

**Attachment A**

RESOLUTION NO. \_\_\_\_\_

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PASADENA  
CERTIFYING THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE  
FULLER THEOLOGICAL SEMINARY MASTER DEVELOPMENT PLAN  
PROJECT, AND ADOPTING ENVIRONMENTAL FINDINGS AND A  
MITIGATION MONITORING AND REPORTING PROGRAM**

**WHEREAS**, the Fuller Theological Seminary Master Development Plan (the “Project”) proposes to construct 586 new housing units, a 500-seat chapel, a 50,000 square-foot expansion to the existing library, multiple-story academic buildings with a total area of 260,000 square feet, a 450-space parking structure, a 50-space surface parking lot, and provision of a community open space, pending acquisition of additional properties and a partial street vacation, and requires approval by the City Council; and

**WHEREAS**, the City of Pasadena is the lead agency for the Project pursuant to the California Environmental Quality Act (“CEQA,” Cal. Pub. Res. Code §21000 *et seq.*), the State CEQA Guidelines (the “Guidelines,” 14 Cal. Code Regs. §15000 *et seq.*), and the City’s local environmental policy guidelines; and

**WHEREAS**, pursuant to Section 15063 of the Guidelines, the City prepared an Initial Environmental Study (the “Initial Study”) for the Project. The Initial Study concluded that there was substantial evidence that the Project might have a significant environmental impact on several specifically identified resources including: (1) air quality, (2) historic resources, (3) transportation/traffic, and (4) utilities/service systems; and

**WHEREAS**, the Initial Study concluded that the Project would not have a significant impact on the following resources, and therefore they are not addressed in the Environmental Impact Report (EIR): aesthetics, agricultural resources, biological resources, energy, geology/soils, hazards/hazardous materials, hydrology/water quality, land use/planning, mineral resources, noise, population/housing, public services, and recreation; and

**WHEREAS**, pursuant to Guidelines Sections 15064 and 15081, and based upon the information contained in the Initial Study, the City ordered the preparation of an environmental impact report for the Project ("EIR"). On April 26, 2005, the City prepared and sent a Notice of Preparation of the Draft EIR and a copy of the Initial Study to responsible, trustee, and other interested agencies and persons in accordance with Guidelines Sections 15082(a) and 15375; and

**WHEREAS**, pursuant to Guidelines Section 15082, the City solicited comments from potential responsible and trustee agencies for a 30-day period, from April 26, 2005 through May 26, 2005, requesting details about the scope and content of the environmental information related to the responsible agency's area of statutory responsibility that should be studied in the EIR, as well as the significant environmental issues, reasonable alternatives and mitigation measures that the responsible agency would have analyzed in the Draft EIR, and the City received six (6) comment letters in response to the NOP; and

**WHEREAS**, pursuant to Public Resources Code section 21092, the City provided a public Notice of Completion and Availability ("NOA") of the Draft EIR on December 20, 2005, through notice published in the Pasadena Star-News, a

newspaper of general circulation in the Project area. The NOA was also mailed to all residents and property owners within 1,000 feet of the Project, on December 15, 2005. The NOA also gave notice of the Transportation Advisory Commission meeting on January 13, 2006, the Design Commission and Historic Preservation Commission joint meeting on January 23, 2006, and the Planning Commission meeting on February 08, 2006. Copies of the Draft EIR were also placed at the City's Planning and Development Department at 175 North Garfield Avenue, as well as at the Pasadena Central Library, and on the City's website; and

**WHEREAS**, the Draft EIR was circulated, together with technical appendices, to the public and other interested persons for a 60-day public comment period, from December 20, 2005 through February 21, 2006. During the comment period, the City held three duly noticed public meetings at which the public was given the opportunity to provide comments on the Draft EIR, as follows: Transportation Advisory Commission meeting on January 13, 2006; Historic Preservation Commission/Design Commission joint meeting on January 23, 2006; and the Planning Commission meeting on February 8, 2006; and

