

Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact
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Under normal operation the project will use approximately 260 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.

During drought conditions, the project must comply with the Water Shortage Procedures Ordinance (Chapter 13 of the Pasadena Municipal Code) stating the project shall only consume 90% of expected consumption. To ensure compliance with this ordinance, the applicant shall submit a water conservation plan limiting the project's water consumption to 90% of expected consumption. This plan shall be submitted to and approved by the City's Water and Power Department and the Building Division prior to the issuance of a building permit. The applicant's irrigation and plumbing plans shall comply with the approved water conservation plan.

- 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 proposed project will result in a change in the absorption rate on the site since the property is currently undeveloped. The proposed house will cover approximately 2% of the existing property (9% of the new Parcel B) as compared to the present use, which occupies 5% of the existing property (7% of the new Parcel A). This increase in impervious surface (building footprint and paving/hardscape) will cause a change in the drainage patterns and the rate of surface water run-off. The applicant is required to develop a Standard Urban Storm Water Mitigation Plan (SUSMP) in compliance with the City's Storm Water and Urban Runoff Control Regulations. The SUSMP requirements will be submitted for the review and approval of the Building Division and the Public Works Department, prior to the issuance of a building permit. Such plan requires that the post-development peak storm water runoff discharge rates do not exceed the estimated pre-development rate. Additionally, Best Management Practices will be required to decrease the potential of slopes and/or channels from eroding and impacting storm water runoff.

There are no streams or gullies located in vicinity of the subject site and the Department of Fish and Game does not need to inspect the site.

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. The site is not near this area and there will be a less than significant impact to drainage patterns.

- 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. Therefore, this project will not substantially alter the course of these streams or any ravines or gullies on the site. The project will change some of the existing surface water flow patterns and amount of water discharged from the site at a less than significant level.

- 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? ( )*

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<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**WHY?** The project site is adequately served by existing stormwater drainage systems. See response to 11.c.

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**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.

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? ( )*

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**WHY?** According to the Dam Failure Inundation 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.

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**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. See responses to 9 Geology and Soils a. iii and iv regarding seismic hazards such as liquefaction and landslides and b soil erosion and the response to 11i 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? ( )*

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**WHY?** According to the Dam Failure Inundation Map, Plate 3-1, of the adopted 2002 Safety Element of the City's adopted General Plan, the project is not located within a dam inundation area.

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? ( )*

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<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**WHY?** The City of Pasadena is not located near enough to any inland bodies of water or the Pacific Ocean to be inundated by either a seiche or tsunami. For mudflow see responses to 9. Geology and Soils a. iii and iv regarding seismic hazards such as liquefaction and landslides.

**12. LAND USE AND PLANNING.** Would the project:

a. *Physically divide an existing community?* ( )

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**WHY?** The project will not physically divide an existing community as the surrounding zoning and General Plan designation only permit single-family development. The subject site is currently developed with a single-family residence and is surrounded similarly developed single-family lots.

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?* ( )

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**WHY?** The proposed project to subdivide an 110,642 square foot lot into two lots of 86,172 square feet (Parcel A) and 24,514 square feet (Parcel B) and construct a 5,328 square foot single-family residence is consistent with both the Single Family Residential zoning designation and the Low Density Residential General Plan Land Use Designation in the adopted 2004 Land Use Element, which allows zero to six dwellings per net acre. The project as designed meets all applicable development standards of the RS (Residential, Single-Family) and HD (Hillside Overlay District) zoning district. A Hillside Development Permit is required for the subdivision of properties within the HD zoning district as well as to allow a new hillside home in the Hillside Overlay District. No General Plan amendments are required for the project.

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**WHY?** There are no Habitat Conservation or Natural Community Conservation Plans in Pasadena.

**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?* ( )

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**WHY?** The Final Environmental Impact Report for the adopted 2004 Land Use Element 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.

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 2004 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 with 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 7 p.m. Monday through Friday, 8 a.m. to 5p.m. on Saturday, in or within 500 feet of a residential area) in accordance with City regulations. A construction related traffic plan will 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. This plan has been made a condition of approval for the project.

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).

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 the proposed residential project should be located in an area with a clearly to normally acceptable ambient noise range. Land uses that are considered to be noise sensitive

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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. The addition of one single-family residence in an established single family neighborhood will not lead to an increase in the ambient noise level and will not result in a significant impact related to noise.

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**WHY?** The project is not located near any light rail tracks or freeways.

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**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?* ( )

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**WHY?** The project will not cause a substantial temporary or periodic increase in ambient noise levels. 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). The impact from construction noise will be short-term and limited to normal working hours (7 a.m. to 7 p.m. Monday through Friday, 8 a.m. to 5 p.m. on Saturday, in or within 500 feet of a residential area) in accordance with City regulations. Also, a construction related traffic plan would be required to ensure that truck routes for transportation of materials and equipment are established with consideration for the residential neighborhood. A traffic and parking plan for the construction phase will be submitted for approval to the Traffic Engineer in the Transportation Department and to the Zoning Administrator prior to the issuance of any permits. The project must comply with the City's Noise Ordinance (Chapter 9.36 of the Pasadena Municipal Code) and the California Sound Transmission Control Standards (CAC, Title 24, building Standards, Chapter 2-35).

