurant, and office buildings in the Pasadena area. His 1938 house at 2580 N. Altadena Drive won first prize in a national contest by the American Gas Association. His work ranged from Spanish Colonial Revival in the 1920's to early Ranch styles in the late 1930's to International/Moderne styles after 1950. He was active in Pasadena from 1924 until 1958, when he moved his practice to Palm Desert.

The building appears to qualify for the National Register under Criterion C, in that it embodies "the distinctive characteristics of a type, period, or method of construction." The office portion of the building is a notable local example of Late Moderne/International Style architecture from the 1950's. Its prominent features are:

- the horizontal, two-story massing with flat roof;
- large cantilevered roof eave;
- the oversized roof and balcony fascias;
- stucco walls;
- horizontal ribbon windows on the second floor with bezeled molding;
- large expanses of glazing on the first floor;
- large landscaped entry courtyard; and
- stone-clad wall that extends into a planter wall.

This building represents one of two notable examples in Pasadena of high-style courtyard office building from the 1950s (the other is a one-story office building at 547 E. Union Street designed by Whitney Smith and constructed in 1951). It is also an important example of the work of a locally prominent architect.

The rear part of the building (identified as a factory on the building permit) was designed in a typical industrial style of the 1930's and 1940's with concrete block walls and steel hopper windows. A garden area separates the factory and office portions of the building. The two sectors of the building are connected by a hallway at the end of the garden. The factory portion is not visible from the street and is constructed with less expensive materials than the front office portion. It is clear that the architect invested his design energy in the front half of the building. Because the building's significance is based on the architectural style of the front of the building, staff finds that the removal of the rear portion would be a less than significant effect and would not jeopardize the significance of the front portion of the building.

Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact

Properties eligible for listing in the National Register are automatically considered historic resources subject to CEQA. If the effects of a project on a historic resource are significant and unavoidable, CEQA then requires mitigation or an EIR. The demolition of historic resources usually cannot be mitigated by mere documentation of the resource (CEQA Guideline 15126.4). The impact on the historic resource could be mitigated by its preservation and incorporation into the proposed project. Impacts on the preserved building could be mitigated through the design review process, which would ensure that the treatment of the preserved building is consistent with the Secretary of the Interior's Standards and that the design of the proposed project is compatible

Staff finds that the height, scale, massing, and setback of the revised project design is compatible with the 1952 office building because the new building is 30 feet from the office building and is only two stories taller than the office building.

Proposed minimal mitigation measures:

1. Revise the site plan to preserve the existing office portion of the building and its landscaped courtyard in front of the building at 2189 E. Foothill Blvd. The treatment of the office building shall follow the Secretary of the Interior's Standards for rehabilitation.
2. If the factory portion at the rear of the building is demolished, any new structure in that location shall be designed to be compatible with the historic resource.

b. *Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5? ( )*

☐ ☒ ☐ ☐

WHY? No records are known indicating any significant archaeological resources, including any prehistoric human remains, exist in the City of Pasadena. The project site has been disturbed by past human activities, and is not expected to contain archaeological resources. Nevertheless, in the unlikely event those resources are discovered during project implementation, all construction activities in the affected area must cease. An archaeologist shall be notified and provisions for recording and excavating the site shall be made in compliance with compliance with Section 15064.5 of the California Environmental Quality Act Guidelines.

There are buildings scheduled for demolition. The building at 2189 E. Foothill Blvd. appears to be eligible for listing in the National Register of Historic Places at the local level of significance. This building was built in 1952 and designed by a locally prominent architect, Harold J. Bissner (1901-1988). Refer to item 7.a. previously. Impact with mitigation will be less than significant.

c. *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? ( )*

☐ ☐ ☒ ☐

WHY? No records are known indicating any significant paleontological resources exist in the City of Pasadena. The project site has been disturbed by past human activities, and is not expected to contain paleontological resources. If any such sites are encountered during grading or construction of the project, all grading or construction efforts which would disturb these sites shall cease. An archaeologist shall be notified and provisions for recording and excavating the site shall be made in compliance with California Environmental Quality Act (CEQA) Guidelines, Section 15064.5. Impact will be less than significant.

d. *Disturb any human remains, including those interred outside of formal ceremonies? ( )*

☐ ☐ ☐ ☒

WHY? There are no known human remains on the site. If any remains are encountered during project implementation the Los Angeles County Coroner will be contacted. No impact is expected.

	Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact

8. ENERGY. Would the proposal:

a. Conflict with adopted energy conservation plans? ( )

☐ ☐ ☐ ☒

WHY? The project does not conflict with the 1983 adopted Energy Element of the General Plan. Further the project will comply with the energy standards in the California Energy Code, Part 6 of the California Building Standards Code (Title 24). Measures to meet these performance standards may include high-efficiency Heating Ventilation and Air Conditioning (HVAC) and hot water storage tank equipment. lighting conservation features, higher than required rated insulation and double-glazed windows. No impact is expected.

b. Use non-renewable resources in a wasteful and inefficient manner? ( )

☐ ☐ ☒ ☐

Why? The proposed project will not create a high enough demand for energy to require development of new energy sources. Construction of the project will result in a short-term insignificant consumption of oil-based energy products. However, the additional amount of resources used will not cause a significant reduction in available supplies.

The long-term impact from increased energy use by this project is not significant in relationship to the number of customers currently served by the electrical and gas utility companies. Supplies are available from existing mains, lines and substations in the area. Occupation of the project will result in an insignificant increase in the consumption of natural gas. This consumption will be lessened by adherence to the performance standards of California Energy Code, Part 6 of the California Building Standards Code Title 24. This project will result in the increased consumption of 6,746 net kilowatt-hours of electrical energy per day. This increased consumption will be reduced to an insignificant level by meeting the above referenced energy standards. Measures to meet these performance standards may include high efficiency Heating Ventilation and Air Conditioning (HVAC) and hot water storage tank equipment, lighting conservation features, higher than required rated insulation and double-glazed windows. The energy conservation measures will be prepared by the developer and shown on building plans. These plans will be submitted to the Water and Power Department and Building Official for review and approval prior to the issuance of a building permit. Installation of energy-saving features will be inspected by a City Inspector prior to issuance of a Certificate of Occupancy.

This project will result in an increase of approximately 10,174 gallons per day in water consumption. The current uses consume approximately 7,247 gallons of water per day. The proposed use would have an increase in water consumption of 2,941 gallons of water per day. However, this impact will be mitigated during drought periods by the applicant adhering to the Water Shortage Procedures Ordinance, which restricts water consumption to 90% of expected consumption during each billing period.

9. GEOLOGY AND SOILS. Would the project:

a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. ( )

☐ ☐ ☒ ☐

Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact

WHY? According to the 2002 adopted Safety Element of the City of Pasadena's General Plan, the San Andreas Fault is a "master" active fault and controls seismic hazard in Southern California. This fault is located approximately 21 miles north of Pasadena.

The County of Los Angeles and the City of Pasadena are both affected by Alquist-Priolo Earthquake Fault Zones. Pasadena is in four USGS Quadrants, the Los Angeles, and the Mt. Wilson quadrants were mapped for earthquake fault zones under the Alquist-Priolo Act in 1977. The Pasadena and Condor Peak USGS Quadrangles have not yet been mapped per the Alquist-Priolo Act.

Adjacent to and partially in the City of Pasadena are two faults, considered active, the Sierra Madre primarily north of the City and the Raymond Fault primarily south of the City. The 2002 Safety Element of the General Plan considers the Sierra Madre Fault to be in a Fault Hazard Management Zone and the Raymond Fault to be in an Alquist-Priolo Earthquake Fault Zone. Within the southwest area of the City, the Eagle Rock Fault is considered potentially active. The proposed project is two miles south of the Sierra Madre Fault, approximately 1.4 miles south of a potentially active strand of the Sierra Madre Fault, 1.4 miles north of the Raymond Fault, and approximately 2.8 miles north of the Eagle Rock Fault.

