

the developer to work with the Pasadena Police Department and the City to formulate a security plan for the Stadium renovation, while MM 3.10-2 requires the use of increased security features for the project, such as video surveillance systems. Implementation of MM 3.10-1 and MM 3.10-2 would reduce this less-than-significant impact to police services even further.

**Mitigation Measures:** The following mitigation measures will be required to reduce potential impacts related to police service.

MM 3.10-1 *Prior to issuance of a building permit, the City and the developer shall consult with the Pasadena Police Department to develop a security plan indicating detailed Crime Prevention Design and event security measures, including specific duties with regard to control and monitoring of tailgating activities in surrounding neighborhoods and on the recreational trails, and shall incorporate the department's recommendations into the Plan.*

MM 3.10-2 *The operator of the proposed project shall provide sufficient private-sector security (licensed, uniformed, and insured) and video surveillance camera systems to meet the Project's needs and include coverage for all of the project area in order to prevent crime and offset potential impacts to police services.*

**Finding:** Due to required mitigation, no significant impact will result.

K. Recreation

<b>Impact 3.11-1</b> Implementation of the Project would not increase the population and would not result in the increased use of parks and recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated.
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The Project is not expected to increase the City's population or, by itself, increase demand on parks. However, the increase in major (displacement) events at the Stadium may interfere with the use of the Arroyo by casual recreation users. Some of these users will engage in other activities due to the major event, others will alter their schedule to use the Arroyo at a different time and others might choose to engage in their same recreation activity, at the same time, but in a different location. Among those who choose to use a different location, those who use other park locations would be expected to be distributed over various facilities so that no one facility would be burdened such that substantial physical deterioration of the facility would occur or be accelerated.

**Finding:** No significant impact will result, and no mitigation is required.

<b>Impact 3.11-2</b> The proposed project would significantly interfere with or preclude use of existing recreational facilities in the Central Arroyo.
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Due to an additional maximum of thirteen displacement events at Rose Bowl Stadium (mostly occurring on weekends and in the Fall, which are both times of high demand), Lot H, Brookside Park, and Brookside Golf Course, would be unavailable and the Rose Bowl Aquatics Center would have limited

availability for recreational use by the public for specified hours for up to an additional 13 days per year. Lot H would still continue to host soccer games and other recreational activities, but would be parked during displacement events and, thus, unavailable to recreational users for major Stadium events. Brookside Park ball diamond and park areas as well as Brookside Golf Course would also be parked and unavailable to the public for recreation during displacement events. In addition, the availability of the Aquatics Center would be limited, since major event Stadium parking would restrict this facility's parking inventory. The increase in unavailability of Lot H, Brookside Park, Brookside Golf Course, and Rose Bowl Aquatic Center during major Stadium events due to parking needs would increase the number of days these facilities would be unavailable for use by the general public and would, therefore, result in a significant and unavoidable impact to recreational access within the Central Arroyo.

The North Brookside Golf Course would remain open for normal play during construction of the proposed project. In order to keep the South course at par 72 during construction, the 18<sup>th</sup> hole will be modified to include a shortened fairway (from 450 yards to 150 yards) and lowered par (4 to 3). The South course will remain open for play during construction. However, with other golf courses available in the area, this loss of recreational access would be temporary and, therefore, less than significant. During project implementation, the golf courses would be closed more frequently due to the increased number of displacement events and attendance parking requirements. Hiking/equestrian trails (i.e., Arroyo Seco Trail, also known as Rim of the Valley Trail) and pedestrian/bicycle paths (i.e., the streets adjacent to the Brookside Golf Course and Rose Bowl that operate as a recreation loop) that traverse the Central Arroyo would be significantly affected by such major Stadium events due to heavy vehicle and pedestrian Stadium traffic crossing these paths. Implementation of MM 3.11-1 and MM 3.11-2 would reduce recreational access impacts to hiking/equestrian trails and pedestrian/bicycle paths within the Central Arroyo to a less-than-significant impact.

The scheduling of the events in Central Arroyo would be adjusted to accommodate the use of the area by the NFL. The only exception to this NFL priority would be related to the Tournament of Roses uses, which would require use of the Stadium for the Rose Bowl game and Stadium parking areas for activities related to the Rose Parade. Implementation of MM 3.11-3 would ensure that NFL scheduling would not interfere with this century-old celebration.

**Mitigation Measures:** The following mitigation measures will be required to reduce potential impacts related to hiking/equestrian trails and pedestrian/bicycle paths and scheduling of Arroyo Seco events.

*MM 3.11-1      The RBOC shall ensure that the Arroyo Seco Trail (also known as the Rim of the Valley Trail) and the Recreation Loop shall remain open during construction and operation of the proposed project.*

*MM 3.11-2      Notification of major Stadium events shall be posted by the RBOC along the Arroyo Seco Trail and Recreation Loop at least thirty (30) days prior to the events; notice for playoff games may be less than 30 days and shall be posted as soon as possible*

MM 3.11-3 *The City and the NFL shall ensure, through provisions in the lease agreement, that the Tournament of Roses and Rose Bowl game activities will be accommodated in a manner consistent with traditional operating circumstances, needs, and locations.*

MM 3.11-4 *The project operator or its designees shall be responsible for timely repair of damaged turf areas as a result of parking during displacement events.*

**Finding:** Required mitigation would adequately reduce recreational impacts related to hiking/equestrian trails and pedestrian/bicycle paths and scheduling of Arroyo Seco events to a level of insignificance. However, no feasible mitigation would reduce to insignificance impacts related to decreased availability of certain facilities in the Arroyo Seco, and this impact would remain significant and unavoidable.

L. Transportation/Traffic

<b>Impact 3.12-1</b> Construction activities associated with the proposed project may temporarily obstruct access to the project site, but would not eliminate emergency access to the project site.
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The Project, as required by law, would continue to provide adequate access for emergency vehicles and appropriate evacuation routes within the project area. In addition, the City has prepared an Emergency Plan for the Stadium (1998), which provides specific guidelines in the event of a major emergency at the Stadium during which it is occupied. Furthermore, during construction of the Project, temporary road or lane closures that would potentially block emergency access and/or evacuation routes are not anticipated to occur. The Project site is located within an urbanized area in the Central Arroyo Seco in the City of Pasadena and multiple access points are available, including major access routes such as Orange Grove Boulevard, Rosemont Avenue, Seco Street, and Interstate 210. The presence of multiple alternative routes around the project site minimizes the potential for interference with emergency routes during construction. Although a part of Rose Bowl Drive (a dead-end street) will be modified on its west side for use as a construction staging area, all of the construction staging and improvements would occur off-street. Thus, no alteration to existing access roads would occur from construction activities associated with the proposed project. Since no major streets with through traffic road closures are anticipated during construction activities, coupled with adherence to the existing Emergency Plan for the Stadium, implementation of the Project would not interfere with an adopted emergency response plan or emergency evacuation plan. Therefore, this impact would be less than significant, and no mitigation is required.