**WHEREAS**, during the public comment period the City received written and oral comments on the Draft EIR, and consulted with all responsible and trustee agencies, other regulatory agencies and others pursuant to Guidelines Section 15086. The City prepared written responses to all written comments received on the Draft EIR and made revisions to the Draft EIR, as appropriate, in response to those comments. The Final EIR with the responses to comments

was distributed on September 12, 2006, in accordance with the provisions of Public Resources Code Section 21092.5 and Guidelines Section 15088. The Final EIR responses to comments were made available for a 14-day period of public review before the commencement of the public meeting regarding the certification of the Final EIR. After reviewing the responses to comments and the revisions to the Draft EIR, the City concluded that the information and issues raised by the comments and the responses thereto did not constitute new information requiring recirculation of the Final EIR; and

**WHEREAS**, the Final Environmental Impact Report (the "Final EIR") is comprised of: the Draft EIR, dated December 2005 and numbered State Clearinghouse No. 200501163; the Comments and Responses to Comments on the Draft EIR set forth in Chapter 7 of the Final EIR; and a separate volume comprised of Technical Appendices; and

**WHEREAS**, the Planning Commission held a duly noticed public meeting on the Final EIR and the Project on October 25, 2006; and

**WHEREAS**, the City Council held a duly noticed public meeting on the Final EIR and the Project on November 20, 2006; and

**WHEREAS**, the findings made in this resolution are based upon the information and evidence set forth in the Final EIR and upon other substantial evidence that has been presented at all public meetings regarding the Project and in the record of the proceedings. The documents, staff reports, technical studies, appendices, plans, specifications, and other materials that constitute the record of proceedings on which this resolution is based are on file and available

for public examination during normal business hours in the Planning Department and with the Director of Planning and Development, who serves as the custodian of these records; and

**WHEREAS**, the City Council finds that agencies and interested members of the public have been afforded ample notice and opportunity to comment on the Final EIR and that the comment process has fulfilled all requirements of State and local law; and

**WHEREAS**, the City Council has independently reviewed and considered the contents of the Final EIR prior to deciding whether to approve the Project; and

**WHEREAS**, the City Council finds that the comments regarding the Draft EIR and the responses to those comments have been received by the City; that the City Council and Planning Commission received public testimony regarding the adequacy of the Final EIR; and that the City Council, as the decision-making body for the lead agency, has reviewed and considered all such documents and testimony prior to acting on the Project; and

**WHEREAS**, all other legal prerequisites to the adoption of this Resolution have occurred; and

**WHEREAS**, this Resolution serves only to certify the Final EIR as required by CEQA, and not to approve the Project. By separate action, the City Council will decide whether to approve the Project or an alternative to the Project, or to take no action on the Project.

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF  
PASADENA RESOLVES AS FOLLOWS:**

**I. RESOLUTION REGARDING CERTIFICATION OF THE EIR**

Pursuant to State CEQA Guidelines Section 15090, the City Council certifies that: (1) the City of Pasadena has reviewed and considered the Final EIR in evaluating the proposed Project, (2) the Final EIR is an accurate and objective statement that fully complies with CEQA, the State CEQA Guidelines, the City's local environmental guidelines, and (3) the Final EIR reflects the independent judgment of the City of Pasadena. The City Council certifies the Final EIR based on the findings and conclusions herein and as set forth below.

The City Council finds that the additional information provided in the staff report, in the responses to comments received after circulation of the Draft EIR, and in the evidence presented in written and oral testimony presented at public meetings, does not constitute new information requiring recirculation of the Final EIR under CEQA. None of the information presented to the City Council after circulation of the Draft EIR has deprived the public of a meaningful opportunity to comment upon a substantial environmental impact of the Project or a feasible mitigation measure or alternative that the City has declined to implement.

**II. RESOLUTION REGARDING ENVIRONMENTAL IMPACTS  
NOT ANALYZED IN THE EIR**

The City Council hereby finds that the following potential environmental impacts of the Project were found to be less than significant in the Initial Study, did not require the imposition of mitigation measures, and therefore did not

require study in the EIR: aesthetics, agricultural resources, biological resources, energy, geology/soils, hazards/hazardous materials, hydrology/water quality, land use/planning, mineral resources, noise, population/housing, public services, and recreation. Although aesthetics and biological resources were identified in the Initial Study as less than significant, both were discussed in the context of removal of trees in the Draft EIR.