The potential exists for people and property to be exposed to the hazards of seismic activity in most of California. This project will not increase the potential occurrence of earthquakes. The risk of earthquake damage is minimized because the new structure shall be built according to the Uniform Building Code and other applicable codes, and is subject to inspection during construction. Structures for human habitation must be designed to meet or exceed California Uniform Building Code standards for Seismic Zone 4. Conformance with these existing standards will ensure a less than significant impact.

ii. Strong seismic ground shaking? ( )

☐ ☐ ☒ ☐

WHY? As discussed in item 9.a.i., the project site is expected to be subject to seismic ground shaking, similar to most of California. Since the City of Pasadena is located within a larger area traversed by numerous active fault systems, such as the San Andreas and Newport-Inglewood, any major earthquake along these systems will cause seismic ground shaking in Pasadena. At a minimum the earthquake-resistant design and materials of new projects must meet or exceed the current seismic engineering standards of the California Uniform Building Code Seismic Zone 4 requirements. Much of the City is on sandy, stony or gravelly loam formed on the alluvial fan adjacent to the San Gabriel Mountains. This soil is more porous and loosely compacted than bedrock and thus subject to greater impacts from seismic ground shaking than bedrock.

At a minimum, the earthquake resistant design and materials utilized in new projects must meet or exceed the current seismic engineering standards of the California Uniform Building Code Seismic Zone 4 requirements. As required, the applicant shall submit to the Building Division a soils report for review and approval. The applicant must also submit project plans for review and approval, showing compliance with these standards, including a grading plan, prior to beginning of construction. Conformance with these standards will ensure a less than significant impact. See also 9.a.i.

iii. Seismic-related ground failure, including liquefaction as delineated on the most recent Seismic Hazards Zones Map issued by the State Geologist for the area or based on other substantial evidence of known areas of liquefaction? ( )

☐ ☐ ☒ ☐

WHY? According to the State of California Seismic Hazard Zone map, Pasadena, Mt. Wilson Quadrangle, the project site is not in an area subject to either liquefaction or earthquake-induced landslides. The 2002 adopted Safety Element of the General Plan Plate 1-3 does not show the project site to be located in an area subject to liquefaction or

	Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact

earthquake-induced landslides. The 2002 adopted Safety Element of the General Plan, Plate 2-4 Slope Distribution Map, also shows that the project site is in an area where the slopes are less than 10-degrees. Any slope instability will be controlled by existing City regulations; therefore impact will be less than significant. As required, the applicant shall submit to the Building Division a soils report for review and approval.

Due to these codes and inspections there will be no increased exposure to seismic ground failure including liquefaction.

iv. Landslides as delineated on the most recent Seismic Hazards Zones Map issued by the State Geologist for the area or based on other substantial evidence of known areas of landslides? ( )

☐ ☐ ☐ ☒

WHY? According to the State of California Seismic Hazard Zone Map, Pasadena, Mt. Wilson Quadrangle, the adopted 2002 Safety Element of the General Plan Seismic Hazards Map Plate 1-3, and Slope Instability Map Plate 2-4, is located where slopes have no slope instability. According to these sources there is not any known historic evidence of landslides on the project site or adjacent properties. Existing City Regulations will control any slope instability; therefore there will be no impact. In addition, the Seismic Hazard Map does not show this project to be located in an area where there is geologic evidence of past landslides.

b. Result in substantial soil erosion or the loss of topsoil? ( )

☐ ☐ ☒ ☐

WHY? The proposed project will involve approximately 30 cubic yard of cut and no cubic yard of fill. However, approximately 5,200 cubic yard of soil for the basement in Phase 2 and 7,100 cubic yard of soil for the basement in Phase 3, for a total of 12,300 cubic yard is expected to be exported. The existing building regulations and property site inspections ensure that construction activities do not create unstable earth conditions. The grading activities are regulated by Title 14 of the Pasadena Municipal Code, which adopts the California Uniform Building Code (UBC) standards, among other standards. Compliance with the standards adopted under Title 14 will ensure that the project will not result in substantial soil erosion or loss of topsoil.

The displacement of soil through cut and fill will be controlled by Appendix Chapter 33 of the 2001 California Building Code relating to grading and excavation; therefore impact will be less than significant.

The applicant must have an approved site to receive any exported cut earth.

According to the Final Environmental Impact Report certified for the adoption of the 1994 Land Use and Mobility Elements, the natural water erosion potential of Pasadena's soil is low unless these soils are disturbed during the wet season. Both the Ramona and Hanford soils associations, which underlay much of the City, have high permeability, low surface runoff and slight erosion hazard due to the gravelly surface layer and low topographic relief away from the steeper foothills areas of the San Gabriel Mountains.

Water erosion during construction will be minimized by limiting construction to dry weather, covering exposed excavated dirt during periods of rain and protecting excavated areas from flooding with temporary berms.

Soil erosion after construction will be controlled by implementation of an approved landscape and irrigation plan. This plan shall be submitted to the Zoning Administrator and Design Commission for review and approval prior to the issuance of a building permit.

Construction may temporarily expose the soil to wind and/or water erosion. Erosion caused by strong wind, excavation and earth moving operations will be minimized by watering during construction and by covering earth to be transported in trucks to or from the site.

Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact

Any project, which involves more than 250 cubic yards of cut or fill, should have an erosion and sediment transport control plan as part of the applicant's grading plan. The grading plan must be approved by the Building Official and the Department of Public Works prior to the issuance of any building permits.

An erosion and sediment control plan should include the following measures if applicable:

Confine construction to the dry season (April 16th to October 14th), whenever possible; If construction needs to be scheduled for the wet season (October 15th to April 15th of the following year), ensure that structural erosion and sediment transport control measures are ready for implementation prior to the onset of the first major storm of the season: Locate staging areas outside major streams (such as the main Arroyo Seco or Eaton Wash streambed) and drainage ways; Keep slope lengths and gradients to a minimum; Discharge construction runoff into small drainages at frequent intervals to avoid buildup of large potentially erosive flows; Prevent runoff from flowing over unprotected slopes; Keep disturbed areas to the minimum necessary for construction; Keep runoff away from disturbed areas during construction; Stabilize disturbed areas as quickly as possible, either by vegetative or mechanical methods; Direct flows over vegetated areas prior to discharge into public storm drainage systems; Trap sediment before it leaves the site with such techniques as check dams, sediment ponds, or siltation fences; Make removal and disposal of all project construction-generated siltation from off-site retention ponds the responsibility of the contractor; Use landscaping and grading methods that lower the potential for down-stream sedimentation. Modified drainage patterns and longer flow paths, encouraging infiltration into the ground, and slower storm-water conveyance velocities are examples of effective methods; and Control landscaping activities carefully with regard to the application of fertilizers, pesticides or other hazardous substances. Provide proper instruction to all landscaping personnel on the construction team. Conformance with these existing standards will ensure a less than significant impact.

c. *Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? ( )*

☐ ☐ ☐ ☒

WHY? The City of Pasadena rests primarily on an alluvial plain. To the north, the San Gabriel Mountains are relatively new in geological time. These mountains run generally east-west and have the San Andreas Fault on the north and the Sierra Madre Fault to the south. The action of these two faults in conjunction with the north-south compression of the San Andreas tectonic plate is pushing up the San Gabriel Mountains. This uplifting combined with erosion has helped form the alluvial plain. Depending upon the nature of the soil on the project site, a geological study may be necessary to determine if the soil is stable enough to support the planned project without being graded and the soil compacted to specified standards per applicable codes. According to the adopted 2002 Safety Element of the General Plan Plate 2-4, the project site is located in an area that has no slope instability potential. No impact is expected.

d. *Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? ( )*

☐ ☐ ☐ ☒

WHY? According to the 2002 adopted Safety Element of the City's General Plan the project site is underlain by alluvial material from the San Gabriel Mountains. This soil consists primarily of sand and gravel and is in the low to moderate range for expansion potential. At a minimum, foundation design will be required to accommodate expansive soil conditions in accordance with the California Uniform Building Code. No impact is expected.

e. *Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? ( )*

☐ ☐ ☐ ☒

Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact

WHY? The City of Pasadena allows septic tanks to be used for only specified areas in the hillsides per regulations found in Ordinances 3881 and 4170 and codified in Pasadena Municipal Code. The proposed project is not in any of these specified areas. The project is located in a developed urban area where sewer service is available. The project can connect to the City sewer system and will not result in a new or substantial alteration to the existing sewer system. No impact is expected.