**Finding:** No significant impact will result, and no mitigation is required.

<b>Impact 3.12-2</b> Implementation of the proposed project would not substantially increase hazards associated with a design feature or incompatible uses.
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Implementation of the Project entails the renovation of the existing Stadium. The Project would not involve the construction of new roads, alteration of the existing street network, or the introduction of a

new land use. During an NFL game at the Stadium, the special event traffic management strategies currently used for UCLA Football events would also be utilized, which includes the use of reversible lane operations and the diversion of traffic onto different routes. These traffic management strategies would continue to be implemented under the direction of the Pasadena Police Department, and varying strategies would be employed based on the anticipated attendance figures. As these traffic control measures are currently being used at the Project site and have not created hazardous conditions, their use for the Project would not represent an increase in hazards associated with a design feature. Therefore, this impact would be less than significant.

**Finding: No significant impact will result, and no mitigation is required.**

<b>Impact 3.12-3</b>	<b>The proposed project would provide adequate parking for a weekday and weekend sold-out special event at the Rose Bowl.</b>
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The provision of 18,000 parking spaces will be adequate to accommodate a maximum attendance of 75,000 persons at the Stadium during a weekday or weekend sold-out special event given the availability of 3,125 spaces at the Parsons complex. The Project parking scheme has been designed to minimize off-site parking impacts beyond what typically occurs under the existing special event conditions. Impacts related to event parking would thus be less than significant.

**Finding: No significant impact will result, and no mitigation is required.**

<b>Impact 3.12-4</b>	<b>Parking supply associated with the Tournament or Roses operations in the City of Pasadena would not be adversely affected by the proposed project.</b>
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Based on a review of current plans and information on file at the RBOC pertaining to the annual Tournament of Roses/Rose Bowl Family Event Festival, it was determined that a total of approximately 940 parking spaces are utilized for the activities associated with this annual event (e.g., Kick-off/VIP Luncheon (Tournament VIP Tailgate Party), Corporate Hospitality & President's Parties, Float Decorating, etc.). In addition, the traffic study for the Project indicated that based on comments received throughout the public scoping process, a large scale event would not be scheduled during Tournament of Roses main operations/activities (e.g., from main set-up to take down). While some float decorating does occur in early December at the northern side of Parking Lot I, this area is limited to a 100-foot by 270-foot structure tent (approximately 90 parking spaces), with viewing taking place only on the four days prior to the Rose Parade. In the event that a home game or another special event is scheduled during this period (the second or third week in December) ample parking would be available with an expected attendance of 65,000 persons. As a major event would not coincide with the Tournament of Roses main operations/activities (e.g., from set-up to take down), significant impacts to existing Tournament of Roses operations (i.e., use of adjacent parking areas) are not anticipated to occur. This would be a less-than-significant impact.

**Finding: No significant impact will result, and no mitigation is required.**

**Impact 3.12-5 The proposed project would not conflict with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks).**

The Project would not substantially increase the demand for alternative transportation services except temporarily during high-attendance events, and would not interfere with existing or planned transit routes. A specific evaluation of the existing shuttle operation and a review of potential route alternatives determined that none of the shuttle route alternatives were superior to the existing route in that additional significant impacts to the surrounding street system would be expected and many of the roadways would not be suitable for shuttle buses due to either width, design, or grade issues. The current shuttle route has been in use for UCLA football games and other selected large scale special events at the Stadium for a period of time, use of this shuttle operation by the Project would not conflict with any other existing or planned transit routes, and would also not conflict with game traffic. Furthermore, Project implementation is anticipated to be consistent with local policies related to transportation, including the SCAG Regional Comprehensive Plan and Guide and the City of Pasadena General Plan Mobility Element. Therefore, this impact would be less than significant.

**Finding: No significant impact will result, and no mitigation is required.**

**Impact 3.12-6 Construction activities associated with the proposed project would not result in significant adverse impacts on traffic and circulation in the project vicinity.**

Renovation of the Stadium would generate traffic from construction worker travel, as well as the arrival and departure of trucks delivering construction materials to the site and the removal of debris generated by on-site demolition activities. With required City approvals, as well as the construction management practices, impacts due to construction activity would be minimized to the extent feasible. This impact would be less than significant.

**Finding: No significant impact will result, and no mitigation is required.**

**Impact 3.12-7 Implementation of the proposed project would result in significant adverse impacts on traffic and circulation at the study intersections during both weekday and weekend special events at the Rose Bowl Stadium.**

The proposed project is expected to create significant impacts at 20 of the 26 study intersections under the weekday special event evening arrival and/or departure peak hours; at 18 of the 26 study intersections under the weekend special event A.M. arrival and/or P.M. departure peak hours; and at 13 of the 26 study intersections under the weekend special event A.M. arrival and/or P.M. departure peak hours. While implementation of MM 3.12-1 would reduce the significant impacts at some of the impacted study intersections during both the weekday and weekend special events to a less-than-significant level, most of the impacted study intersections would remain significantly impacted per the City's significant impact

criteria. As such, impacts on traffic and circulation at the study intersections during both weekday and weekend special events at the Stadium associated with the Project would be significant and unavoidable.

**Mitigation Measure:** The following mitigation measure will be required to reduce potential impacts related to intersection traffic flow.

MM 3.12-1 *The traffic control measures and traffic management strategies currently employed during large-scale events at the Stadium (i.e., UCLA football games) shall continue to be implemented along with new strategies during the weekday and weekend special events associated with the Project to effectively move vehicles into and out of the Rose Bowl Stadium parking areas. These traffic management strategies include the following:*

*Offset/Reversible Traffic Flow Along Key Street Segments*

*Continue to provide offset traffic flow along Salvia Canyon Road, Seco Street (both near Rosemont Avenue and just north of Linda Vista Avenue) and Rosemont Avenue. Traffic cones and barricades will be placed to provide an additional lane for motorists offset from the normal centerline (e.g., two inbound and two outbound lanes become three inbound and one outbound lane).*

*Use of Police Helicopter to Assist Traffic Control Operations*

*A City of Pasadena Police helicopter is utilized to assist traffic control operations staff on the ground for events that are anticipated to draw more than 20,000 persons. Police personnel should continue to be positioned at key traffic decision points on the perimeter of the arrival/departure travel routes. Arriving traffic can be diverted to another travel route to obtain a better distribution of parking loading, as the traffic personnel are in direct radio contact with the Police helicopter and the police stationed in the Rose Bowl Traffic Control Center (located in the press box).*

*Command Center at the Rose Bowl Stadium*

*The Rose Bowl Stadium renovation will include upgrades to provide a state-of-the-art traffic command center that will be linked to the traffic management center in City Hall. The traffic command center will be equipped with closed circuit television (CCTV) monitors with camera coverage of the entire Arroyo Seco, strategic locations within Pasadena and at shuttle stops.*

