

**CITY OF PASADENA
PLANNING DIVISION
HALE BUILDING
175 NORTH GARFIELD AVENUE
PASADENA, CA 91101-1704**

INITIAL STUDY

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

SECTION I – PROJECT INFORMATION

Project Title: This Initial Study analyzes the following two related projects: BRE Pasadena II Apartments/ A Noise Within Theater and Street Improvements Project: Kinneloa Avenue, Walnut Street, Virginia Avenue. The East Pasadena Specific Plan EIR identified the included street improvements as necessary prior to development of the 3330 East Foothill Boulevard site (or other sites within the same Specific Plan sub-area). This document includes an analysis for each project. The impact discussions are separated project.

1. **Lead Agency Name and Address:** City of Pasadena
Planning & Development Department
100 North Garfield Avenue
Pasadena, CA 91103
2. **Contact Person and Phone Number:** Leon E. White, Project Planner
(626) 744-4660
3. **Project Location:** 3330 East Foothill Boulevard
Pasadena, CA 91107. The site is located on the southwest corner of Foothill Boulevard and Sierra Madre Villa Avenue.
4. **Project Sponsor's Name and Address:** SMV Technology Partners, LLC
1469 Rose Villa Avenue
Pasadena, CA 91106
5. **General Plan Designation:** Specific Plan
6. **Zoning:** East Pasadena Specific Plan (EPSP)-d2-CG
7. **Description of the Project:** The proposed project consists of: 1) the retrofit of an existing historically significant building into a 350 seat live stage theater and the new construction of a four-five story 212 unit residential podium building above two levels of semi-subterranean parking; 2) the improvement to and the extension of Kinneloa Avenue between Colorado Boulevard and Foothill Boulevard (including beneath the I-210 Foothill Freeway); improvement to and extension of Walnut Street between Sunnyslope Avenue and Kinneloa Avenue; widening of Walnut Street between Altadena Drive and San Gabriel Boulevard; striping of Walnut Street from Altadena Drive to Madre

Street; and extension of Virginia Avenue across the historic railroad hump to the north side of Walnut Street.

8. Surrounding Land Uses and Setting: (*The residential/theater project*) - The subject site is located within a developed commercial area. Surrounding uses include retail, office, restaurants, and a parking structure for the MTA Sierra Madre Villa Gold Line light rail station. (*The right-of-way improvement project*) - Surrounding uses along the **extension of Kinneloa Avenue** (from Walnut Street to Titley Avenue) includes auto sales, retail, light industrial and the 210 Freeway. Surrounding uses along the **existing portion of Kinneloa Avenue** (between Colorado Boulevard and Walnut Street) include auto sales and retail. Surrounding uses along **Titley Avenue** (between its southerly end and Foothill Boulevard) include the 210 Freeway and light industrial. Surrounding uses along the **extension of Walnut Street** (from Sunnyslope Avenue to Kinneloa Avenue includes auto sales and light industrial. See the attached detailed project descriptions for the Street Improvement Project and the SMV Noise Within project.
9. Other public agencies whose approval is required (e.g. permits, financing approval, or participation agreement): The City Council will review and approve the Development Agreement between the City of Pasadena and the Developer as required by code. The Planning Commission will review the Development Agreement and make a recommendation to the City Council. The hearing for the Development Agreement will also include the review of the following: an Expressive Use Permit for the theater; a Minor Conditional Use Permit to allow a commercial project greater than 15,000 square feet in a Transportation Oriented Development (TOD); a Minor Conditional Use Permit for shared off-site parking; a Tentative Parcel Map for a subdivision of land and a lot line adjustment, and a Variance for the location of loading spaces. The Transportation Advisory Commission will review the project's impact on traffic in the surrounding area as required by the City Council's approval of the Memorandum Of Understanding (dated January 18, 2006) between the City and the Developer. The Design Commission and Historic Preservation Commission will review the design of the project because of the alterations to the Stuart Company building and the size and location of the project. The Street Extension portion of the project is part of the city's approved Capitol Improvement Program (CIP). However, additional approval is required by CalTrans, the Regional Water Control Board (RWQCB), the U.S. Army Corps of Engineers (USACE) and possibly the California Department of Fish and Game.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

DETERMINATION: (to be completed by the Lead Agency)

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.	
I find that, although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A MITIGATED NEGATIVE DECLARATION will be prepared.	X
I find that the proposed MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.	
I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment., but at least effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards , and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.	
I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.	