10. HAZARDS AND HAZARDOUS MATERIALS. Would the project:

a. *Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials? ( )*

☐ ☐ ☐ ☒

WHY? The project does not involve the use or storage of hazardous substances other than the small amounts of pesticides, fertilizers and cleaning agents required for normal maintenance of the structure and landscaping. The project must adhere to applicable zoning and fire regulations regarding the use and storage of any hazardous substances. Further there is no evidence that the site has been used for underground storage of hazardous materials.

b. *Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? ( )*

☐ ☐ ☐ ☒

WHY? The project does not involve hazardous materials therefore there is no significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions, which could release hazardous material.

c. *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? ( )*

☐ ☐ ☐ ☒

WHY? The project does not emit hazardous emissions or handle hazardous or acutely hazardous materials, substance, or waste and is not within one-quarter mile of an existing or proposed school. No impact is expected.

d. *Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? ( )*

☐ ☐ ☐ ☒

WHY? The project site is not located on the State of California Hazardous Waste and Substances Sites List of sites published by California Environmental Protection Agency (CAL/EPA). No impact is expected.

e. *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? ( )*

☐ ☐ ☐ ☒

	Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact

WHY? The project site is not within an airport land use plan or within two miles of a public airport or public use airport. The nearest public use airport is in Burbank, and is operated by a Joint Powers Authority with representatives from the City of Burbank, Glendale, and Pasadena. Helipads are required on many high-rise buildings for evacuating occupants in case of emergency. The police heliport is located at the eastern edge of the Arroyo Seco near the City's border with Altadena. This heliport is not open for public use. No impact is expected.

f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? ( )

☐ ☐ ☐ ☒

WHY? The project site is not within the vicinity of a private airstrip. There are no private airstrips in Pasadena. No impact is expected.

g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? ( )

☐ ☐ ☐ ☒

WHY? The project is located within an urban area and will not change the logistical nature of the area. The City of Pasadena maintains a citywide emergency response plan, which goes into effect at the onset of a major disaster (e.g., a major earthquake). In case of a disaster, the Fire Marshall is responsible for implementing the plan, and Pasadena Police Department devises evacuation routes on the specific circumstance of the emergency. To ensure compliance with zoning, building and fire codes, the applicant is required to submit appropriate plans for plan review prior to the issuance of a building permit. Adherence to these requirements ensures that the project will not have a significant impact on emergency response and evacuation plans.

The City of Pasadena maintains a citywide emergency response plan, which goes into effect at the onset of a major disaster (e.g., a major earthquake). The Fire Marshall maintains the disaster plan. In case of a disaster, the Fire Marshall is responsible for implementing the plan, and the Pasadena Police Department devises evacuation routes based on the specific circumstance of the emergency.

The City has pre-planned evacuation routes for dam inundation areas associated with Devil's Gate Dam, Eaton Wash, and the Jones Reservoir. According to the adopted 2002 Safety Element of the General Plan Plate 3-1, the project site is not within any of these dam inundation areas.

There are no areas in the City designated as eligible for flood insurance by the Federal Emergency Management Administration (FEMA). No impact is expected.

h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? ( )

☐ ☐ ☒ ☐

WHY? According to the 2002 adopted Safety Element of the General Plan, Plate 4-2 Wildfire Hazard Map, the project site is in an area of low fire hazard. The project is located approximately 0.60 miles from Fire Station #32 at 2424 E. Villa Street (located on the southeast corner of Carmelo Avenue and Villa Street). Project plans must be reviewed and approved by the Building Division and the Fire Department prior to issuance of any permits. Existing fire protection services are available to serve the project, and the project will not substantially increase demand for such services. Impact will be less than significant.

	Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact

11. HYDROLOGY AND WATER QUALITY. Would the project:

a. Violate any water quality standards or waste discharge requirements? ( )

☐ ☐ ☒ ☐

WHY? The project will not violate any water quality standards or waste discharge requirements. The project must comply with federal Water Pollution Control Act (Clean Water Act) National Pollution Disposal Elimination System (NPDES) permit requirements and the City's Storm Water and Urban Runoff Control Regulations.

There are no bodies of water near the project, whose surface waters would receive any discharge from the project. However, if there is water runoff from the site, this runoff may be discharged via Los County Flood Control Channels into the San Pedro Bay.

The project is not located near any significant body of fresh or marine water.

The applicant will be required to submit to the Department of Public Works and Building Division a grading plan and drainage plan and the hydrology study for review and approval prior to the issuance of a building permit, showing compliance with the City's National Pollution Disposal Elimination System (NPDES) permits. The grading and drainage plan and the hydrology study shall be prepared by an engineer registered in the State of California. The hydrology study shall include calculations for the quantities of storm runoff for the pre-development and post-development conditions and how drainage will be handled. On-site drainage shall be connected to an off-site drainage system. The applicant will be required to utilize standard measures, such as scheduling grading during the dry season, using hay or non-toxic chemicals to stabilize exposed soils, cleaning up at the end of each day, and/or other methods to limit the amount of sediment and construction debris carried away by runoff during construction. Compliance with this standard requirement will ensure a less than significant impact over the short term.

Currently, the site is developed with an auto repair garage, an office/industrial building, a self-storage facitlity with parking. The project will not increase the area of on-site impervious surfaces, resulting in increased stormwater runoff during the long term. The applicant will be required to comply with the City's Standard Urban Stormwater Management Plan (SUSMP) requirements, which compel the first ¾ of an inch of stormwater be cleansed prior to discharge. Since existing on-site runoff is not subject to SUSMP requirements, the project is expected to improve the quality of on-site surface.

Prior to the issuance of any demolition, grading, or construction permits for this project, the developer shall submit a detailed plan indicating the method of SUSMP compliance. Due to the existing building regulations and the submission, and approval and implementation of a drainage plan, there will be no significant impact from surface runoff.

b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? ( )

☐ ☐ ☒ ☐

WHY? The project will use the existing water supply system provided by the Pasadena Department of Water and Power and the existing sewer provided by the Department of Public Works. Therefore, there will be no direct additions or withdrawals from the ground waters. Moreover there is no known aquifer condition in the project site or in the surrounding area, which could be intercepted by excavation for the project.

Under normal operation the project will use approximately 10,052 gallons of water per day. The source of some of the water from the Pasadena Water and Power Department is ground water, stored in the Raymond Basin.

Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact

During drought conditions, the project must comply with the Water Shortage Procedures Ordinance (Chapter 13 of the Pasadena Municipal Code) and shall consume 90% of expected consumption.

c. *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on-or off-site? ( )*

☐ ☐ ☒ ☐

WHY? The project building footprint will cover approximately 71% of the site as compared to the present use, which occupies 53% of the site. Storm and other water runoff will therefore increase.