*Temporary Freeway Changeable Message Signs*

*Continue implementing the freeway changeable message signs for large scale events at the Stadium. These signs, in conjunction/coordination with the police helicopter and the Rose Bowl Stadium Traffic Control Command Center would divert arriving traffic to another travel route to obtain a better distribution of parking loading. Traffic personnel would also be in direct radio contact with the Police helicopter and the police stationed in the Rose Bowl Traffic Control Command Center (located in the press box).*

*Continue Utilization of Shuttle Buses from the Parsons Complex*

*Continue the current Rose Bowl Stadium shuttle program for major special events.*

*Wayfinding Guide Signs*

*Continue implementing the current wayfinding signage program that exists in the vicinity of the Rose Bowl Stadium.*

*Deployment of Traffic Control Officers at Key Intersections*

*Continue stationing traffic control officers at many of the key intersections during the weekday and weekend special events, so as to better direct predominant entering and exiting traffic flows. Based on coordination with the Pasadena Police Department, uniformed officers are typically deployed to approximately 30 posts at all major intersections in the Arroyo Seco and along roadways leading to and from the regional freeway system for UCLA football games to manage and direct the reversible lane operations.*

*Neighborhood Traffic Management*

*All residential streets surrounding the Arroyo Seco that are not designated as access to the Stadium shall continue to be closed to event traffic on special event days. This will continue to be implemented through the use of barricades at over 60 locations and will be manned by either Explorer Scouts (consistent with UCLA games), or by uniformed employees of the parking management company. Patrols of the neighborhoods should occur and residents should be given a hotline number to call so as to report any event-related concerns to which patrols can respond.*

*Designated routes to and from the Arroyo Seco area should be signed approximately 72 hours in advance for temporary special event "No Parking", which will be enforced by towing. Residents of the neighborhoods surrounding the Arroyo Seco will continue to be able to obtain residential passes for their cars that allow free access to roadways otherwise closed via the implementation of barricades.*

*Design and Implementation of a Pre-Paid/Pre-Assigned Parking Program for Events*

*Initiate and implement the design of a pre-paid, pre-assigned on-site parking program for all season-ticket holders. This program would be implemented for all suite ticket holders, all club level season ticket holders, and some general admission season ticket holders. With this program, patrons would receive directions to a designated parking area via a designated travel route. Pre-paid parking could be demonstrated through the use of dashboard placards, and preferential parking in close proximity to the Stadium could be provided for suite ticket holders and club level ticket holders.*

*Design and Implementation of Pre-Assigned Ingress Travel Routes*

*With implementation of this measure, patrons would receive directions to a designated parking area via a designated travel route in advance of an event.*

*Marketing/Public Information /Media Outreach Programs*

*A comprehensive marketing effort should be undertaken so as to provide event patrons with ample public information regarding transportation issues, aimed at reducing impacts associated with the Project to the greatest extent possible. The target audiences would be season ticket holders that purchase pre-paid parking passes, season ticket holders that park at the Parsons complex, single game ticket patrons, regional media, employees, charter bus operators, and area commuters.*

*Season ticket holders who purchase on-site parking would receive a ticket package that contains detailed information with respect to their designated parking area, the designated ingress travel route, and egress travel route suggestions. A dashboard parking pass/placard to display on event days would also be provided. Detailed maps should be provided on the back side of parking passes/placards which illustrate the pre-assigned route to the designated parking area. In the infrequent event of rain, the information packets should contain special directions for those patrons pre-assigned to an area of turf parking. Use of the Parsons complex parking and use of the shuttle should be encouraged. In addition, season ticket holders that park off site or take transit should be provided with informational brochures containing detailed information on parking access and shuttle bus operations.*

*Furthermore, key public messages should be provided via the established Rose Bowl Stadium website, public radio and other forms of media. These public announcements should include the following key messages: (1) arrive early, (2) vehicles should use the routes shown on their parking pass/placard, (3) if patrons do not have parking passes/placards, they should head to the Parsons complex, (4) in the event of rain, consider parking at the Parsons complex, (5) the shuttle is a short route and it is an efficient and convenient alternative to driving, and (6) charter buses and other transit (i.e., Gold Line) are encouraged.*

#### *Deployment of Additional Traffic Control Officers at Key Intersections*

*In addition to the current deployment levels, additional traffic control officers should be stationed at the following intersections during the weekday and weekend special events, so as to better direct predominant entering and exiting traffic flows:*

*Rosemont Ave. & Washington Blvd.*

*North Arroyo Blvd. & I-210 WB Ramps*

*North Arroyo Blvd. & I-210 EB Ramps*

*Lincoln Ave. & I-210 WB Ramps*

*I-210 EB Ramps & Mountain St.*

*I-210 WB Ramps & Mountain St.*

*Linda Vista Dr. & Highland Dr.*

*Linda Vista Dr. & Oak Grove Dr.*



*These officers will manually direct motorists at key intersections so as to minimize potential delays during peak inbound and outbound special event time periods (with the number of traffic control officers and the duration of deployment at each location to be determined by the Traffic Lieutenant of the PPD). For those locations involving freeway ramps, coordination with Caltrans and/or the California Highway Patrol (CHP) will continue to be necessary.*

*Enhanced Wayfinding Guide Sign Program*

*Implement an enhanced wayfinding program as part of the Project. The wayfinding program should be developed in consultation with the cities of Pasadena and La Canada-Flintridge, as well with the California Department of Transportation. The wayfinding program should include an updated inventory of existing Rose Bowl guide signs and directional freeway guide signs. Furthermore, the wayfinding program should identify opportunities to improve the dissemination of directional information for approaching motorists, including identification and location of specific access roadways. For motorists departing the Stadium area, information regarding access to the regional freeway system should also be enhanced. The enhanced wayfinding plan should be guaranteed prior to the issuance of the building permit for the Project and would be implemented prior to Project completion.*

*Consideration of Modifications to the Lot 9 Turf Area Access Point*

*An increase in the driveway/gate width for the Lot 9 turf parking area should be considered to increase efficiency associated with vehicular entry. The increased width may require slight modification to the existing rock walls.*

*Consideration of Additional Changeable Message Signs*

*The placement of additional changeable message signs on the arterial system should be considered at other locations in order to continue to provide motorists with real-time information regarding preferred routes.*

- MM 3.12-2 *Additional traffic control officers should be deployed during large scale special events at intersections within the Parsons complex vicinity and these efforts should be coordinated through the City's Police Department and integrated with Rose Bowl Stadium Traffic Control Command Center.*
- MM 3.12-3 *Prior to issuance of grading permits, the project operator shall be required to develop a construction traffic management plan, to be approved by the City, that provides an overview of the project, lists the general contractor contact information, outlines contract responsibilities (e.g., mobilization, any demolition, excavation, grading or shoring work, concrete or steel placement work, etc.), construction hours, material storage and construction trailer locations, truck/haul routes, traffic control, parking, and clean-up.*
- MM 3.12-4 *The project operator shall provide plans and specifications, prepared by a civil engineer, regarding any proposed modifications, improvements, or realignments to features in the public right-of-way or on adjacent public land and submit them to the City for approval. The submission shall be made in a timely manner and City approval granted before the issuance of grading permits.*

**Finding:** Changes or alterations have been required in, or incorporated into, the project that lessen some of the significant environmental effect related to intersection traffic flow, but this impact would remain significant and unavoidable.