LEON E. WHITE 3/21/07
 Prepared By/Date
LEON E. WHITE
 Printed Name

Jennifer Paige Sack 3/21/07
 Reviewed By/Date
Jennifer Paige Sack
 Printed Name

Negative Declaration/Mitigated Negative Declaration adopted on: _____

Adoption attested to by: _____
Printed name/Signature Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect is significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Unless Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less than Significant Impact." The Lead Agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section 20, "Earlier Analysis," may be cross-referenced).
- 5) Earlier analysis may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. See CEQA Guidelines Section 15063(c)(3)(D). Earlier analyses are discussed in Section 20 at the end of the checklist.
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier documents and the extent to which address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) The explanation of each issue should identify:
 - a) The significance criteria or threshold, if any, used to evaluate each question; and
 - b) The mitigation measure identified, if any, to reduce the impact to less than significant

Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact
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SECTION II - ENVIRONMENTAL CHECKLIST FORM

1. BACKGROUND.

Date checklist submitted:	March 21, 2007
Department requiring checklist:	Planning & Development Department
Case Manager:	Leon White

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

Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact
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3. AESTHETICS. Would the project:

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

<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
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WHY?

Residential/Theater project:

The project site is in an area that offers views of the San Gabriel Mountains. The project is surrounded by office, retail, and light industrial buildings ranging in height from 3 stories to 12 stories tall. The proposed residential/live theater building is similar in size and stature to these surrounding structures. The height limit for the site is 60 feet as required by the East Pasadena Specific Plan. The proposed building is approximately 52 feet tall along Foothill Boulevard.

In accordance with section 17.61.030 of the City's Zoning Code, the design of this project, including its obstruction of any scenic vista or view, will be reviewed by the Design Commission. Although the project would not significantly impact a scenic vista, this regulatory procedure provides the City with additional layer of review for aesthetics, and an opportunity to incorporate additional conditions to increase the aesthetic value of the project. The proposed new structures will adhere to the maximum permitted height limit, and will be compatible with the size and scale of surrounding development.

Right-of-way improvement project response:

The project site is located in a developed commercial and industrial area with foreground views of a variety of urban uses, primarily a mix of older industrial buildings, parking, storage areas and both new and older commercial buildings. The general project area and the existing roadways do offer views of the San Gabriel Mountains to the north. However, the proposed project entails the extension of and improvements to existing roadways through existing developed commercial-industrial areas and does not include the construction of any structures or facilities. Therefore, the project would not alter any nearby scenic vistas or in any way obstruct the existing views of the San Gabriel Mountains resource and would have no impact to scenic vistas.

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

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X



WHY?

Residential/Theater project:

The only designated state scenic highway in the City of Pasadena is the Angeles Crest Highway (State Highway 2), which is located north of Arroyo Seco Canyon in the extreme northwest portion of the City. The project site is not within the viewshed of the Angeles Crest Highway, and not along any scenic roadway corridors identified in the City's General Plan documents. Therefore, the proposed project would have no impacts to state scenic highways or scenic roadway corridors. The proposed project would not result in the destruction of any landmark eligible trees, stand of trees, rock outcropping or natural feature recognized as having significant aesthetic value.

Right-of-way improvement project:

The only designated state scenic highway in the City of Pasadena is the Angeles Crest Highway (State Highway 2), which is located north of Arroyo Seco Canyon in the extreme northwest portion of the City. The project site is not within the view shed of the Angeles Crest Highway; and thus, would have no impacts to a state scenic highway.