In response to the Notice of Preparation for the EIR, the California Department of Fish and Game recommended adoption of a standard mitigation measure to avoid nesting habitat for birds within an urban environment, and that mitigation measure is adopted, as follows:

**Mitigation Measure E-1:** Construction of the project shall comply with the provisions of the Federal Migratory Bird Act and disturbance or removal of existing vegetation shall take place outside of the breeding bird season of March 1 to September 1 (including disturbances which would cause abandonment of active nests containing eggs and/or young). If the project cannot avoid the breeding season, nest surveys shall be conducted upon application for a building permit and active nests shall be avoided and provided with a buffer. The surveys shall be conducted by a qualified biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than three days prior to the initiation of construction work or any earthmoving activities. If a protected native bird is found, the applicant shall delay all clearance/construction disturbance activities in suitable nesting habitat or within 300 feet of nesting habitat until August 31 or

continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest shall be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. Limits of construction to avoid a nest shall be established in the field with flagging and stakes or construction fencing. Construction personnel shall be instructed on the sensitivity of the area. The applicant shall record the results of the recommended protective measures to document compliance with applicable State and Federal laws pertaining to the protection of native birds.

**III. RESOLUTION REGARDING ENVIRONMENTAL IMPACTS  
MITIGATED TO BELOW A LEVEL OF SIGNIFICANCE**

The City Council finds that mitigation measures have been identified in the Final EIR which will reduce the following potentially significant environmental impacts to below a level of significance.

**a. Historic Resources**

**i. Potential Significant Impacts**

The removal of apartment buildings located at 144 North Los Robles Avenue and 450-456 Ford Place and the Evelyn Boadway Apartments (91 North Oakland Avenue) would not result in an indirect impact to the Ford Place Landmark District. The proposed project would result in the preservation of the informal qualities of the Arol Burns mall area and the protection of the majority of the Canary Island Date Palms located within the mall and along Ford Place and the 100 block of North Oakland Avenue. However, there remains the potential

for direct or indirect impacts to occur to Landscape Features that are related to the redevelopment of buildings in the immediate area and renovation of the mall under the proposed project.

**ii. Proposed Mitigation**

**Landscape Features – Ford Place and 100 Block of North Oakland Avenue  
(Map ID#62)**

**Mitigation Measure A-3:**

**Chapel Complex and Library Addition Landscape Plans.** Landscape plans shall incorporate the use of the mature Canary Island Date Palms which are a key feature of the potential Ford Place Landmark District. Landscape plans shall be developed and implemented that follow the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic buildings (1995), Weeks and Grimmer. Any plans involving removal or replacement of character-defining landscape elements shall be developed in conjunction with a qualified architectural historian, architect experienced in historic preservation, or historic preservation professional who satisfies the Secretary of the interior's Professional Qualification Standards for History, Architectural History, or Architecture, pursuant to 46 CFR 61.

**iii. Suggested Mitigation**

The following two mitigation measures are suggestions only, as the removal of the apartment buildings would be less than significant to the Ford Place Landmark District:

**Mitigation Measure A-4:**

**Apartment Buildings – 450-452 Ford Place, 454-456 Ford Place, and 144 North Los Robles Avenue (Map ID# 38, 39, 40)**

**Photography and Recordation.** Prior to the demolition of any component of this apartment grouping, a photographic documentation report shall be prepared by a qualified architectural historian, architect experienced in historic preservation, or historic preservation professional who satisfies the Secretary of the Interior's Professional Qualification Standards for History, Architectural History, or Architecture, pursuant to 36 CFR 61. This report shall document the significance of this apartment grouping and its physical conditions, both historic and current, through photographs and text (e.g., an expanded DPR form).

Photographic documentation noting all elevations and additional details of the apartment grouping's architectural features should be taken utilizing 35-mm black and white film. The photographer shall be familiar with the recordation of historic resources. Photographs should be prepared in a format consistent with the Historic American Buildings Survey (HABS) standard for field photography. Copies of the report shall be submitted to the City of Pasadena Planning and Development Department, the Pasadena Public Library (Central Branch), the Pasadena Historical Museum, and Fuller Theological Seminary.