**Impact 3.12-8** Utilization of off-site parking at the Parsons complex during the weekday P.M. arrival peak period would result in significant adverse impacts on traffic and circulation at the study intersections in the vicinity of the complex.

In the vicinity of the Parsons complex, the Project is expected to create significant impacts at six of the nine intersections studied under the weekday special event P.M. arrival peak hour. As increased traffic volumes are anticipated to occur only during large special events on an occasional basis, permanent, physical improvement measures are not recommended at the above intersections (e.g., traffic signal modifications, roadway widenings, etc.). While implementation of MM3.12-2 would require that additional traffic control officers be deployed during large scale special events and that these efforts be coordinated through the City's Police Department and integrated with the Stadium Traffic Control Command Center, it would not reduce the impacts at the six study intersections during the weekday special event P.M. arrival peak hour to a less-than-significant level. As such, this impact would be significant and unavoidable.

MMs 3.12-1 and 3.12-2 would also apply to this impact.

**Finding:** Changes or alterations have been required in, or incorporated into, the project that lessen some of the significant environmental effect related to intersection traffic flow in the vicinity of the Parsons complex, but this impact would remain significant and unavoidable.

**Impact 3.12-9** Implementation of the proposed project would result in significant adverse impacts on average daily traffic on specified street segments.

Street segments are forecast to increase in average daily traffic (ADT) volume by five percent or more on days of major events at the Project site. On non-event weekdays and weekends, these roadways operate well within their desired range of daily vehicular trips and significantly below their theoretical capacities. Therefore, specific physical mitigation measures (e.g., roadway widenings, additional travel lanes, etc.) to provide additional capacity are not recommended. Nonetheless, since street segments during major special event conditions would remain significantly impacted per the City's significant impact criteria upon implementation of the Project, this impact is considered to be significant and unavoidable. MMs 3.12-1 and 3.12-2 would also apply to this impact but would not reduce the impact to a less-than-significant level.

**Finding:** Changes or alterations have been required in, or incorporated into, the Project that lessen some of the significant environmental effects, but this impact would remain significant and unavoidable.

**Impact 3.12-10** Implementation of the proposed project would impair implementation of the highway congestion management plan.

The proposed project is expected to incrementally increase the forecast traffic volumes and corresponding volume/capacity (V/C) ratios at the analyzed Congestion Management Plan (CMP) intersections. Based on the CMP significant impact criteria, a project-related impact is anticipated at the intersection of Arroyo Parkway and California Boulevard during the weekday P.M. arrival peak hour. Due to the nature of the proposed project, it is anticipated that up to three special events per year may be held on a weekday evening at the Rose Bowl Stadium. Consequently, physical improvement measures such as roadway widenings, roadway restripings, or traffic signal modifications are not recommended at the intersection of Arroyo Parkway and California Boulevard for traffic conditions that are atypical and are anticipated to occur only a few times a year. However, as the impact at the intersection of Arroyo Parkway and California Boulevard would remain unmitigated per Intersection Capacity Utilization (ICU) criteria during the weekday P.M. arrival peak hour, this is considered to be a significant and unavoidable impact. MMs 3.12-1 and 3.12-2 would also apply to this impact but would not reduce the impact to a less-than-significant level.

**Finding:** Changes or alterations have been required in, or incorporated into, the Project that lessen some of the significant environmental effects, but this impact would remain significant and unavoidable.

#### M. Utilities and Service Systems

**Impact 3.13-1** Implementation of the proposed project would not exceed wastewater treatment requirements of the Regional Water Quality Control Board.

The City requires a wastewater discharge permit for industrial facilities and certain commercial facilities that plan to discharge industrial wastewater to the City's sewage collection and treatment system. The purpose of the wastewater discharge permit program is to ensure the City's compliance with the NPDES program, as administered by the Regional Water Quality Control Board (RWQCB), for all facilities discharging to navigable waters of surface water of the state, including sewage treatment plants. The renovation of the Stadium would comply with all provisions of industrial wastewater permits, if required, which regulate discharges. Therefore, implementation of the proposed project would not exceed applicable wastewater treatment requirements of the RWQCB with respect to discharges to the sewer system or stormwater system. A less-than-significant impact would occur, and no mitigation is required.

**Finding:** Due to applicable regulations, no significant impact will result, and no mitigation is required.

**Impact 3.13-2** Implementation of the proposed project would not increase wastewater generation such that treatment facilities would be inadequate to serve the project's estimated demand in addition to the provider's existing commitments.

Implementation of the Project would increase the amount of building space and number of events at the Stadium, which could result in the generation and discharge of additional wastewater requiring treatment at either Whittier Narrows or the Los Coyotes WRPs. However, development of the Project would not generate wastewater that would exceed the capacity of either the Whittier Narrows or the Los Coyotes wastewater treatment system in combination with the provider's existing service commitments. It is anticipated that the overall amount of wastewater generated would be increased over existing conditions as a result of the additional displacement events that would occur at the Stadium from implementation of the Project. However, these additional events would not exceed the daily capacity threshold of the wastewater treatment plants. Impacts would be less than significant.

**Finding:** No significant impact will result, and no mitigation is required.

**Impact 3.13-3** Implementation of the proposed project would not require or result in construction of new water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

Implementation of the Project would increase the amount of building space and the number of major events at the Stadium, which could result in the overall use of additional imported water requiring treatment. However, development of the proposed project would not increase water use that would exceed the capacity of the Weymouth Filtration Plant. The additional 38,300 gallons per day (gpd) (0.038 mgd) water demand that could result from implementation of the proposed project would be adequately treated by the Weymouth Filtration Plant. Assuming a worst-case scenario where all of the additional water demand would require treatment at the facility, coupled with the existing average summer demand at the plant, the proposed project's contribution to the water demand would constitute approximately 0.02 percent of the remaining 180 mgd capacity. Consequently, because the additional water could be treated at the facility and because the increase in water use over existing demand would be negligible, this impact would be less than significant, and no mitigation is required.

**Finding:** No significant impact will result, and no mitigation is required.

**Impact 3.13-4** Implementation of the proposed project would have sufficient water supplies to serve the project from existing entitlements and resources.