However, the project site is within the view corridor of the Foothill Freeway (I-210), which was identified in the 1987 Environmental Quality Element of the City's General Plan as a Los Angeles County Recommended Scenic Highway. Project development would result in removal of some existing vegetation, generally minor landscaping designed for urban open areas, such as trees and shrubs along sidewalks and roadway medians. South of I-210 as part of the proposed Kinneloa Avenue extension, three fan palms, a number of mature bougainvillea vines and assorted shrubs would be removed. Similarly, along the proposed Walnut Street extension, a number of bougainvillea vines and various shrubs (e.g. *Myoporum* sp.) would be removed. In addition, one juvenile 30-foot tall black walnut along the northern edge of the ROW could be potentially damaged or removed. Along the segment of Walnut Street proposed for widening, 11 large (15-30 feet tall) trees located on the southern edge of the ROW would remain but could be potentially damaged during construction. North of I-210, one large specimen street tree on Titley Avenue would be removed. These trees particularly those considered specimen trees, comprise part of the area's urban landscape and incrementally contributes to area scenic quality, including views from the I-210 scenic roadway corridor. However, as specified in the East Pasadena Specific Plan and East Colorado Boulevard Specific Plans, new street trees would be planted approximately every 30 feet along the proposed roadway extensions and would conform to specific plan landscape design guidelines. The planting of street trees associated with the proposed project would result in a net gain of approximately 80 trees in the project vicinity. Further, the proposed project would not result in the destruction of any landmark eligible trees, stand of trees, rock outcropping or natural feature recognized as having significant aesthetic value. Therefore, the proposed project would not adversely affect views along the corridor or result in significant aesthetic impacts. The project is not part of a landmark district and is not anticipated to result in impacts to historic buildings within a state scenic highway.

The proposed site has not been designated as an historic resource. There are no structures that have been designated as historic resources located on the project site. However, approximately 20 feet north of the edge of the ROW for the proposed Walnut Street extension lies the existing railroad bridge across the Eaton Wash flood control channel. This bridge appears to be well in excess of 50 years of age and to be largely intact; therefore, there is a possibility that the bridge may qualify as a historic structure under the National Historic Preservation Act. Consequently, any project created damage may be considered potentially significant. However, given its location of approximately 20 feet outside of the ROW and proposed construction zone, it is anticipated the proposed project would not impact this bridge or any other nearby

Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact
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sites or structures, which are historic resources. However, because construction plans may involve demolition and heavy construction equipment to bridge Easton Wash, a mitigation measure has been included to ensure that this bridge is not impacted by project construction.

Mitigation Measure Aesthetics 1: To ensure no significant impacts to cultural resources occur during project construction, the edge of the ROW in this area of the Walnut Street extension shall be fenced with temporary construction fencing to protect the bridge from construction activities. Should construction activities be anticipated to affect or alter the bridge, prior to the initiation of such activities, the City shall conduct a phase I cultural resource assessment to assess and identify the historical importance of the bridge and adopt any needed measures to protect the bridge, including using a qualified cultural resources specialist to monitor construction and demolition activities for the duration of the period activity occurs adjacent to the bridge. All modifications or alterations to the bridge shall be conducted in accordance with the Secretary of the Interior's Standards. Prior to the initiation of any work near the bridge, the proposed work shall be reviewed/approved by the appropriate City staff/commissions

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

 X

WHY?

Residential/Theater project:

The proposed project consists of developing a residential building on a vacant lot and the adaptive re-use (theater) of an existing building. The entire site is in a commercial/light industrial area of the City. The proposed project is within the height and mass limitations of the Zoning Code and is required to submit a landscape plan for review and approval by the Design Commission prior to the issuance of any building permits. Approval of the proposed project would not lead to any demonstrable negative aesthetic impact.

As required by section 17.61.030 of the Pasadena Municipal Code, the design of this project will be reviewed by the City's Design Commission. This regulatory procedure was established to ensure that the design, colors, and finish materials of development projects comply with adopted design guidelines and achieve compatibility with the surrounding area. Although the project would not substantially degrade the visual character of the site and surroundings, this regulatory procedure provides the City with additional layer of review for aesthetics, and an opportunity to incorporate additional conditions to increase the aesthetic value of the project.

Right-of-way improvement project:

The proposed project consists of reconstructing portions of and extending two roadways in commercial and industrial areas of the City. As discussed above in Section 3b, although the project would result in vegetation removal and possible damage of up to 18 specimen trees, impacts would be offset by the installation of project-related street trees, which would result in a net gain of approximately 80 trees in the project vicinity. The removal of any public tree is subject to review by the City's Urban Forestry Advisory Committee (UFAC), who will ensure the tree removals are consistent with City's Tree Protection Ordinance. Further, project implementation would lead to installation of urban improvements including new roads, sidewalks and street trees in areas that are currently un-maintained dirt, decayed roadbed, parking lots and used for vehicle, trash receptacle and truck storage. Therefore, based on the review of the removals by UFAC and the fact that approval of the proposed project would not lead to any demonstrable negative aesthetic impact and would appear to substantially improve the urban amenities within the project vicinity impacts will be less than significant.