**Evelyn Boadway Apartments – 91 North Oakland Avenue (Map ID# 31)**

**Mitigation Measure A-5:**

**Photography and Recordation.** Prior to the demolition of this apartment building, a photographic documentation report shall be prepared by a qualified

architectural historian, architect experienced in historic preservation, or historic preservation professional who satisfies the Secretary of the Interior's Professional Qualification Standards for History, Architectural History, or Architecture, pursuant to 36 CFR 61. This report shall document the significance of the apartment building and its physical conditions, both historic and current, through photographs and text (e.g., an expanded DPR form). Photographic documentation noting all elevations and additional details of the apartment grouping's architectural features should be taken utilizing 35-mm black and white film. The photographer should be familiar with the recordation of historic resources. Photographs shall be prepared in a format consistent with the Historic American Buildings Survey (HABS) standard for field photography. Copies of the report shall be submitted to the City of Pasadena Planning and Development Department, the Pasadena Public Library (Central Branch), the Pasadena Historical Museum, and Fuller Theological Seminary.

**iv. Findings Pursuant to CEQA Guidelines**

**Section 15091**

Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

**v. Supporting Explanation**

The mitigation measures proposed would reduce the potential significant impacts of the project to identified historic resources. Even with changes that would occur following completion of the proposed project, the Ford Place Historic

District would remain eligible for designation as a City of Pasadena Landmark District. The mitigation measures proposed for the renovation of the Arol Burns mall (including important landscape features), would reduce any potential direct and indirect impacts to this resource and those facing onto it to a level of less than significant.

**Cumulative Impacts:** The analysis of cumulative impacts on historic resources involves an evaluation of whether impacts of the project and cumulative development in the area, when taken as a whole, would substantially diminish the number of extant historic resources. Based upon a review of related projects, including the proposed Fuller Theological Seminary Master Development Plan, the project in conjunction with the related project would result in a less than significant impact on the City's historic resources. Of these projects, only the Fuller Theological Seminary Master Development Plan would result in the demolition of historic resources. None of the related projects would result in the demolition of historic resources and only a few of the related projects would result in the alteration of historic resources. Additionally, the loss of the Herkimer Arms/Mrs. Parker Earle Apartments (Greene & Greene, architects) and the 450-456 Ford Place/144 North Los Robles Avenue Apartments (Sylvanus Marston, architect) would not have a cumulative impact on the portfolio of buildings designed by these notable architects in the City due to the substantial number of remaining examples of their work in Pasadena.

**b. TRANSPORTATION/TRAFFIC**

**i. Potential Significant Impacts**

**Construction Impacts:** With the required Construction Staging and Traffic Management Plan approval, the off-peak arrival and departure of construction workers and trucks, and the other standard construction management practices, impacts from construction activity would be less than significant.

**Intersections:** At the intersections of Los Robles Avenue and Walnut Street (P.M. peak hour only) and Madison Avenue and Walnut Street (P.M. peak hour only), the increase in Intersection Capacity Utilization (ICU) ratio would exceed the City's threshold criteria. Therefore, impacts to these two intersections would be significant without incorporation of mitigation measures.

**Street Segments:** The project-related average daily traffic (ADT) increases of four street segments along Corson Street and Walnut Street would be significant without incorporation of mitigation measures.

**Parking:** The proposed project would provide parking in excess of that required by the Zoning Code. Thus, implementation of the MDP would result in less than significant impacts regarding on-site vehicular parking.

**Site Access:** Development plans within the MDP project area would be reviewed by the Pasadena Fire Department to ensure that adequate emergency vehicle access is provided. Thus, less than significant impacts regarding site access would occur as a result of implementing the MDP.

**Pedestrian Crossings:** The traffic analysis concludes that vehicular and pedestrian traffic shall be monitored and that a traffic signal shall be installed at the intersections of Union Street and Oakland Avenue and Walnut Street and Oakland Avenue, if found warranted by the City of Pasadena Department of Transportation. Impacts regarding pedestrian crossings at this intersection would be significant without incorporation of mitigation.

**Regional Transportation System:** Impacts to freeway and intersection monitoring locations that are part of the CMP highway system and project impacts on future transit services in the project area are expected to occur as a result of the proposed project would be less than significant.