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?* ( )

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**WHY?** There are no airports or airport land use plans within the City of Pasadena. Pasadena is part of the Burbank, Glendale Pasadena Airport Authority, but the airport is in the City of Burbank; 11 ½ miles to the west.

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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? ( )

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**WHY?** The project is not within the vicinity of the Police Heliport or the Fire Camp in the Arroyo Seco.

**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)? ( )

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**WHY?** The project is in a developed area where all major infrastructure is in place. The proposed project includes the construction of one new single-family dwelling. This project would result in the gain of one new housing unit, with an estimated gain of 2.32 persons in residential population and no employees. One single-family dwelling would not significantly impact the housing projections at the local or regional level.

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**WHY?** The area on which the proposed house would be constructed is currently undeveloped so the proposed project will not displace existing or affordable housing. Moreover, construction in the hillside area is cost prohibitive and not cost effective for affordable housing.

This project conforms to the 2000-2005 Housing Element of the General Plan, City of Pasadena, adopted in 2002, therefore this housing gain is within the housing forecast in this element. It is also within the range of housing forecast for Pasadena in the contained in the Southern California 2020 - a preliminary Growth Forecast: Regional Overview prepared by the Southern California Association of Governments.

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**WHY?** The subject site is a vacant parcel and would therefore not result in the need for replacement housing.

**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? ( )

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<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**WHY?** The project site is located in a very high 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 closest fire station to the site is Station 38 at 1150 E. Linda Vista Avenue, approximately 2.5 miles to the north. Projects within the Hillside Overlay District (Chapter 17, Section 17.48.070(C)) are required to submit a landscape plan designed to ensure slope stability, fire safety and design quality and the plan must be approved by both the Zoning Administrator and the Fire Department. The project will be located in a developed residential neighborhood, with homes surrounding the project site.

b. Libraries? ( )

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**WHY?** The nearest branch library to the site is the Annandale library. The addition of one-single family residence will not significantly increase the demand for services within the City's Public Information Library system. The City as a whole is currently well served by its Public Information Library System.

c. Parks? ( )

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**WHY?** The project site is located approximately two-thirds of a mile from the nearest park, Singer 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. For each new residential unit there is a "Residential Impact Fee" charged under the Quimby Act. The current fee is \$10,977 per unit. Payment of this fee mitigates any project impact on parks.

d. Police Protection? ( )

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**WHY?** The proposed site is in an area that has reported low crime rates according to Police Department burglary statistics. The project will not significantly increase the need for police protection since only one dwelling unit is being constructed on the site. This change is within the Police Department's scope of responsibility.

e. Schools? ( )

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**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. In FY 2005 a school development impact fee of \$2.24 per square foot is collected by the City's Building Official for the Pasadena Unified School District (P.U.S.D.) on each residential unit constructed. Based on a Pasadena Unified School District generation factor of .4 school age children per household, the project could generate one school age child. The District has stated that it can absorb this possible increase in enrollment in the schools nearest the project. The nearest school to the project is Annandale Elementary School.

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f. *Other public facilities?* ( )

                        
 
                         
 
                         

**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 approximately two-thirds of a mile from Singer Park. A residential impact fee is collected by the City's Building Official on each residential unit constructed and on each addition over 400 sq. ft. in size. This fee is to improve recreational and park facilities near the project mitigating project impacts on parks.

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 and the development of a single-family residence will not require the expansion or upgrade of existing facilities. As noted in response b. above, impact fees are collected on new construction to mitigate any potential impacts resulting from new residential development.

**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 proposed development is within that allowed by both the General Plan land use and zoning designations, therefore it is within the range of development planned for by the City. According to Table A9-5A-1 of the 1993 updated SCAQMD's CEQA Air Quality Handbook the project is likely to have an average daily trip (ADT) generation of 9.55 trips.

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



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<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**WHY?** The regional Congestion Management Plan (CMP) or the local City sets the Level of Service Threshold (LOS). The adopted 2002 Congestion Management Program prepared by the Metropolitan Transportation Agency lists LOS E as acceptable for the highway and road system. The CMP defines the 2002 Highway and Roadway System in Exhibit 2-3. The project does not impact this roadway system. (Thresholds from the 1995 CMP are 50 peak hour trips added to a freeway on or off ramp or 150 trips added to a mainline freeway or ramp monitoring location.)

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?* ( )

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**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 2005 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.

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**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.

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**WHY?** The ingress and egress for the site have been evaluated by the Transportation Department and found to be adequate for emergency access or 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 Public Works and the Transportation Departments, and the Building Division and Fire Department.

f. *Result in inadequate parking capacity (vehicle or bicycle)?* ( )

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**WHY?** The zoning code requires two covered parking spaces for the proposed single-family dwelling as well as two spaces for guest parking. Based on the proposed design, the project will provide four covered parking spaces and the driveway is long enough to accommodate at least two guest spaces. All parking spaces will be required to meet the requirements of the Pasadena Zoning Code through the building permit plan check process.