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

X

WHY?

Residential/Theater project:

The project will not have a significant impact on light and glare because it will be required to comply with the standards in the zoning code that regulate glare and outdoor lighting. Height and direction of any outdoor lighting and the screening of mechanical equipment must conform to Zoning Code requirements. The project does not propose any lighting for nighttime events or sporting activities. The only outdoor lighting included in the project is pedestrian safety lighting and landscaping lights. The project is located in an existing commercial/light industrial urban area with streetlights in place, and the proposed exterior lighting would be consistent with the surrounding area. These lights are not substantial sources of glare and are an aide to public safety.

The design of this project, including its finish, colors, and materials, will be reviewed for approval through the Design Review process. This regulatory procedure provides the City with an additional layer of review for aesthetics including light and glare, and an opportunity to incorporate additional conditions to improve the project's building materials and lighting plans.

The proposed project is one to five stories (52 feet) in height. This height is within the 60 feet height limit permitted in the EPSP-d2-CG-B-1 and EPSP-d2-CG-B-2 (East Pasadena Specific Plan sub area d2 general commercial) zoning district. The surrounding uses range from 10 to 120 feet in height. Compliance with the setbacks required in this zoning district help reduce possible shade and shadow impacts to a level that is less than significant.

Right of way improvement project:

The proposed project is located in a highly urbanized area characterized by extensive existing night lighting including public street lights, lighted buildings and most notably the high intensity lights associated with the Team Oldsmobile-Chevrolet Dealership, the Avon Distribution Center and the I-210 freeway. The proposed project would include installation of 13 streetlights on Kinneloa Avenue and approximately 18 streetlights on Walnut Street, as required by the Public Works Department. Although the addition of approximately 31 new streetlights would substantially increase illumination along these proposed roadway extensions, these new lights would only incrementally contribute a modest new source of light and glare in an already heavily lighted highly urban area. Such a minor increase in night lighting in this area would be considered less than significant.

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

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

Potentially Significant Impact	Significant Unless Mitigation Is Incorporated	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

WHY?

Residential/Theater project:

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

Right-of-way improvement project:

See response 4a. above. Further, the project site is mostly paved with no recent history of cultivation, supporting no existing agricultural resources. Therefore, no impacts to prime or unique farmland would occur as a result of the proposed project.

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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WHY?

Residential/Theater project:

The City of Pasadena has no land zoned for agricultural use other than commercial growing areas. Commercial Growing Area/Grounds is permitted in the CG (General Commercial), CL (Limited Commercial), and IG (General Industrial) zones and conditionally in the RS (Residential Single-Family), and RM (Residential Multi-Family) districts. The use is also permitted within certain specific plan areas. The project site is located in a developed urban area. No agricultural areas exist within the proposed project area; therefore, no impacts would occur with regard to Williamson Act contract lands as result of implementation of the proposed project.

Right-of-way improvement project:

See response 4b above.

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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WHY?

Residential/Theater project:

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

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Right-of-way project:

See response 4c above.

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

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

X

WHY?

Residential/Theater project:

The City of Pasadena is within the South Coast Air Basin (SCAB), which is bounded by the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east, and the Pacific Ocean to the south and west. The air quality in the SCAB is managed by the South Coast Air Quality Management District (SCAQMD).

The SCAB has a history of recorded air quality violations and is an area where both state and federal ambient air quality standards are exceeded. Because of the violations of the California Ambient Air Quality Standards (CAAQS), the California Clean Air Act requires triennial preparation of an Air Quality Management Plan (AQMP). The AQMP analyzes air quality on a regional level and identifies region-wide attenuation methods to achieve the air quality standards. These region-wide attenuation methods include regulations for stationary-source polluters; facilitation of new transportation technologies, such as low-emission vehicles; and capital improvements, such as park-and-ride facilities and public transit improvements.

The most recently adopted plan is the 2003 AQMP, adopted on August 1, 2003. This plan is the South Coast Air Basin's portion of the State Implementation Plan (SIP). This plan is designed to achieve the 5 percent annual reduction goal of the California Clean Air Act.