**ii. Proposed Mitigation**

**Mitigation Measure B-1:** Prior to issuance of a certificate of occupancy for the third phase of residential construction, construction of more than 350 dwelling units, or prior to final building inspection for the third phase of academic development, whichever is first, Fuller Seminary shall fund the installation of a closed-circuit TV camera at the intersection of Walnut Street and Los Robles Avenue to manage the coordination of the signal operations.

**Mitigation Measure B-2:** Prior to issuance of a certificate of occupancy for the third phase of residential construction, construction of more than 350 dwelling units, or prior to final building inspection for the third phase of academic development, whichever is first, Fuller Seminary shall fund the extension of the City's interconnect system from the signal at the intersection of Los Robles Avenue and Walnut Street to the signal at Madison Avenue and Walnut Street.

**Mitigation Measure B-3:** Prior to final building inspection for the third phase of academic development, Fuller Seminary shall expand the existing rideshare program to maintain or increase the Average Vehicle Ridership (AVR) target of 1.5, established by SCAQMD Rule 2202, to accommodate the increased student enrollment and reduce traffic volumes along the following four roadway segments:

- Corson Street between Oakland Avenue and Madison Avenue;
- Corson Street between Madison Avenue and El Molino Avenue;
- Walnut Street between Oakland Avenue and Madison Avenue;
- Walnut Street between Madison Avenue and El Molino Avenue.

**Mitigation Measure B-4:** Prior to final building inspection for the third phase of academic development, Fuller Seminary shall provide 200 parking spaces for faculty/staff members of which 20 parking spaces (10 percent of the 200 required employee parking spaces) shall be reserved and designated as preferential parking for carpool and vanpool vehicles. A carpool/vanpool loading area shall be located in the proposed 500-space parking structure, located adjacent to the Main Campus buildings. In addition to the preferential parking spaces, a loading area for approximately two vehicles (10 percent of the 20 carpool/vanpool parking spaces) shall be required within the proposed parking structure. The building plans for the proposed parking structure shall be subject to review and approval by the City of Pasadena Department of Transportation.

**Mitigation Measure B-5:** Prior to final building inspection for the third phase of academic development, Fuller Seminary shall provide a minimum of 142 bicycle parking spaces. Plans shall be reviewed by the City of Pasadena Department of Transportation on a project-by project basis to determine the

adequacy of bicycle parking as development occurs within the Master Development Plan project area. The planned locations and timing of the installation of bicycle parking spaces shall be subject to review and approval by the Planning and Development Department and Department of Transportation prior to the issuance of the building permit.

**Mitigation Measure B-6:** Fuller Seminary shall upgrade the existing campus bicycle racks at the Psychology Building and Payton Hall to meet the City's Zoning bicycle standard requirements. The replacement bicycle racks shall be installed prior to the issuance of the first certificate of occupancy for the project.

**Mitigation Measure B-7:** Prior to issuance of certificates of occupancy for the residential phases of development, Fuller Seminary shall fund the replacement of pedestrian signal with "Count Down" displays at all corners of the intersection of Oakland Avenue and Walnut Street. The appropriate "Count Down" shall be determined by the traffic signal timing at this intersection.

**Mitigation Measure B-8:** Prior to the issuance of any building permit, Fuller Seminary shall fund a traffic signal warrant study that includes pedestrian usage at the intersection of Oakland Avenue and Union Street. At such time that the intersection meets signal warrants, Fuller Seminary shall fund the installation of a traffic signal, including pedestrian "Count Down" displays and interconnect to the City's traffic management system.

### **iii. Findings Pursuant to CEQA Guidelines**

#### **Section 15091**

Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

### **iv. Supporting Explanation**

With regard to construction traffic, activity at typical construction projects is concentrated outside the peak traffic hours, since most workers usually arrive prior to 7 AM and depart between 3 and 4 PM. Construction truck trips would be greater during the demolition phase of construction, during excavation and grading, and during concrete pour/delivery. It is expected that truck trips will be dispersed throughout the day and will generally avoid peak hours. As such, impact of project construction on traffic would be less than significant.

In order to evaluate the potential operational traffic impacts of the Project, it was necessary to develop estimates of future traffic conditions both with and without the Project. Related cumulative projects were thus included in this analysis. In addition, the future "No Project" condition assumes that certain specific transportation improvements identified in the 2004 Mobility Element are to be implemented. The intersections chosen for study in the EIR represent locations where the potential for traffic impacts was greatest. Any additional locations selected would represent locations where trips had dispersed significantly so that an impact would be unlikely or were in locations between the intersections and segments already selected.