The Project would result in a water demand of approximately 102,300 gpd. Compared to the 2002 water demand for the Stadium, which represents a worst-case scenario based upon available information, the proposed project would result in an increased water demand of approximately 38,300 gpd, or a

60 percent increase. The City's water use is approximately 32 mgd. Thus, the Stadium's 2002 water use represents approximately 0.2 percent of the City's total demand. Consequently, the project's projected demand of 102,300 gpd would represent approximately 0.3 percent of the City's total water use or 0.12 percent increase over the City's existing total water use. While implementation of the proposed project could increase overall water usage at the project site, the increase in water use would not significantly contribute to the overall projected increase in water use in the Pasadena Department of Water and Power service area. In addition, continued implementation of water recycling programs already in effect would reduce the need for increased water supply and, in turn, ease the need for new or expanded water entitlements or facilities. Therefore, impacts are considered less than significant, and no mitigation is required.

**Finding: No significant impact will result, and no mitigation is required.**

<b>Impact 3.13-5</b>	<b>Implementation of the proposed project would not require the construction of new or expanded wastewater conveyance systems, the construction of which could cause significant environmental effects.</b>
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Development of the proposed project could increase the amount of wastewater transported by the sewer system by approximately 230,000 gpd (0.23 mgd or 44 percent). The projected increase in wastewater flows would represent approximately 11 percent of the remaining 2.1 mgd in the LACSD trunk sewer that serves the project site. Therefore, the existing sewer lines have adequate capacity to serve the projected increase in wastewater flows. In addition, as previously indicated, the City considers the local sewer system that serves the project site in good repair, and does not foresee the need to plan for any additional rehabilitation to the sanitary sewers in the next twenty years.

Further, as stated above for comparison reasons, it should also be noted that the existing Stadium can hold approximately 92,500 persons. Because the Stadium has held sold-out events in the past without any significant wastewater conveyance problems, it is anticipated that implementation of the proposed project, with sold-out capacity at approximately 75,000 seats, would also be adequately served by the existing infrastructure. Based on peak activity at the Stadium, which would dictate the maximum capacity needed in the system, wastewater generation would actually be reduced by approximately 175,000 gpd. Additional events at the Stadium would not affect the outcome of this analysis because the sewer lines operate on a daily capacity threshold. Renovation of the existing Stadium would not directly require extensions of the sewer lines on the project site to the existing conveyance systems, and would not require expanded conveyance systems. Consequently, although wastewater flow generated by the Project would be greater than the existing flow generated by the Stadium, peak flow should be reduced and no construction-related impacts would occur. Thus, impacts would be less than significant, and no mitigation is required.

**Finding:** No significant impact will result, and no mitigation is required.

**Impact 3.13-6** The proposed project would be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs.

The projected increase of approximately 150 tons per year from the Project would represent a 1.3 percent increase in total commercial solid waste collected by the City's Street Maintenance & Integrated Waste Management Division (SMIWM) and transferred to the Scholl Canyon Landfill. As discussed previously, the servicing landfill has a remaining permitted capacity of 15.84 million cubic yards (approximately 7.62 million tons). The Project would represent a contribution of about one one-thousandth of one percent of the capacity of the landfill. In addition, according to the SMIWM, implementation of the Project would not result in a significant impact on SMIWM collection or disposal capabilities. Although implementation of the Project could increase solid waste generation at the Project site, the existing permitted capacity of the Scholl Canyon Landfill would be able to accommodate the waste that would be generated by the Project. Consequently, the Project would not result in the need for additional landfill capacity, and this impact would be less than significant. No mitigation is required.

**Finding:** No significant impact will result, and no mitigation is required.

**Impact 3.13-7** Implementation of the proposed project would comply with federal, state, and local statutes and regulations related to solid waste.

Structural demolition associated with implementation of the Project could generate substantial sources of refuse. In order to ensure continued compliance with requirements of AB 939, the additional solid waste generated during construction and operation of the proposed project would need to include provisions for recycling. Without recycling of some of the construction materials and refuse generated during operations, the project may compromise the City's efforts in reducing the amount of waste transported to the landfills.

However, the City enforces construction and demolition waste reduction by adhering to City Municipal Code Section 8.62 (Waste Management Plan for Certain Construction and Demolition Projects within the City of Pasadena), which also requires a 50 percent waste diversion rate on "covered projects." Covered projects include new structures, residential additions, and demolition of 1,000 square feet or more, and any tenant improvement of 3,000 square feet or more. A waste management plan and monthly progress reports must be submitted and approved by the City. Consequently, continued compliance with existing regulations and City policies would ensure a less than significant impact. No mitigation is required.

**Finding:** No significant impact will result, and no mitigation is required.

**Impact 3.13-8** Implementation of the proposed project could require an increase in electricity and natural gas, but would not require the construction of new energy production or transmission facilities, the construction of which could cause significant environmental effects.

Implementation of the proposed project would increase the intensity of development at the existing Stadium and correspondingly increase the demand for electricity and natural gas in the project area. The proposed project would increase demand by an additional 0.8415 MW/year of electricity and 1,189,320 Therms/year of natural gas. Connections to gas and electric utilities are currently provided on the Project site to serve the existing facility. Although the proposed project, given the magnitude of additional development, could result in increases in energy demand, electrical and natural gas supplies and infrastructure to support demand are generally provided as needed by the providers. Therefore, the proposed project would not substantially increase demands beyond available supply. In addition, if incremental extensions of existing transmission lines would be required to serve the new development, these improvements would be primarily within the urbanized portions of the project site or other built locations, construction would not be expected to cause additional significant environmental impacts. Thus, development of the Project would have a less-than-significant impact on overall energy and gas consumption. Implementation of MM 3.13-1 would further ensure that this impact remains less than significant.

**Mitigation Measure:** The following mitigation measure will be required to ensure that potential impacts related to energy supply are less than significant.

*MM 3.13-1 Project design and construction shall be coordinated with SCG and the City's Department of Water & Power, and improvements provided if necessary in order to ensure that connections are adequate and capacity is available to accommodate estimated demand for gas and electric utilities.*

**Finding:** No significant impact will result, and required mitigation would ensure that impacts would not be significant.

**Impact 3.13-9** Development of the Rose Bowl Stadium Renovation Project could incrementally increase impervious surfaces in the project area, which could require expansion or construction of existing storm drainage facilities.

The two main storm drains in the vicinity of the Stadium have recently been modernized. However, the remainder of the Stadium drainage system does not meet current needs. Many of the corrugated metal pipes around the Stadium have collapsed and City engineers cannot confirm the location of many older lines. Although flooding is not experienced on the field during the occasional rainstorms in the area, these surrounding deficiencies in the storm drain system could pose flooding problems in the Project area. Consequently, the increase in impervious surfaces in the project area and subsequent increase in

storm water runoff as a result of the project, although not anticipated to be considerable, is considered potentially significant in view of the current condition and capacity of the storm drain system.

Implementation of MM 3.13-2 would address storm drain deficiencies for the proposed Project, and would require the developer to either pay in-lieu fees or provide on-site improvements in order to ensure that storm drain lines and connections are adequate and capacity is available to accommodate the anticipated increase in stormwater flows. As these improvements would be primarily within the urbanized portions of the Project site or other built locations (i.e., streets) construction would not be expected to cause additional significant environmental impacts. Thus, impacts would be reduced to a less-than-significant level.