The SCAQMD understands that southern California is growing. As such, the AQMP accommodates population growth and transportation projections based on the predictions made by the Southern California Association of Governments (SCAG). Thus, projects that are consistent with employment and population forecasts are consistent with the AQMD.

In addition to the region-wide AQMP, the City of Pasadena participates in a sub-regional air quality plan – the West San Gabriel Valley Air Quality Plan. This plan, prepared in 1992, is intended to be a guide for the 16 participating cities, and identifies methods of improving air quality while accommodating expected growth.

The proposed project is consistent with the Zoning and General Plan Land Use designations for the site. As a result, the project is consistent with the growth expectations for the region. The proposed project is therefore consistent with the AQMP and the West San Gabriel Valley Air Quality Plan, and would have no associated impacts.

Right-of-way project:

Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact
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The City of Pasadena is within the South Coast Air Basin (SCAB), which is bounded by the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east, and the Pacific Ocean to the south and west. The air quality in the SCAB is managed by the South Coast Air Quality Management District (SCAQMD).

The SCAB has a history of recorded air quality violations and is an area where both state and federal ambient air quality standards are exceeded. Because of the violations of the California Ambient Air Quality Standards (CAAQS), the California Clean Air Act requires triennial preparation of an Air Quality Management Plan (AQMP). The AQMP analyzes air quality on a regional level and identifies region-wide attenuation methods to achieve the air quality standards. These region-wide attenuation methods include regulations for stationary-source pollutants; facilitation of new transportation technologies, such as low-emission vehicles; and capital improvements, such as park-and-ride facilities and public transit improvements.

The most recently adopted plan is the 2003 AQMP, adopted on August 1, 2003. This plan is the South Coast Air Basin's portion of the State Implementation Plan (SIP) and is designed to achieve the 5 percent annual reduction goal of the California Clean Air Act.

The SCAQMD understands that southern California is growing. As such, the AQMP accommodates population growth and transportation projections based on the predictions made by the Southern California Association of Governments (SCAG). Thus, projects that are consistent with employment and population forecasts are consistent with the AQMP.

In addition to the region-wide AQMP, the City of Pasadena participates in a sub-regional air quality plan – the West San Gabriel Valley Air Quality Plan. This plan, prepared in 1992, is intended to be a guide for the 16 participating cities, and identifies methods of improving air quality while accommodating expected growth.

The proposed project is consistent with the General Plan Mobility Element and was envisioned as a mitigation measure in the East Pasadena Specific Plan which implements the City's Land Use Element for this area. As a result, the project is consistent with the growth expectations for the region. In addition, although the project would result in short term construction emissions, it is not anticipated to result in a net increase in long term traffic as the project does not include any new sources of direct long term trip generation. Rather, the project is anticipated to result in a redistribution of existing and projected trips generated by surrounding commercial industrial and residential uses. The proposed project is therefore consistent with the AQMP and the West San Gabriel Valley Air Quality Plan, and would have no associated impacts.

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

WHY?

Residential/Theater project

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

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Pasadena is located in a non-attainment area, an area that frequently exceeds national ambient air quality standards. The SCAQMD has developed significance thresholds that correspond to the air quality standards for the SCAB. These thresholds are described in Chapter 6 of the SCAQMD CEQA Handbook (1993) and shown in Table 5.1 of this report.

The proposed project would generate short-term air pollutants from construction activities and long-term air pollutants from typical vehicle trips and household practices (i.e., natural gas combustion). The proposed project's potential air emissions were calculated using the "URBEMIS 2002 Air Emissions From Land Development" model (URBEMIS model) using the following assumptions:

- The project consists of approximately 3.8 acres of land disturbance involving the retro-fit of an existing historically significant building into a 350 seat live stage theater and the new construction of a 4-5 story 212 unit residential podium building above two levels of semi-subterranean parking.
- Construction of the theater project will start in October 2009 and be completed in July 2010.
- Construction of the residential portion of project will start in mid-May 2008 and be completed in mid-July 2010
- Demolition (theater project) of the existing facilities will take 2 months and involve the following equipment 1 dozer, 1 scraper, and 1 signal board.
- Grading (residential portion of the project) of the 3.8 acre site will take 3 months and involve the following equipment 1 dozer, 1 scraper, and 1 signal board.
- Construction of the theater structure will take 22 months. Construction is expected to involve the following equipment 1 dozer, 1 scraper, 1 signal board, 1 excavator, 1 grader, 1 loader, rubber tired, 1 compactor, and 1 trencher
- Construction of the residential structure will take 26 months. Construction is expected to involve the following equipment 1 dozer, 1 scraper, 1 signal board, 1 excavator, 1 grader, 1 loader, rubber tired, 1 compactor, and 1 trencher

Table 5.1 presents the estimated air quality emission of the proposed project as calculated by the URBEMIS model:

Table 5.1 Projected Area and Operational Air Emissions/AQMD Threshold Comparison Matrix
SMV Pasadena II and "A Noise Within" Theatre (combined emissions)

Emission	Area Plus Operational Emission Threshold (max. lbs/day)	Project's Area and Operational Emissions (max. lbs/day)
ROG*	55	29
NOx	55	24
CO	550	163
SO _x	150	<1
PM10	150	18
PM2.5	55	16

As shown in Table 5.1, operation of the proposed project would not exceed the Thresholds of Significance established by the SCAQMD. Therefore, operation of the proposed project would not cause a violation of an air quality standard, and would have no significant related impacts. Construction impacts including overlapping construction phases of the residential/theater project and the roadway project are discussed below.

Right-of-way improvement project:

Due to its geographical location and the prevailing off shore daytime winds, Pasadena receives smog from downtown Los Angeles and other areas in the Los Angeles basin. The prevailing winds, from the

Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact
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southwest, carry smog from wide areas of Los Angeles and adjacent cities, to the San Fernando Valley and to Pasadena in the San Gabriel Valley where it is trapped against the foothills. For these reasons the potential for adverse air quality in Pasadena is high.

Pasadena is located in a non-attainment area, an area that frequently exceeds national ambient air quality standards. The SCAQMD has developed significance thresholds that correspond to the air quality standards for the SCAB. These thresholds are described in Chapter 6 of the SCAQMD CEQA Handbook (1993) and shown in Table 5.1 of this report.

The proposed project would generate short-term air pollutants from construction activities. The proposed project's potential air emissions were calculated using the "Road Construction Emissions Model, Version 5.1" developed by the Sacramento AQMD but approved for use by the SCAQMD. The following assumptions were used to calculate emissions using this model:

- o The project consists of 4.3 acres of land disturbance involving road construction (1,200 linear feet of construction on Kinneloa Ave within 60 foot right-of-way; 1,400 linear feet of construction on Walnut Street within 80 foot right-of-way; and 60 linear feet of construction on Virginia Avenue within 60 foot right-of-way)
- o The project consists of 2.2 acres of land disturbance involving road widening (1,200 linear feet of construction on Walnut Street within 80 foot right-of-way)
- o Road widening and new road construction would occur concurrently
- o Approximately 94 cubic yards of soil would be imported/exported from the project site daily
- o Construction would start in January 2008 and be completed in June 2008

Table 5.2 presents the estimated construction air quality emissions of the proposed project as calculated by URBEMIS and the Road Construction Emissions Model for both the residential/theater project and the roadway improvement project. Table 5.2 considers overlapping construction schedules and identifies the maximum concurrent emissions of both projects.

Table 5.2. Conservative Estimate of Regional construction Emissions (pound per day)

	ROC	NOx	CO	SOx	PM10 (a)	PM25(a)
Roadway Construction Mass Regional Emissions January 2008-June 2008						
Grubbing/Land clearing (0.5 month duration)	8	42	39	<1	7	5
Grading/Excavation (2.5 month duration)	9	48	43	<1	8	6
Drainage/Utilities/Sub-grade (2 month duration)	9	45	43	<1	8	7
Paving (1 month duration)	3	23	16	<1	1	<1
SMV Pasadena II Mass Regional Emissions (May 2008-July 2010)						
Demolition (no demolition activity)	--	--	--	--	--	--
Site Preparation/Excavation (3 month duration)	10	69	78	<1	27	7
Structure Erection/Finishing (23 month duration)	3/56	25	42	<1	1	<1
"A Noise Within" Theatre Mass Regional Emissions (October 2008-June 2010)						
Demolition (2 month duration)	6	71	46	<1	9	3
Site Preparation/Excavation (2 month duration)	9	59	74	<1	17	5
Structure Erection/Finishing (18 month duration)	3/12	19	2	<1	1	<1
Maximum Concurrent Project Emissions	56	96	88	<1	28	7
Regional Significance Threshold	75	100	550	150	150	55
Exceed Threshold?	No	No	No	No	No	No

Notes:

URBEMIS 2002 output sheets and emissions calculation worksheets are included in Appendix A.