The EIR concluded that, applying the City of Pasadena's impact criteria, implementation of the Project would result in a significant impact at the intersections of Los Robles Avenue and Walnut Street and Madison Avenue and Walnut Street during the PM peak hour, but not at any other intersections. Impacts at all other intersections of freeway ramp termini were also less than significant. These results were based on a conclusion that level of service "E" intersection operations in Year 2015 are consistent with the projected LOS E findings of the Mobility Element of the General Plan. (See EIR, p. 9-10.) To mitigate the impacts at Los Robles Avenue and Walnut Street, the installation of a traffic camera to improve the coordination of signal timing is required, pursuant to Mitigation Measure B-1. To mitigate the impacts at Madison Avenue and Walnut Street, the applicant is required to fund the extension of the signal interconnect system, pursuant to Mitigation Measure B-2. Thus, with implementation of Mitigation Measures B-1 and B-2, the pm peak hour volume at the intersections of Los Robles Avenue/Walnut Street and Madison Avenue/Walnut Street would be reduced to below a level of significance.

With regard to street segment impacts, the Project would have significant impacts at the following street segments: Corson Street between Oakland, Madison, and El Molino Avenues, Walnut Street between Oakland, Madison, and El Molino Avenues, and Madison Avenue between Corson, Walnut, and Union Streets. Impacts would be significant based on the City's impact criteria. However, implementation of previously required traffic management

improvements would ensure that the impacts would be reduced to less than significant levels.

Finally, a study of the Project's impacts on pedestrian traffic was undertaken. Since pedestrian traffic is expected to increase at both intersections of Walnut Street/Oakland Avenue, and Union Street/Oakland Avenue, the applicant is required to fund signal upgrades and a traffic signal warrant study.

**Cumulative Impacts:** Construction of the related projects would occur in the same area and overlap with construction of the Project. The potential for concurrent construction of the related projects in the vicinity of the Project site would result in a significant and unavoidable cumulative construction traffic impact. The applicant would be required to prepare a construction staging plan in coordination with City staff. The plan will outline proposed lane closures, construction staging, haul routes, and construction worker routes. Staff will also be able to take into account concurrent construction at other projects around the Project site when it reviews the Plan, and can require modifications as necessary to reduce impacts. Thus, cumulative construction impacts are reduced to less than significant.

### **c. UTILITY/SERVICE SYSTEMS**

#### **i. Potential Significant Impacts**

**Storm Drain System:** Storm water runoff from the project site would be reduced when compared to existing conditions due to the decrease in impervious surface. Although improvements to the storm drain system would occur (i.e., replacement of culverts with pipe system), all improvements would be required to

comply with all applicable City design requirements. Therefore, project implementation would not require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which would cause significant environmental effects. Therefore, impacts with regards to the storm drain system would be less than significant

**Sewer:** Impacts with regards to wastewater treatment facilities at build out of the project and the capacity of the County's sewer system to accommodate the increase in wastewater would be less than significant. Impacts regarding the capacity of the City's sewer system to accommodate the increase in wastewater would be significant without incorporation of mitigation.

## ii. **Proposed Mitigation**

**Storm Drain System:** Implementation of the project would result in less than significant impacts with regards to the storm water drainage system. Thus, no mitigation measures are required.

### **Sewer:**

**Mitigation Measure D-1:** The Applicant, in coordination with the City of Pasadena Department of Public Works, shall be responsible to upsize the 18-inch pipe within the Fillmore Street sewer system to accommodate the increased wastewater. An 18-inch diameter pipe shall be replaced with a 21-inch diameter pipe from Los Robles Avenue to 133.4 feet east of Los Robles Avenue. Said pipe is shown on city sewer map 689, starting at station 57+35.3, and ending at station 58+68.7. These improvements shall occur prior to the issuance of the first certificate of occupancy for residential phase II of the project. Alternatively, the

applicant may pay the \$29,348 for the replacement of the deficient pipe. If payment to the city is made, the city reserves the right to use the funds to correct a higher priority sewer project, and provide funds for the Fillmore sewer replacement at a later date.