Increased paving or building foot print will reduce water percolating into the soil to replenish the water table and will increase storm and irrigation water flowing into storm drain facilities. However, the drainage of surface water from the project will be controlled by building regulations and directed towards the City's existing streets, flood control channels, storm drains and catch basins. The applicant shall submit a site drainage plan for review and approval by the Building Division and the Department of Public Works prior to the issuance of a building permit. Due to the existing building regulations and the submission, approval and implementation of a drainage plan there will be no significant impact from surface runoff.

According to the 2002 adopted Safety Element of the City of Pasadena Comprehensive General Plan, most properties in the City are not normally subject to flooding. Properties near the base of the San Gabriel Mountains might be subject to flooding.

d. *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site? ( )*

☐ ☐ ☐ ☒

WHY? The City of Pasadena contains two streams the Arroyo Seco and Eaton Creek; the project is not located near either stream. The project will not substantially alter the course of these streams or any ravines or gullies on the site. No impact is expected.

e. *Create or contribute runoff water, which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? ( )*

☐ ☐ ☒ ☐

WHY? The project site is adequately served by existing stormwater drainage systems. The applicant will be required to submit to the Department of Public Works and Building Division a grading plan and drainage plan and the hydrology study for review and approval prior to the issuance of a building permit, showing compliance with the City's National Pollution Discharge Elimination System (NPDES) permits. The grading and drainage plan and the hydrology study shall be prepared by an engineer registered in the State of California. The hydrology study shall include calculations for the quantities of storm runoff for the pre-development and post-development conditions and how drainage will be handled. On-site drainage shall be connected to an off-site drainage system. The applicant will be required to utilize standard measures, such as scheduling grading during the dry season, using hay or non-toxic chemicals to stabilize exposed soils, cleaning up at the end of each day, and/or other methods to limit the amount of sediment and construction debris carried away by runoff during construction. Compliance with this standard requirement will ensure a less than significant impact over the short term.

f. *Otherwise substantially degrade water quality? ( )*

Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact
☐	☐	☐	☒

WHY? The project will not substantially degrade water quality during construction or operation. Runoff will be controlled during construction using required Best Management Practices. There are no known hazardous materials that would be disturbed during construction. The project will be connected to the existing water, sewer and storm drain systems so there will be no direct impact on groundwater quality. No impact is expected.

g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or dam inundation area as shown in the City of Pasadena adopted Safety Element of the General Plan or other flood or inundation delineation map? ( )

☐	☐	☐	☒

WHY? According to the Dam and Water Resources Map Plate 3-1 of the adopted 2002 Safety Element of the City's adopted General Plan, the project is not located in a dam inundation area. No impact is expected.

h. Place within a 100-year flood hazard area structures, which would impede or redirect flood flows? ( )

☐	☐	☐	☒

WHY? The entire City of Pasadena is in Zone D on the Federal Emergency Management Agency (FEMA) map Community Number 065050. In Zone D the City is not required to implement any flood plain management regulations. According to the State of California Seismic Hazard Zone map, Pasadena, Mt. Wilson Quadrangle, the project site is not in an area subject to either liquefaction or earthquake-induced landslides. The 2002 adopted Safety Element of the General Plan Plate 1-3 does not show the project site to be located in an area subject to liquefaction or earthquake-induced landslides. The 2002 adopted Safety Element of the General Plan, Plate 2-4 Slope Distribution Map, also shows that the project site is in an area where the slopes are less than 10-degrees. Any slope instability will be controlled by existing City regulations; therefore impact will be less than significant. As required, the applicant shall submit to the Building Division a soils report for review and approval. See responses to Geology and Soils 9.a. iii and 9.b.iv regarding seismic hazards such as liquefaction and landslides and 9.b soil erosion and the response to 11.i below.

i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? ( )

☐	☐	☐	☒

WHY? According to the Dam and Water Resources Map Plate 3-1, of the adopted 2002 Safety Element of the City's adopted General Plan, the project is not located in a dam inundation area. No impact is expected.

There are no significant bodies of water either in or near the City of Pasadena, which could subject the City to tidal waves. An on-site drainage system will convey storm water runoff to designated flood control facilities.

j. Inundation by seiche, tsunami, or mudflow? ( )

☐	☐	☐	☒

WHY? The City of Pasadena is not located near any inland bodies of water or the Pacific Ocean to be inundated by either a seiche or tsunami. The 2002 adopted Safety Element of the General Plan Plate 1-3 does not show the project site to be located in an area subject to liquefaction or earthquake-induced landslides. The 2002 adopted Safety Element of the General Plan, Plate 2-4 Slope Distribution Map, also shows that the project site is in an area where the slopes are less than 10-degrees. Any slope instability will be controlled by existing City regulations; therefore impact

Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact

will be less than significant. As required, the applicant shall submit to the Building Division a soils report for review and approval.

12. LAND USE AND PLANNING. Would the project:

a. Physically divide an existing community? ( )

☐ ☐ ☐ ☒

WHY? The project will not physically divide an existing community. The proposal is an expansion of an existing use which will be contained within the existing property boundaries. There is no new or additional parcel involved in this application. Further, warehousing and storage use allowed under the original PD plan has been in operation at this site in a manner that has been compatible with other commercial uses in the area.

The General Plan Land Use element identifies the project site as General Commercial. The self-storage facility is consistent with the General Plan land use designation, as shown in the adopted 1994 Land Use Element. The project site is zone Planned Development (PD-11 Foothill Boulevard, Craig Avenue, and White Street). Under this zoning, all regulations not specifically stated are deferred to the base district CG (General Commercial). On January 2003, the Pasadena City Council adopted an ordinance prohibiting new construction of self-storage facilities in the CL (Limited Commercial), CG (General Commercial), IG (General Industrial), and CD (Central District) zoning districts. The self-storage use at this site predates the ordinance adopted by the City Council; therefore, the self-storage facility became a nonconforming use. Pursuant to Chapter 17.76 of the Pasadena Municipal Code, a Conditional Use Permit is required for the expansion of nonconforming uses.

As part of a future expansion, the applicant is proposing an amendment to the original PD plan to construct a four-story, 77,650-square foot self-storage structure with 23 parking spaces in an area previously designated for parking. The amendment, if approved, will provide for additional square footage and continuation of the existing used on the eastern portion of the site. Following approval of the PD amendment, a Conditional Use Permit application is required for the expansion of the self-storage facility as a nonconforming use.

b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? ( )

☐ ☐ ☒ ☐

WHY? The General Plan Land Use element identifies the project site as General Commercial. The self-storage facility is consistent with the General Plan land use designation, as shown in the adopted 1994 Land Use Element. The project site is zone Planned Development (PD-11). According to this PD, all regulations not specifically stated in the planned development are deferred to the base commercial district (CG). On January 2003, the Pasadena City Council adopted an ordinance prohibiting new construction of self-storage facilities in commercial zones, including the CG (General Commercial) zoning districts. The self-storage use predates the ordinance adopted by the City Council; therefore, the self-storage facility became a nonconforming use. Pursuant to Chapter 17.76 of the Pasadena Municipal Code, expansion of nonconforming uses are allowed with the approval of a Conditional Use Permit. Therefore, in accordance with Section 17.76.030 "Alterations and enlargements of nonconforming uses and structures", the applicant has submitted an application for a Conditional Use Permit to expand the existing self-storage facility. See also 12.a.

An expansion of the existing use (self-storage) to the easterly portion of the site is proposed as part of a future development (Phase 3) on the site. An amendment to the original PD plan will mitigate the impact by establishing standards that are consistent with the intent of the PD zone. Following approval of the PD amendment, a Conditional Use Permit application is required for the expansion of the self-storage facility as a nonconforming use.

	Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact

c. *Conflict with any applicable habitat conservation plan (HCP) or natural community conservation plan (NCCP)? ( )*

☐ ☐ ☐ ☒

WHY? As of July 2003, there was no Habitat Conservation or Natural Community Conservation Plans in Pasadena. No impact is expected.

13. MINERAL RESOURCES. Would the project:

a. *Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? ( )*

☐ ☐ ☐ ☒

WHY? The Final Environmental Impact Report for the adopted 1994 Land Use and Mobility Elements of the City's General Plan states that there are two areas in Pasadena, which may contain mineral resources of sand, gravel and stone Eaton Wash, and Devils Gate Reservoir. The project is not near these areas. No impact is expected.

b. *Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? ( )*

☐ ☐ ☐ ☒

WHY? There are no locally important mineral-resource recovery sites delineated by the City of Pasadena Land Use Element of the Comprehensive General Plan. The 1994 certified final EIR for this element states that there are two areas within Pasadena which contain aggregate for making Portland cement, one in the Arroyo Seco, the other in Eaton Canyon. These areas are zoned for Open Space uses and are not currently being mined. There are no mineral-resource recovery sites shown in the Hahamongna Watershed Park Master Plan. The 1999 "Aggregate Resources in the Los Angeles Metropolitan Area" map published by the California Department of Conservation, Division of Mines and Geology shows no aggregate resources within the City of Pasadena.

14. NOISE. Will the project result in:

a. *Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? ( )*

☐ ☐ ☒ ☐

WHY? The project itself will not lead to a significant increase in ambient noise. Noise generated by construction activities may have a short-term impact and noise from air conditioning and heating systems may increase the existing level of ambient noise after construction. Significant long-term impacts are not anticipated. The project will adhere to City regulations governing hours of construction, noise levels generated by construction and mechanical equipment, and the allowed level of ambient noise (Chapter 9.36 of the Pasadena Municipal Code).

Regulations in the Municipal Code regarding ambient noise levels apply to stationary noise sources. The Noise Restrictions Ordinance does not regulate traffic noise.

The impact from construction noise will be short-term and limited to normal working hours (7 a.m. to 9 p.m. Monday through Saturday in or within 500 feet of a residential area) in accordance with City regulations. A construction related traffic plan would be required to ensure that truck routes for transportation of materials and equipment are established

with consideration for sensitive uses in the neighborhood. A traffic and parking plan for the construction phase will be submitted for approval to the Traffic Engineer in the Public Works and Transportation Department and to the Zoning Administrator prior to the issuance of any permits.

The project must comply with the City's Noise Restrictions Ordinance (Chapter 9.36 of the Pasadena Municipal Code) and the California Sound Transmission Control Standards (CAC, Title 24, building Standards, Chapter 12 Appendix Section 1208A). According to the Noise Restrictions Ordinance the allowed ambient noise level in which the project is located (Noise District III) is 60 dBA during the day (6a.m.-11 p.m.) and 50 dBA at night (11 p.m. to 6 a.m.).

The 2002 adopted Noise Element of the Comprehensive General Plan contains objectives and policies to help minimize the effects of noise from different sources. According to Figure 1, Guidelines for Noise Compatible Land Use, of this element this project should be located in an area with a clearly to normally acceptable ambient noise range of 50-70 dBA. Land uses that are considered to be noise sensitive include but are not limited to: residences, hotels, single room occupancy buildings, group care and convalescent homes, schools, churches, libraries, performance halls, parks and hospitals.

b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? ( )

☐ ☐ ☐ ☒

WHY? The project is not located near any light rail tracks or adjacent to a freeway. No impact is expected.

c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? ( )

☐ ☐ ☐ ☒

WHY? See response to 14.a. The Noise Restrictions Ordinance (Pasadena Municipal Code Chapter 9.36) sets the allowed ambient noise level. The project will not increase ambient noise levels

d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? ( )

☐ ☐ ☐ ☒

WHY? The project will not cause a substantial temporary or periodic increase in ambient noise levels. No impact is expected.

e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? ( )

☐ ☐ ☐ ☒

WHY? As of July 2003, there were no airports or airport land use plans within the City of Pasadena. Pasadena is part of the Burbank, Glendale, and Pasadena Airport Authority, but the airport is in the City of Burbank. No impact is expected.

f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? ( )

☐ ☐ ☐ ☒

	Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact

WHY? The project is not within the vicinity of the Police Heliport or the Fire Camp in the Arroyo Seco. No impact is expected.

15. POPULATION AND HOUSING. Would the project:

a. *Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? ( )*

☐ ☐ ☐ ☒

WHY? The project is in a developed area where all the major infrastructure is in place. The project may result in a potential net gain of 5 persons to the residential population. Improvements needed to connect this project to the existing infrastructure will be the responsibility of the applicant. Since the project is in conformance with the existing General Plan and zoning land-use designations this gain will not be significant.

b. *Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? ( )*

☐ ☐ ☐ ☒

WHY? The project does not involve the demolition of any housing units nor will it displace substantial number of existing housing.

Using generation figures from the 1990 "Transportation Housing and Child Care Survey" taken in Pasadena, the net gain of five employees would create a need for one housing unit. The survey found that approximately 45.9% of Pasadena employees rent or lease their housing; therefore there might be a demand for one rental unit. Units to house employees, who move to the City, might be found among existing vacant units or from new units built within the City.

c. *Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? ( )*

☐ ☐ ☐ ☒

WHY? The proposed will not involve the demolition of any housing units; therefore, the project would not displace any people.

16. PUBLIC SERVICES. Will the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

a. *Fire Protection? ( )*

☐ ☐ ☒ ☐

WHY? The project site is located in a low wildfire hazard area according to the Wildfire Hazard Map (Plate 4-2) of the adopted 2002 Safety Element of the City's General Plan. The project is located 0.7 miles from Fire Station #32 at 2424 E. Villa Street (southeast corner of Villa Street and Carmelo Avenue). Project plans must be reviewed and approved by the Building Division and the Fire Department prior to issuance of any permits. Existing fire protection

	Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact

services are available to serve the project, and the project will not substantially increase demand for such services. Impact will be less than significant.

b. Libraries? ( )

☐ ☐ ☐ ☒

WHY? The project is located one mile from the nearest branch library. The City as a whole is well served by its Public Information (library) System. No impact is expected.

c. Parks? ( )

☐ ☐ ☐ ☒

WHY? The project is located 0.9 mile from the nearest park, Villa Park. According to Parks and Natural Resources staff, the City as a whole had 1.6 acres of parkland per 1000 residents in May 2002. The state standard in the Quimby Act is 3.0 acres per 1,000 residents.

The project may increase the residential population by five (5) households. Addition of these households will not have a negative impact on parks.

d. Police Protection? ( )

☐ ☐ ☒ ☐

WHY? The proposed site is in an area which has reported low crime rates according to Police Department burglary statistics. The project will not increase the need for police protection. However, the effect on police service is not significant, since this change is within the Police Department's scope of responsibility. Impact will be less than significant.

e. *Schools? ( )*

☐ ☐ ☐ ☒

WHY? The City of Pasadena collects a Pasadena Unified School District (PUSD) Construction tax on all new construction. Payment of this fee mitigates any impacts on schools.

The project may generate five (5) employees of which one will move to Pasadena. According to the 1990 Nexus Survey of Employees, of these employees 34.58% or two (2) will have children under 13 years of age. Each employee with children has an average of 1.71 children; therefore approximately three (3) children who are or will be of school age could enroll in the Pasadena Unified School District. This is not a significant impact on the District.

In FY 2004 a school development impact fee of $0.33 per square foot is collected on commercial construction of projects exceeding 500 square feet ($.03 is collected on self-storage uses). This fee helps pay for the cost of new children enrolling in the school district as a result of commercial development. Public facilities, public schools and churches are exempt from this fee.

f. *Other public facilities? ( )*

☐ ☐ ☐ ☒

Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact

WHY? The project's development may result in additional maintenance of public facilities. However, the projected revenue to the City in terms of impact fees, increased property taxes (and additional sales tax), and development fees will lower this impact to a level that is not significant.