**Mitigation Measure:** The following mitigation measure will be required to ensure that potential impacts related to storm drainage are less than significant.

MM 3.13-2     *The developer shall provide a storm drainage analysis to ensure that storm drain lines and connections are adequate and that capacity is available to accommodate the anticipated increase in stormwater flows. If the report provides recommendations for on-site storm drainage improvements, the recommendations must be followed and implemented. If found that off-site improvements would be necessary, the developer shall pay in-lieu fees to the City for the future construction of those facilities.*

**Finding:**     **Mitigation has been required that substantially lessens or avoids the significant impact.**

## **Section IV. Project Alternatives**

The alternatives identified in the EIR either would not sufficiently achieve the basic objectives of the Project or would do so only with unacceptable adverse environmental or social impacts. Accordingly, and for any one of the reasons set forth herein or in the record of these proceedings, the City Council finds that specific economic, social, or other considerations make infeasible each of the Project alternatives identified in the EIR and each is hereby rejected. The City Council finds that the Project, with mitigation (including the design mitigation), represents the combination of features that best achieves the Project's objectives while minimizing environmental impacts and maximizing public benefits. The City Council further finds that a good faith effort was made to incorporate alternatives into the preparation of the EIR, and that a reasonable range of alternatives were considered in the review process of the EIR and the ultimate decision on the Project.

The EIR analyzed a total of four (4) alternatives to the proposed Project. The alternatives considered were: "Alternative 1 – the No Project Alternative," "Alternative 2 –the Increased Displacement Events Alternative," "Alternative 3 – the Alternate Design Alternative," and "Alternative 4 – the Historic Restoration Alternative." Other alternatives were considered, but not analyzed because they did not meet the basic project objectives or were determined to be infeasible for the reasons described in the EIR.



## 5.1. *Alternative 1 – The No Project Alternative*

### 1. Summary of Alternative

Under Alternative 1, the Stadium would not be improved except for improvements required by the current lease agreement with UCLA. These improvements include the following: (1) an upgrade and expansion of the locker rooms and provision of adjacent storage, (2) an upgrade and expansion of the media room, and (3) an upgrade of the Stadium structure to meet the requirements of the University of California Seismic Safety Policy for purchased and leased buildings. Under Alternative 1, there would be no increase to the number of major (displacement) events at the Stadium. That number would remain at twelve.

### 2. Reasons For Rejecting Alternative

Although Alternative 1 would avoid many, if not all, of the significant environmental impacts associated with the Project, Alternative 1 would fail to meet important Project objectives and is infeasible for social reasons. Alternative 1 would not involve a long-term tenant of the Stadium that could facilitate long-term economic viability. Thus, the City will continue to be required to devote significant revenues to subsidize Stadium improvements, maintenance and operations, including \$12 million for improvements required by the current lease with UCLA and approximately \$550,000 annually for capital improvements. If these funds were not devoted to the Stadium, these funds would otherwise be available to the general fund in order to meet public health, safety and welfare needs. Additionally, Alternative 1 would not include the modernization of the Stadium to provide state-of-the-art amenities that would enhance the experience of those patronizing the Stadium. For each of these reasons, the City Council finds that Alternative 1 is infeasible for social policy reasons.

The City Council hereby finds that each of the reasons set forth above would be an independent ground for rejecting Alternative 1 as infeasible and by itself, independent of any other reason, would justify rejection of Alternative 1 as infeasible.

## *Alternative 2 – The Increased Displacement Events Alternative*

### 1. Summary of Alternative

Under Alternative 2, the Stadium would not be improved, except for improvements required by the current lease agreement with UCLA. These improvements include the following: (1) an upgrade and expansion of the locker rooms and provision of adjacent storage, (2) an upgrade and expansion of the media room, and (3) an upgrade of the Stadium structure to meet the requirements of the University of California Seismic Safety Policy for purchased and leased buildings. Also under Alternative 2, there would be an increase in the number of major (displacement) events at the Stadium to twenty-five. This would potentially accommodate more events to increase revenue generated by the Stadium.

### 2. Reasons For Rejecting Alternative

Alternative 2 would avoid impacts to cultural resources, but would have similar event day impacts on traffic, air quality, noise, and recreation. While increasing the number of displacement events at the

Stadium would potentially generate more revenue, there does not appear to be a demand by users for twenty-five major events at the Stadium that would generate sufficient revenue to meet the operating, maintenance and capital needs of the Stadium. As described in the EIR, the Rose Bowl Operating Company has been attempting for several years to identify a long term tenant or special event that would generate sufficient revenue to make the Stadium self sustaining. The Rose Bowl Operating Company has been unable to do so. Therefore, simply increasing the number of permitted major events at the Stadium, without renovation or a long-term tenant, will not meet the basic project objective of long-term economic viability. Thus, the City will continue to be required to devote significant revenues to subsidize Stadium improvements, maintenance and operations, including \$12 million for improvements required by the current lease with UCLA and approximately \$550,000 annually for capital improvements. If these funds were not devoted to the Stadium, these funds would otherwise be available to the general fund in order to meet public health, safety and welfare needs. Additionally, Alternative 2 would not include the modernization of the Stadium to provide state-of-the-art amenities that would enhance the experience of those patronizing the Stadium. For each of these reasons, the City Council finds that Alternative 2 is infeasible for social policy reasons.

Additionally, the Stadium would not be renovated to reduce the number of seats in the Stadium. Therefore, traffic, noise and air quality impacts associated with the most popular events at the Stadium, such as the Tournament of Roses football game and the UCLA vs. USC football game, would be greater under this Alternative than the proposed Project due to the greater number of patrons attending the event and the resulting increase in the number of vehicles being driven to the event.

The City Council hereby finds that each of the reasons set forth above would be an independent ground for rejecting Alternative 2 as infeasible and by itself, independent of any other reason, would justify rejection of Alternative 2 as infeasible.

### *Alternative 3 – The Alternate Design Alternative*

#### 1. Summary of Alternative

Under Alternative 3, the Stadium would be leased to the NFL and the Stadium would be modernized to include many of the comforts and amenities associated with contemporary stadiums. This alternative would eliminate the mid-level concourse on the east and north sides of the bowl. In order to meet the first two basic project objectives without the mid level concourse, this Alternative would instead include construction of a concourse below grade that would contain patron amenities such as restrooms, restaurants, lounges, souvenir shops and other services. In order to develop this below grade concourse, the exterior structure of the Stadium would be reinforced and its earth filled interior hollowed out to traverse the existing lengthy entrance tunnels. 120 to 140 luxury suites would be constructed above the east and west rims of the Stadium, but would be no higher than the existing press box and luxury suite structure on the west side of the Stadium. This alternative involves an increase to the number of major (displacement) events at the Stadium to twenty-five and this alternative involves a lease with the NFL as a long term tenant to facilitate economic viability of the Stadium.