**iii. Findings Pursuant to CEQA Guidelines**

**Section 15091**

Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

**iv. Supporting Explanation**

Sewage generated by the Project would be treated at the existing regional facilities serving the City of Pasadena and operated by the County Sanitation Districts of Los Angeles County (LACSD) (specifically, the Los Coyotes Water Reclamation Plant or the Whittier Narrow Water Reclamation Plant). LACSD charges a fee for connecting to the District's sewage system or to increase the sewage output from parcels already connected to the system. This connection fee is required to construct an incremental expansion of the District's system to accommodate the proposed project, and the applicant will have to pay that fee. The requirement to replace the existing capacity deficient sewer line segment is enforceable through permit conditions.

**Cumulative Impacts:** The project would result in an increase of sewer flow to the sewer system. At build out of the MDP, peak flows within one reach of the Fillmore Street sewer system would exceed the City's capacity design

criteria. Therefore, impacts regarding the capacity of the City's sewer system to accommodate the increase in wastewater would be significant without incorporation of mitigation. However, the County operated Chapel Avenue Trunk Sewer lines serving the project site would have available capacity to accommodate the increase in wastewater generated at build out of the MDP. Implementation of the mitigation measure would increase the available sewer capacity within the Fillmore Street System. Therefore, impacts regarding the capacity of the County's and City's sewer system to accommodate the increase in wastewater would be would be less than significant.

**d. AIR QUALITY**

**i. Potential Significant Impacts**

**Construction:** The air quality analysis found that project could have potentially significant short-term impacts related to construction activities. Residents of the proposed student housing could potentially be exposed to high levels of fugitive dust (PM<sub>10</sub>) due to active demolition and site preparation activities. With incorporation of mitigation measures during construction, these localized air quality impacts would be less than significant. See Section IV for the discussion of mitigation measures imposed, which cannot reduce this impact to below a level of significance.

**Operations:** Regional air pollutant emissions associated with project operations are typically generated by operation of on-road vehicles and the consumption of electricity and natural gas. Based on the increase in average daily vehicle trips or length of daily trips, the project would not result in a potential

to adversely effect local carbon monoxide (CO) concentrations. Pollutant emissions associated with energy demand (i.e., electricity generation and natural gas consumption) are classified by the South Coast Air Quality Management District (SCAQMD) as regional stationary source emissions. The project would result in small amounts of energy-related criteria pollutant emissions that would be well below the SCAQMD significance thresholds. As such, criteria pollutant impacts from project operations would be less than significant.

Potential air toxic impacts from project related sources would be less than significant. The operation of the project is not anticipated to include any notable toxic air contaminant (TAC) emission sources. The project would replace the existing residential development on the northerly portion of the campus, approximately 125 feet south of Interstate 210, which is within the 500 foot minimum siting distance recommended by the SCAQMD and California Air Resources Board (CARB). As a result, the project would be replacing a sensitive receptor near an area known to contain sources of particulate matter from diesel engines. Since the project is in compliance with the City's goals and objectives included in the General Plan and Central District Specific Plan, the campus is upwind from the freeway, and the sensitive receptors living on campus are transitory in nature, the project would not expose sensitive receptors to increased levels of toxic air contaminants. Therefore, the project's air quality impact for on-site sensitive receptors is considered less than significant.

## ii. Proposed Mitigation

Air quality impacts arising from the operation of the Project can be mitigated to below a level of significance with imposition of the following mitigation measure.

**Mitigation Measure C-15:** The project shall include air filtration systems for proposed residential buildings within 500 feet of Interstate 210 that are designed to have a minimum efficiency reporting value (MERV) of 12 as indicated by the American Society of Heating Refrigerating and Air Conditioning Engineers (ASHRAE) Standard 52.2. The air handling systems shall be maintained on a regular basis per manufacturer's recommendations by a qualified technician employed or contracted by the project proponent or successor. Operation and maintenance of the system shall ensure that it performs above the minimum reporting value.

## iii. Findings Pursuant to CEQA Guidelines

### Section 15091

Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible mitigation measures or project alternatives identified in the Final EIR.

## iv. Supporting Explanation