17. RECREATION.

a. *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? ( )*

☐ ☐ ☐ ☒

WHY? The project is located 0.9 mile from the nearest park, Villa Parke. Recreational opportunities in the vicinity have already been established and the proposed project of the expansion of a nonconforming use, self-storage facility, will not impact their quality or quantity. The park, Villa Park, can absorb this potential increase in use. The project may generate one resident to the community who may use neighborhood and regional parks. No impact is expected.

b. *Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment? ( )*

☐ ☐ ☐ ☒

WHY? The project contains no recreational facilities. The proposed project is an expansion of a nonconforming use (self-storage facility) with the construction of 83,100-square feet for Phase 2 and the amendment to the PD-11 zoning district to allow for the construction of 77,650-square feet for Phase 3. No impact is expected.

18. TRANSPORTATION/TRAFFIC. Would the project:

a. *Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)? ( )*

☐ ☐ ☒ ☐

WHY? The project is located on a street (Foothill Boulevard) that is identified as a Principal Mobility Corridor in the 1994 adopted Mobility Element of the General Plan. In the conceptually adopted 2003 Mobility Element, Foothill Boulevard is also designated as a Principal Mobility.

A traffic report has been prepared for both the expansion proposed under Conditional Use Permit (Phase 2) and the future expansion (Phase 3) to be considered under the PD amendment. The traffic report is included as Appendix A. The traffic study indicates a –54 net total trip generation from the Phase 2; this is due to the demolition of existing structures on the site (1,125-square foot automotive repair garage, 2,880-square foot office/industrial, 10,280-square foot office/industrial, and 400-square foot storage area). For the Phase 3 expansion the traffic study indicates a generation of 199 net total trips.

Potential impacts on the following three intersections were analyzed by the study: (1) Foothill Boulevard/Craig Avenue; (2) Foothill Boulevard/Sierra Madre Boulevard; and (3) Walnut Street/Foothill Boulevard.

The traffic study for concludes that the: (1) Construction of the proposed project is not anticipated to result in significant transportation impacts at three study intersections; (2) In the Cumulative (Future Year 2007) Base conditions, future conditions without the implementation of the proposed expansion project, all three analyzed intersections would continue to operate at an acceptable LOS D or better during the weekday morning and evening peak hours; (3) In the Cumulative (Future Year 2007) plus Project conditions, both A.M. and P.M. peak hour operating conditions would be

	Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact

similar to those projected for the Cumulative Base conditions. All three analyzed intersections will continue to operate at acceptable levels of service; and (4) The Cumulative (Future Year 2007) plus Project conditions show that the proposed project would not cause any significant traffic impacts at any of the analyzed locations.

b. *Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways? ( )*

☐ ☐ ☐ ☒

WHY? The adopted 2002 Congestion Management Program prepared by the Metropolitan Transportation Agency lists LOS E as acceptable for the highway and road system. The project is not located within a highway or road system as defined in the 2002 Congestion Management Program. The project will not impact this road system.

c. *Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? ( )*

☐ ☐ ☐ ☒

WHY? The project site is not within an airport land use plan or within two miles of a public airport or public use airport.

As of July 2003 the nearest public use airport is in Burbank, which is operated by a Joint Powers Authority with representatives from the Cities of Burbank, Glendale, and Pasadena. Helipads are required on many high-rise buildings for evacuating occupants in case of an emergency. The police heliport is located at the eastern edge of the Arroyo Seco near the City's border with Altadena. This heliport is not open for public use. No impact is expected.

d. *Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? ( )*

☐ ☐ ☐ ☒

WHY? The project has been evaluated by the Transportation Department and its impact on circulation due to the proposed use and its design, has been found not to be hazardous to traffic circulation either within the project or in the vicinity of the project. No impact is expected.

e. *Result in inadequate emergency access? ( )*

☐ ☐ ☐ ☒

WHY? The ingress and egress for the site have been evaluated by the Transportation Department and was determined found to be adequate for emergency access and access to nearby uses. The project must comply with all Building, Fire and Safety Codes and plans are subject to review and approval by the Department of Public Works, Transportation Department, Building Division, and Fire Department. No impact is expected.

f. *Result in inadequate parking capacity? ( )*

☐ ☐ ☒ ☐

	Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact

WHY? Due to the increased intensity of land use, there will be an increased demand for parking. The parking proposed for Phase 2 is 11 parking spaces. According to the Zoning Code, the project would be required to provide 33 parking spaces. The parking proposed for Phase 3 is 23 parking spaces while the Code requires 31 parking spaces. Therefore, the applicant is requesting a parking variance.

A parking study has been prepared for the proposed expansion under Phase 2 and Phase 3 of this project, which is included as Appendix B. The study analyzed weekday and Saturday parking demands at the existing on-site parking lots and at three other sites within the City of Pasadena, with similar characteristics to the proposed project.

In addition to other findings, the parking study concluded that the proposed self-storage facility expansion project would generate a peak demand of 7 parking spaces on Saturdays. The project is proposing to provide 11 parking spaces to serve the expansion component of the facility, which would be adequate. The access and circulation systems at this proposed project's surface parking lot are adequate and will function satisfactorily.

The proposed amendment to the PD plan for the Phase 3 expansion would have similar characteristics, square footage, and similar operation as Phase 2. With the propose expansion similar to Phase 2, it is determined that the expansion would yield the same results generating a peak demand of 7 parking spaces.

A detailed parking study was prepared to assess the parking needs of the self-storage facility and established the adequate parking ratio for this type of facility. The study analyzed weekday and Saturday parking demands at the existing on-site parking lots and at three other self-storage sites within Pasadena, with similar characteristics to the proposed project. Based on the observed weekday and Saturday parking demands, the peak parking demand rates were determined and the potential peak parking demand of the proposed project was estimated. In addition to other findings, the study concluded that provision of parking at a ratio of 1.46 parking spaces per 10,000 square feet would supply the demand generated by the self-storage uses. Applying this ratio to the self-storage use under the PD would require 40 parking spaces. The retail component (1,800 square feet) allowed under this amendment will require 2.5 spaces per 1,000 square feet for a total of 5 parking spaces. The 5,000 square-foot office would require 15 spaces (3 spaces per 1,000 square feet). The total number of spaces that would be required for all the uses is 60 parking spaces; the applicant is proposing to provide a minimum of 67.

g. *Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g. bus turnouts, bicycle racks)? ( )*

☐ ☐ ☒ ☐

WHY? The proposed project will not result in a substantial impact upon the existing transportation system.

The project is on a principal mobility corridor (Foothill Boulevard) according to the 1994 adopted Mobility Element of the General Plan. The project is located near MTA bus route #177 and near the Gold Line light rail line station on Allen Avenue and the Foothill Freeway (210 Fwy.) from Downtown Los Angeles to Pasadena according to the adopted 1994 Mobility Element of the General Plan. See also 18.a. and 18.b.

19. UTILITIES AND SERVICE SYSTEMS. Would the project:

a. *Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? ( )*

☐ ☐ ☐ ☒

Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact

WHY? The project will not exceed wastewater treatment requirements of the California Regional Water Quality Control Board, Los Angeles Region. Los Angeles County treats the City's wastewater, individual projects are subject to a Los Angeles County fee when the project is hooked up to a sewer line. The City is within Los Angeles County Sanitation District 16. There are not unusual wastes in the project's wastewater, which cannot be treated by L.A. County Sanitation District. No impact is expected.

b. *Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? ( )*

☐ ☐ ☐ ☒

WHY? The project will not result in the construction of new water or wastewater treatment facilities or expansion of existing facilities. The City's Water and Power Department is responsible for water and water treatment facilities.