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

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<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**WHY?** The net addition of one residential unit will not result in a substantial impact upon the existing transportation system. The project is not located near a principal mobility corridor (or de-emphasized street) according to the 2004 adopted Mobility Element of the General Plan. The single-family residential project does not require the creation of bus turnouts, bicycle parking etc.

**19. UTILITIES AND SERVICE SYSTEMS.** Would the project:

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

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**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.

- 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?* ( )

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**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.

- 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?* ( )

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**WHY?** The project will not require the construction of new storm water 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. The project must have an on-site drainage plan approved by the Building Official and the Public Works Department 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 does meet a standard for review of drainage plans for compliance with the Standard Urban Storm Water Mitigation Plan (SUSMP) Ordinance. If the project meets a standard for review, drainage plans will be reviewed by the Building Division of the Planning and Development Department and by the Public Works Department. 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

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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.

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

                        
 
                         
 
                         

**WHY?** According to the Water Division of the Pasadena Water and Power Department, there is sufficient water supply available to serve the project from existing entitlements and resources. The adequacy of the 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 an increase of approximately 260 gallons per day in water consumption. The current use consumes 260 gallons of water per day. The net gain in water consumption would be 260 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 water consumption to 90 percent of the expected consumption for this type of land use. The impact will be reduced to a level that is not significant. Further, the Water Division of the Pasadena Water and Power Department has reviewed this project and determined that the City can serve 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 re-permitted 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 substantial alteration to the existing system of solid waste collection and disposal. The Solid Waste Division of the Pasadena Public Works Department has an active recycling program to reduce the metal, glass, plastics, newspapers and yard waste for disposal in approved landfills. This program serves single-family residences and some of the smaller multifamily projects.

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

                        
 
                         
 
                         

**WHY?** The project will comply with all applicable statutes and regulations related to solid waste. In 1992, the City adopted the "Source Reduction and Recycling Element" to comply with the California Integrated



<b>Potentially Significant Impact</b>	<b>Significant Unless Mitigation is Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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residence as proposed. Further, the home will meet all requirements of the Hillside Overlay Zoning District which regulate standards such as height, lot coverage, landscaping, and maximum gross floor area. The site is located in a developed hillside neighborhood which further limits the potential for adverse effects as a result of the project. Any potential impacts will be mitigated to a level of insignificance through compliance with the City's building and development regulations and will be enforced through the combined review of the Building Division, Public Works Department, Fire Department, and Zoning Department. As such, approval of the proposed project will not lead to any demonstrable negative environmental or aesthetic impact.

## 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 2004  |
| 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 2004   |
| 11 | Mobility Element of the General Plan, City of Pasadena, adopted 2004   |
| 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   |

**CITY OF PASADENA**

*Planning & Development Department*  
175 N. Garfield Ave.  
Pasadena, California 91101-1704

**NEGATIVE DECLARATION**

PROJECT TITLE: **Tentative Parcel Map #061676  
Hillside Development Permit #4395**

PROJECT APPLICANT: **Dennis G. Smith**

PROJECT CONTACT PERSON: **Dennis G. Smith  
Buff, Smith, & Hensman Architects  
1450 W. Colorado Blvd., Suite 200  
Pasadena, CA 91105**

TELEPHONE: **(626) 795-6464**

PROJECT LOCATION: **720 South San Rafael Avenue  
City of Pasadena  
County of Los Angeles  
State of California**

**PROJECT DESCRIPTION**

- 1) A Tentative Parcel Map application to allow a lot split of the existing 110,642 square foot (2.5 acres) lot into two lots of 86,172 square feet (Parcel A) and 24,514 square feet (Parcel B).
- 2) A Hillside Development Permit application to allow the construction of a new single-family house on Parcel B. The new house would be 4,448 square feet with two attached two-car garages that are 480 square feet and 400 square feet for a total of 5,328 square feet. The home is two stories and does not exceed a maximum height of 28 feet from any point along existing grade. A Hillside Development Permit is required for all new homes in the Hillside Overlay zone.
- 3) A Private Tree Removal application for the proposed removal of one Toyon (*Heteromeles Arbutifolia*) tree.

**FINDING**

On the basis of the initial study on file in the Current Planning Office:

<b>X</b>	The proposed project <b>COULD NOT</b> have a significant effect on the environment
	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 in the Mitigation Monitoring Program on file in the Current Planning Office were adopted to reduce the potential impact to a level insignificance.
	The proposed project <b>MAY</b> have a significant effect on the environment, and an <b>ENVIRONMENTAL IMPACT REPORT</b> is required.

Completed by: David Sinclair  
Title: Associate Planner  
Date: July 13, 2005

Determination Approved: Denver Miller  
Title: Environmental Administrator  
Date: July 13, 2005

PUBLIC REVIEW PERIOD: July 13, 2005 to August 3, 2005

COMMENTS RECEIVED ON DRAFT:  Yes  No

INITIAL STUDY REVISED:  Yes  No