#### 2. Reasons For Rejecting Alternative

Alternative 3 would appear to meet several basic Project objectives. However, representatives of the NFL have presented testimony that this alternative fails to include several features of state-of-the-art stadiums.

Additionally, the Alternate Design Alternative would involve increased air quality impacts during construction from additional excavation. Furthermore, as described by Hammes Company in a memorandum to the Director of Planning, this alternative would involve risk to worker safety and the historic fabric of the Stadium due to a complicated shoring process to convert the seating bowl structure from one that is supported by earthen berms to one that is supported by structures.

The Hammes Company memorandum also explains that this Alternative would reduce seating capacity for existing tenants during phased construction, which would reduce capacity for UCLA football games to 58,000 for one season and as low as 43,000 for a second season.

Finally, the primary benefits to this alternative are reduced impacts in the areas of aesthetics and cultural resources. However, implementation of the proposed design mitigation will achieve the same benefits on the north side of the Stadium and some of the aesthetic benefits on the east side of the stadium without the impacts to air quality, risk to workers and the historic structure, and impacts to the UCLA football season. The design mitigation will also not require substantial additional construction costs or loss of revenue from the reduction in the number of luxury suites.

The City Council hereby finds that each of the reasons set forth above would be an independent ground for rejecting Alternative 3 as infeasible and by itself, independent of any other reason, would justify rejection of Alternative 3 as infeasible for environmental or social policy reasons.

#### *Alternative 4 – The Historic Restoration Alternative*

##### 1. Summary of Alternative

Under Alternative 4, the Stadium would not be initially improved except for improvements required by the current lease agreement with UCLA. These improvements include the following: (1) an upgrade and expansion of the locker rooms and provision of adjacent storage, (2) an upgrade and expansion of the media room, and (3) an upgrade of the Stadium structure to meet the requirements of the University of California Seismic Safety Policy for purchased and leased buildings. Additionally, under Alternative 4, restoration of the character defining features of the Stadium would be undertaken periodically as funding would become available. There would be no increase to the number of major (displacement) events at the Stadium. That number would remain at twelve.

##### 2. Reasons For Rejecting Alternative

Alternative 4 would meet the objective of preserving the setting and integrity of the Stadium, but would not meet the basic Project objectives of facilitating the long-term economic viability of the Stadium and modernizing the Stadium to provide state-of-the-art amenities that would enhance the experience of those patronizing the Stadium. Thus, the City will continue to be required to devote significant revenues to subsidize Stadium improvements, maintenance and operations, including \$12 million for improvements required by the current lease with UCLA and approximately \$550,000 annually for capital improvements. If these funds were not devoted to the Stadium, these funds would otherwise be

available to the general fund in order to meet public health, safety and welfare needs. Additionally, Alternative 4 would not include the modernization of the Stadium to provide state-of-the-art amenities that would enhance the experience of those patronizing the Stadium. For each of these reasons, the City Council finds that Alternative 4 is infeasible for social policy reasons.

The City Council hereby finds that each of the reasons set forth above would be an independent ground for rejecting Alternative 4 as infeasible and by itself, independent of any other reason, would justify rejection of Alternative 4 as infeasible.

## EXHIBIT E

### Statement of Overriding Considerations

The following Statement of Overriding Considerations is made in connection with the approval of the Project.

CEQA requires the decision-making agency to balance the economic, legal, social, technological or other benefits of a project against its unavoidable environmental risks when determining whether to approve the project. If the benefits of the project outweigh the unavoidable adverse effects, those effects may be considered acceptable. CEQA requires the agency to provide written findings supporting the specific reasons for considering a project acceptable when significant impacts are unavoidable. Such reasons must be based on substantial evidence in the EIR or elsewhere in the administrative record. Those reasons are provided in this Statement of Overriding Considerations.

The City Council finds that the economic, social and other benefits of the Project outweigh the significant and unavoidable impacts identified in the EIR and in the record. In making this finding, the City Council has balanced the benefits of the Project against its unavoidable impacts and has indicated its willingness to accept those adverse impacts. The City Council finds that each one of the following benefits of the Project, independent of the other benefits, warrant approval of the Project notwithstanding the unavoidable environmental impacts of the Project.

A. The Project will allow the City to avoid significant costs in connection with the maintenance and operation of the Stadium, thus freeing City funds for other important public purposes.

1. Approval of the Project will mean that the City will no longer be obligated to expend approximately \$12 million for Stadium improvements required under the current lease agreement with UCLA and will save an estimated \$18 million in debt service costs over a sixteen year period.

2. Approval of the Project will mean that the City will avoid spending approximately \$550,000 per year for ongoing capital maintenance improvements to the Stadium.

3. Approval of the Project will ultimately result in a management agreement with the NFL for the Rose Bowl Stadium. The management agreement will allow the City to avoid approximately \$3,000,000 in Stadium operational costs per year. Although these operational costs are offset in part by revenues that currently flow to the City and would now flow to the NFL as Stadium manager, it is estimated that the City will save approximately \$1.8 million over a 16 year period as a result of this management agreement.

B. The Project will modernize the Stadium to improve the experience of those patronizing Stadium events.

1. The Project will improve accessibility to the Stadium for disabled patrons.

2. The Project will improve egress from the Stadium in the event of an emergency by reducing the maximum number of patrons within the Stadium and increasing the number of egress routes from the seating areas.

3. The Project will increase the distance between rows of seats, thus providing for a more comfortable experience for patrons.

C. The update and modernization of the Stadium will be financed with private funds. The Project provides that the NFL will pay for the improvements described in paragraph B above as well as other improvements to modernize the Stadium and to provide increased amenities for Stadium patrons. Improvements planned by the NFL are expected to result in an investment of between \$500 million and \$600 million in this public facility.

D. Based on a report from the Anderson School of Management at UCLA, the Project is expected to generate substantial revenue to the City of Pasadena and Pasadena businesses due to the economic stimulus provided by NFL games at the Stadium.

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# CHAPTER 10 Environmental Mitigation Monitoring and Reporting Program for the Rose Bowl Renovation Project

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## 10.1 AUTHORITY

This Environmental Mitigation Monitoring and Reporting Program has been prepared pursuant to Section 21081.6 of the California Environmental Quality Act, known as CEQA (Public Resources Code Section 21000 *et seq.*), to provide for the monitoring of mitigation measures required of the Rose Bowl Renovation Project, as set forth in the Final Environmental Impact Report (Final EIR) prepared for the project. This report will be kept on file in the offices of the City of Pasadena Planning and Development Department, 175 North Garfield Avenue, Pasadena, CA 91101.

## 10.2 MONITORING SCHEDULE

Prior to the issuance of building permits, while detailed development plans are being prepared for approval by City staff, City staff will be responsible for ensuring compliance with mitigation monitoring applicable to the project design phase. City staff will prepare or cause to be prepared reports identifying compliance with mitigation measures. Once construction has begun and is underway, monitoring of the mitigation measures associated with construction will be included in the responsibilities of designated City staff, who shall prepare or cause to be prepared reports of such monitoring no less than once a month until construction has been completed. Once construction has been completed, the City will monitor the project as appropriate and provided in the monitoring plan.