Los Angeles County treats the City's wastewater, individual projects are subject to a Los Angeles County fee when the project is hooked up to a sewer line.

The Pasadena Water and Power Department, Water Division, can serve water to this project site. There is several water services to this project site, two 3/4-inch water service, two 1-inch water service, a 4-inch water service, and a 6-inch fire service. The Water Division has indicated that these services may not be sufficient for the proposed project and must be abandoned. The Water Division has also indicated that the size of the new service(s) necessary will be determined per the Uniform Plumbing Code when final building plans are submitted. Therefore, no impact is expected.

c. *Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? ( )*

☐ ☐ ☒ ☐

WHY? The project will not require the construction of new stormwater drainage facilities or the expansion of existing facilities. The project is located in a developed urban area where storm drainage is provided by existing streets, storm drains, flood control channels, and catch basins. The project development will not result in the need for a new or substantial alteration to the existing drainage system.

Further, the project must have an on-site drainage plan approved by the Building Official and the Department of Public Works prior to the issuance of any building permits. Any on-site improvements needed to provide drainage or to connect the project with the existing City drainage system are the responsibility of the applicant.

The project is subject to the requirements of the City's Storm Water and Urban runoff Control Regulation Ordinance that implements the requirements of the Regional Water Quality Control Board's Standard Urban Storm Water Mitigation Plan (SUSMP). Prior to the issuance of any demolition, grading, or construction permits for this project, the developer shall submit a detailed plan indicating the method of SUSMP compliance.

The City of Pasadena through Ordinance 6837 adopted the Standard Urban Storm Water Mitigation Plan recommended by the California Regional Water Quality Control Board, Los Angeles Region. This ordinance enables the City to be part of the municipal storm sewer permit issued by the Los Angeles Region to the County of Los Angeles. The City Council is committed If to adopting any changes made to the Standard Urban Storm Water Mitigation by the California regional Water Quality Control Board, Los Angeles Region. Impact will be less than significant.

d. *Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? ( )*

☐ ☐ ☒ ☐

Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact

WHY? According to the Water Division of the Pasadena Water and Power Department, there are sufficient water supplied available to serve the project from existing entitlements and resources. The adequacy of water supply is a potential problem for all new development since the Southern California region has been known to experience periods of drought and needs a long-term reliable water supply. This project will result in water consumption of 10,174 gallons per day. The current use consumes approximately 7,247 gallons of water per day. The proposed use would have a decrease in water consumption of 2,927 gallons of water per day. However, this project will be required to comply with the City's Water Shortage Procedures Ordinance during periods of drought, thereby reducing monthly consumption to 90 percent of the expected consumption for this type of land use. Further, the Water Division of the Pasadena Water and Power Department has reviewed this project and determined that the City can serve it. Installation of plumbing will be inspected by a Building Division Code Enforcement Inspector prior to issuance of a Certificate of Occupancy. Compliance with this standard procedure will ensure a less than significant impact.

The project does not affect any of the local groundwater recharge spreading grounds. The project is not expected to result in unusual runoff that could affect groundwater quality. The project will be required to comply with the City's Standard Urban Stormwater Management Plan (SUSMP) requirements, which compel the first 3/4 of an inch of stormwater be cleansed prior to discharge. The project will not change the quality, direction or rate of flow of groundwater or introduce any substances into it.

e. *Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? ( )*

☐ ☐ ☐ ☒

WHY? See responses to 19 a. and b.

f. *Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? ( )*

☐ ☐ ☐ ☒

WHY? The project can be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs. The City of Pasadena is served primarily by Scholl Canyon landfill, which as of July 2003 has a 22-year capacity, and secondarily by Puente Hills, which was repermitted in 2003 for 10 years.

The project is located in a developed urban area and within the City's refuse collection area. The project will not result in the need for a new or in substantial alteration to the existing system of solid waste collection and disposal.

g. *Comply with federal, state, and local statutes and regulations related to solid waste? ( )*

☐ ☐ ☐ ☒

WHY? The project will comply with applicable statutes and regulations related to solid waste.

The applicant is required to submit a program to the Department of Public Works Solid Waste for recycling solid waste. This program must be approved by the Public Works Solid Waste Division prior to the issuance of any building permits. The program must contain recycling for office paper, corrugated cardboard, mixed glass and green waste.

In 1992, the City adopted the "Source Reduction and Recycling Element" to comply with the California Integrated Waste Management Act. This act requires a 25% reduction in solid waste before 1995 and a 505 reduction before 2001, based on the solid waste generated in 1990.

In accordance with the Construction and Demolition Ordinance, Chapter 8.62 of the Pasadena Municipal Code, the applicant must submit a Construction Waste Management Plan, if the project meets any of the following thresholds:

1. Residential additions of 1,000 or more gross square feet;
2. Tenant improvement of 3,000 or more square feet;
3. New structures of 1,000 or more gross square feet;
4. Demolition of 1,000 or more gross square feet; and
5. All City public works and construction projects, which are awarded pursuant to competitive bid procedure established by Chapter 4.08 of the Pasadena Municipal Code.

20. EARLIER ANALYSIS.

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. See CEQA Guidelines Section 15063(c)(3)(D). Earlier analyses are discussed in Section 18 at the end of the checklist.

a) Earlier Analysis Used. Identify and state where they are available for review.

On April 18, 1994 and May 16, 1994, the City of Pasadena adopted its Revised General Plan's Mobility and Land Use Elements, respectively. A Program Environmental Impact Report (EIR) was adopted. A Program Environmental Impact Report (EIR) was adopted. This program EIR focused its analysis on Land Use; Population, Employment and Housing; Transportation and Circulation; geology; Hydrology and Water Quality; Air Quality; Noise; Biological Resources: Utilities; Public Services; Aesthetic/Visual Impacts; and Cultural Resources. For all these impacts, the EIR identified mitigation measures that would reduce the potential impact to insignificant levels. The revised Mobility Element, which was approved in concept by the City Council April 7, 2003, does not list the lowest acceptable LOS as of October 2003. A traffic study and parking study was submitted for the project and is attached as Appendix A and Appendix B. The following documents were used in analyzing the Initial Study:

INITIAL STUDY REFERENCE DOCUMENTS

#	Document
1	Alquist-Priolo Earthquake Fault Zoning Act, California Public Resources Code, revised January 1, 1994 official Mt. Wilson, Los Angeles and Pasadena quadrant maps were released March 25, 1999.
2	Alquist-Priolo Earthquake Fault Maps- the official Los Angeles and Mt. Wilson, quadrant maps were released in 1977.
3	CEQA Air Quality Handbook, South Coast Air Quality Management District, revised 1993
4	East Pasadena Specific Plan Overlay District, City of Pasadena Planning and Development Department, codified 2001
5	Energy Element of the General Plan, City of Pasadena, adopted 1983
6	Fair Oaks/Orange Grove Specific Plan Overlay District, City of Pasadena Planning and Development Department codified 2002
7	Final Environmental Impact Report (FEIR) Land Use and Mobility Elements of the General Plan, City of Pasadena, certified 1994
8	2000-2005 Housing Element of the General Plan, City of Pasadena, adopted 2002.
9	Inclusionary Housing Ordinance Pasadena Municipal Code Chapter 17.71 Ordinance #6868
10	Land Use Element of the General Plan, City of Pasadena, adopted 1994
11	Mobility Element of the General Plan, City of Pasadena, adopted 1994
12	Noise Element of the General Plan, City of Pasadena, adopted 2002
13	Noise Protection Ordinance Pasadena Municipal Code Chapter 9.36 Ordinances # 5118, 6132, 6227, 6594 and 6854
14	North Lake Specific Plan Overlay District, City of Pasadena Planning and Development Department, Codified 1997
15	Regional Comprehensive Plan and Guide, "Growth Management Chapter," Southern California Association of Governments, June 1994
16	Safety Element of the General Plan, City of Pasadena, adopted 2002
17	Scenic Highways Element of the General Plan, City of Pasadena, adopted 1975

18 Seismic Hazard Maps, California Department of Conservation, official Mt. Wilson, Los Angeles and Pasadena quadrant maps were released March 25, 1999. The preliminary map for Condor Peak was released in 2002.
19 South Fair Oaks Specific Plan Overlay District Planning and Development, codified 1998
20 State of California "Aggregate Resource in the Los Angeles Metropolitan Area" by David J. Beeby, Russell V. Miller, Robert L. Hill, and Robert E. Grunwald, Miscellaneous map no. .010, copyright 1999, California Department of Conservation, Division of Mines and Geology
21 Storm Water and Urban Runoff Control Regulations n Pasadena Municipal Code Chapter 8.70 Ordinance #6837
22 Transportation, Housing, and Child Care Survey: A Report Describing the Results and Findings of a Survey of Employees in the City of Pasadena, Child Care Planning Associates for the City of Pasadena, April 11, 1990
23 Tree Protection Ordinance Pasadena Municipal Code Chapter 8.52 Ordinance # 6896
24 West Gateway Specific Plan Overlay District, City of Pasadena Planning and Development Department codified 2001
25 Zoning Code, Chapter 17 of the Pasadena Municipal Code

A copy of the Final Program EIR, the traffic study and parking study, and the above documents are available for review at the City of Pasadena, Permit Center, Hale Building, Planning and Development Department, 175 North Garfield Avenue, Pasadena, CA 91109.

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 based on the earlier analysis. Transportation/traffic – A traffic study was submitted for the project and analyzed. No mitigation measures for traffic were required for this project.

c) Mitigation Measures. For effects that are "less than Significant with Mitigation Measures Incorporated," describe the mitigation measures, which were incorporated or refined from the earlier documents and the extent to which address site-specific conditions for the project. N/A

21. 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? ( )*

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Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact

WHY? As discussed in this Checklist, the project will not substantially degrade the quality of the environment. The project may eliminate important examples of the major periods of California history as discussed in item 7.a. Cultural Resource; but, however mitigation measures are proposed for the project. As discussed in Item 7.a. Cultural Resources, the building located at 2189 E. Foothill Blvd. appears to be eligible for listing in the National Register of Historic Places at the local level of significance. This building was built in 1952 and designed by a locally prominent architect, Harold J. Bissner (1901-1988). The building appears to qualify for the National Register under Criterion C, in that it embodies "the distinctive characteristics of a type, period, or method of construction." The office portion of the building is a notable local example of Late Moderne/International Style architecture from the 1950's. The front portion of the building possesses a high level of integrity, and that it has no major alterations that would compromise its significance. The building represents one of two notable examples in Pasadena of high-style courtyard office building from the 1950s. Because the building's significance is based on the architectural style of the front of the building, staff determined that the removal of the rear portion would be a less than significant effect and would not jeopardize the significance of the front portion of the building.

Properties eligible for listing in the National Register are automatically considered historic resources subject to CEQA. If the effects of a project on a historic resource are significant and unavoidable, CEQA then requires mitigation or an EIR. The demolition of historic resources usually cannot be mitigated by mere documentation of the resource (CEQA Guideline 15126.4). The impact on the historic resource could be mitigated by its preservation and incorporation into the proposed project. Impacts on the preserved building could be mitigated through the design review process, which would ensure that the treatment of the preserved building is consistent with the Secretary of the Interior's Standards and that the design of the proposed project is compatible in height, location, setback, scale, massing, and style. A bulky, windowless building will likely be incompatible in scale and massing; the challenge will be to find an appropriate transition in scale, landscape buffer, and other devices to respect the image and form of the historic building.

Proposed mitigation measures are as follows:

1. Revise the site plan to preserve the existing office portion of the building and its landscaped courtyard in front of the building at 2189 E. Foothill Blvd. The treatment of the office building shall follow the Secretary of the Interior's Standards for rehabilitation.
2. If the factory portion at the rear of the building is demolished, any new structure in that location shall be designed to be compatible with the historic resource.

The project site is located in an urbanized area and has been developed with an auto garage, office/industrial, and warehousing/self-storage facility for many years. No rare, threatened, or endangered biological resources are known to inhabit the site or used the site for migration or breeding. The project will not affect any fish, wildlife, or plant species, either directly or indirectly. The project will not threaten any plant or animal community or reduce the number or restrict the range of scarce or endangered plant or animal. Compliance with the City's requirements as discussed in this initial study will ensure a less than significant effect.

b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future project? ( )

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WHY? As discussed in this Initial Study, the project is an expansion of a legal nonconforming use (warehousing/self-storage) with the construction of 81,300-square feet for Phase 2 and an amendment to an existing Planned Development (PD-11) with the construction of 77,650-square feet for Phase 3 development. Following the approval of the PD amendment, a Conditional Use Permit application is required for the expansion of the self-storage facility as a nonconforming use.

Several future development projects are located east of this project site. As discussed throughout this Initial Study Checklist, all project impacts will be less than significant or no impact. No evidence exists suggesting that the project will substantially contribute to any cumulative impacts. In the case of air quality, mitigation measures for construction were identified. The mitigation measures imposed on the project would reduce the impacts to less than significant

levels. In the case of traffic, it was concluded that the three study intersections, Foothill Boulevard/Craig Avenue, Foothill Boulevard/Sierra Madre Boulevard, and Walnut Street/Foothill Boulevard would not be significantly impacted by the proposed project during the A.M. and/or P.M. peak hours. The traffic report takes into account cumulative traffic effects of development projects in the area.

The CEQA's Guidelines (Section 15064(i)(2) indicate that a project's contribution to a significant cumulative impact may be rendered less than cumulatively considerable and thus not significant. Section 15064(i)(2) further states that when the project might contribute to a significant cumulative impact, but the contribution will be rendered less than cumulatively significant through mitigation measures. No mitigation measures were required for traffic. Standard City procedures and requirements address such potential impacts, as discussed through this Initial Study Checklist. In the case of long-term air quality impacts, the project does not meet the South Coast Air Quality Management District (SCAQMD) impact thresholds. Therefore, the project will not substantially contribute to potential cumulative impacts or result in cumulative considerable impacts.

c. *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? ( )*

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WHY? As discussed throughout this Initial Study Checklist, the project will not result in significant environmental effects on human beings. In the case of air quality, mitigation measures for construction were identified to reduce the impacts to less than significant levels. In the case of transportation/traffic, the traffic study analysis concluded that the: (1) Construction of the proposed project is not anticipated to result in significant transportation impacts at three study intersections; (2) In the Cumulative (Future Year 2007) Base conditions, future conditions without the implementation of the proposed expansion project, all three analyzed intersections would continue to operate at an acceptable LOS D or better during the weekday morning and evening peak hours; (3) In the Cumulative (Future Year 2007) plus Project conditions, both A.M. and P.M. peak hour operating conditions would be similar to those projected for the Cumulative Base conditions. All three analyzed intersections will continue to operate at acceptable levels of service; and (4) The Cumulative (Future Year 2007) plus Project conditions show that the proposed project would not cause any significant traffic impacts at any of the analyzed locations. No mitigation measures were required for traffic. Existing rules and regulations are adequate to ensure that any hazardous materials on the site, such as asbestos and/or lead-based paint, are safely remediated. Therefore, the project will not substantially contribute to potential cumulative impacts or result in cumulative considerable impacts.