## 10.3 FORMAT OF MITIGATION MONITORING MATRIX

The mitigation monitoring matrix on the following pages is formatted to parallel the format of the Executive Summary table contained in the Final EIR. The matrix identifies the environmental issue areas for which monitoring is required, the required mitigation measures, the time frame for monitoring, and the responsible monitoring agencies.

If any mitigation measures are not being implemented, the City may pursue corrective action. Penalties that may be applied include, but are not limited to, the following: (1) a written notification and request for compliance; (2) withholding of permits; (3) administrative fines; (4) a stop-work order; (5) criminal prosecution and/or administrative fines; (6) forfeiture of security bonds or other guarantees; (7) revocation of permits or other entitlements.

**Table 10-1 Mitigation Monitoring and Reporting Program Matrix**

Impact	Mitigation Measures	Time Frame/ Monitoring Milestone	Responsible Monitoring Party
<p><b>Aesthetics</b></p> <p><b>Impact 3.1-1</b> The proposed project could result in a substantial adverse effect on a scenic vista.</p>	<p><b>MM 3.1-3</b> Consistent with the implementation methods MM3.3-2a (see Section 3.3 Biology) and the provisions of the Tree Protection Ordinance, the City of Pasadena shall also require that any Replacement Tree Canopy Coverage (for removed or damaged trees) be concentrated on the east side of the stadium. Also replacement plantings (24 in. box minimum) of one tree for every one lost or removed shall be installed along the edges of existing hardscape parking lots within the Arroyo. In addition vines shall be planted to grow to be permanently secured to vertical building wall surfaces on the east side of the stadium. At retaining walls, vines and shrubs shall be installed and spaced so as to completely cover walls when mature. All plantings shall be implemented in accordance with a City approved landscape plan. Planting off site within the Arroyo shall be done under the direction of the City.</p> <p><b>MM 3.1-3 (a)</b> The project operator shall prepare a landscape plan for improvements to the perimeter areas of Parking Lots B, D, F, I, K, J-East, J-West, and M for City approval prior to the issuance of grading permits. The landscape improvements shall include the planting of trees (minimum of 24 in. box, planted 30 feet on center or equivalent as determined by the City) with complementary ground cover and supporting irrigation system. The improvements shall be completed prior to issuance of occupancy permits to the tenant.</p> <p><b>MM 3.1-3 (b)</b> The project operator shall prepare a hardscape plan for improvements to Parking Lots J-East and J-West for City approval prior to the issuance of grading permits. The improvements shall include the installation of a hard drivable surface that remains permeable (such as turf block) and developed to industry standards. The improvements shall be completed prior to issuance of occupancy permits.</p> <p><b>MM 3.4-4</b> also applies to this impact.</p>	<p>Prior to issuance of Occupancy Permit</p>	<p>Planning and Development Department  Public Works Department</p>
<p><b>Impact 3.1-2</b> The proposed project could substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a scenic highway.</p>	<p><b>MM 3.1-1</b> The City of Pasadena shall require construction contractors to strictly control the staging of construction equipment and the cleanliness of construction equipment stored or driven beyond the limits of the construction work area as a means of minimizing temporal degradation of the visual character of surrounding areas and the associated impact to aesthetics. Prior to completion of final plans and specifications, the City of Pasadena shall review the plans and specifications to ensure that all construction vehicles and equipment shall be parked in designated staging areas when not in use. Vehicles shall be kept clean and free of mud and dust before leaving the project site. Completion of this measure shall be monitored and enforced by the City of Pasadena.</p> <p><b>MM 3.1-2</b> The City of Pasadena shall require construction contractors to provide</p>	<p>At plan review; weekly during construction</p>	<p>Planning and Development Department</p>



**Table 10-1 Mitigation Monitoring and Reporting Program Matrix**

Impact	Mitigation Measures	Time Frame/ Monitoring/Milestone	Responsible Monitoring Party
<p><b>Impact 3.1-3</b> The proposed project could result in new sources of increased light and glare from new lighting systems.</p>	<p>temporary screening from the present public view site, around construction work areas, for all improvements that require grading during construction and enhancement, as a means of minimizing the temporal effects to the visual character of the surrounding area and the associated impacts to aesthetics.</p> <p>MM 3.1-3, MM 3.3-1, and MM 3.3-2 would also apply.</p> <p><b>MM 3.1-4</b> Security lighting for the project shall be designed to minimize light migration in accordance with this measure. The City of Pasadena shall specify the lighting type and placement on the project site to ensure that the effects of security lighting are limited as a means of minimizing night lighting and the associated impacts to aesthetics. Prior to completion of final plans and specifications, the City of Pasadena shall review the plans and specifications to ensure that all light fixtures will use glare-control visors, arc tube suppression caps, and will use a photometric design that maintains 70 percent of the light intensity in the lower half of the light beam. Completion of this measure shall be monitored and enforced by the City of Pasadena.</p> <p><b>MM 3.1-5</b> Prior to opening the stadium, the Applicant shall test the installed field-lighting system to ensure that lighting meets operating requirements in the stadium and minimizes obtrusive spill lighting in the stadium facility. Testing would include light-meter measurements at selected locations in the vicinity to measure spill lighting from field-lighting fixtures, permit adjustment of lighting fixtures, and confirm that spill-lighting effects would not exceed 3 foot-candles 1,000 feet from the project perimeter and no more than 1 foot-candle 3,000 feet from the project perimeter.</p> <p><b>MM 3.1-6</b> Stadium lighting and advertising (including signage) shall be oriented in such a manner to reduce that amount of light shed onto sensitive receptors and incorporate "cut-off" shields as appropriate to minimize any increase in lighting at adjacent properties.</p> <p><b>MM 3.1-7</b> All interior floodlights, exterior parking lot, and other security lighting shall be directed away from sensitive receptors and towards the specific location intended for illumination. State-of-the-art fixtures shall be used, and all lighting shall be shielded to minimize the production of glare and light spill onto both existing and proposed residential units on the adjacent hillsides. A lighting design plan shall be submitted to the City for approval at plan check.</p> <p><b>MM 3.1-8</b> Landscape illumination and exterior sign lighting shall follow the City's Municipal Code guidelines and be accomplished with low-level unobtrusive fixtures.</p> <p><b>MM 3.1-9</b> All facilities shall emphasize the natural setting and use of natural materials. Building color shall be warm and earth-toned. Non-reflective materials shall be used on the exterior surfaces. Where appropriate, arroyo stone shall be</p>	<p>At design review and plan check (MM 3.1-4, 3.1-6, 3.1-7, 3.1-8, 3.1-9); prior to issuance of occupancy permit (MM 3.1-5)</p>	<p>Planning and Development Department</p>