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(a) Fugitive PM10 and PM2.5 emissions estimates take into account compliance with SCAQMD Rule 403 requirements for fugitive dust suppression, which require that no visible dust be present beyond the site boundaries. A copy of Rule 403 is provided in Appendix A.

(b) Under ROC emissions, the larger emissions estimate is for days when architectural coatings are being applied (i.e. painting).

(c) With the exception of PM10 and PM2.5 emissions, maximum concurrent emissions would occur during an approximately 2-month period of concurrent site preparation/excavation activity related to the "A Noise Within" development and building erection/finishing activity related to the SMV Pasadena II development. A "Construction Phase Overlap" illustration graphic is provided in Appendix A.

Source: Jones & Stokes, February 2007

As shown in Table 5.2, individual and cumulative, project construction emissions would not exceed the Thresholds of Significance established by the SCAQMD. Therefore, construction of the proposed projects in accordance with the anticipated construction schedule, as required by mitigation measure AQ 1, would not cause a violation of an air quality standard, and would have no significant related impacts. In addition, although the roadway project would result in short term construction emissions, it is not anticipated to result in a net increase in long term traffic as the roadway project does not include any new sources of direct long term trip generation. Rather, the roadway project is anticipated to result in a redistribution of existing and projected trips generated by surrounding commercial industrial and residential uses.

MM AQ1: Construction of the proposed projects shall not overlap in a manner that would cause the projects' cumulative emissions to exceed the SCAQMD Thresholds of Significance. No deviation in the overlap of phases is permitted from what is shown on the Preliminary Construction Schedule/Timeline included in Appendix A of the "Air Quality Assessment Report for SMV Pasadena II/ Theatre Development Project and City of Pasadena Roadway Improvements City of Pasadena" as found in the project file, unless modeling of the potential construction emissions shows that the SCAQMD Thresholds of Significance are not exceeded.

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

X

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

Residential/Theater project:

The City of Pasadena is within the South Coast Air Basin (SCAB). This basin is a non-attainment area for Ozone (O₃), Fine Particulate Matter (PM_{2.5}), Respirable Particulate Matter (PM₁₀), and Carbon Monoxide (CO), and is in a maintenance area for Nitrogen Dioxide (NO₂). Projects that contribute to a significant cumulative increase in O₃, PM_{2.5}, PM₁₀, CO, or NO₂ will be considered to be significant and require the consideration of mitigation measures.

As shown in Section 5.b, the proposed project will not exceed the SCAQMD's Thresholds for Significance so long as the overlap of construction phases is not substantially changed as required by mitigation AQ 1. The SCAQMD established these thresholds in consideration of cumulative air pollution in the SCAB. Thus, projects that do not exceed the SCAQMD's thresholds do not significantly contribute to cumulative air quality impacts. Since the proposed project would not exceed the SCAQMD's thresholds, the project would not result in a cumulatively considerable net increase of any criteria pollutant, and the project would have no related significant impacts.

Right-of-way improvement project:

The City of Pasadena is within the South Coast Air Basin (SCAB). This basin is a non-attainment area for Ozone (O₃), Fine Particulate Matter (PM_{2.5}), Respirable Particulate Matter (PM₁₀), and Carbon Monoxide (CO), and is in a maintenance area for Nitrogen Dioxide (NO₂). Projects that contribute to a significant cumulative increase in O₃, PM_{2.5}, PM₁₀, CO, or NO₂ will be considered to be significant and require the consideration of mitigation measures.

As shown in Section 5.b, project construction would not exceed the SCAQMD's Thresholds for Significance so long as the overlap of construction phases is not substantially changed as required by mitigation AQ 1. In addition, although the project would result in short term construction emissions, it is not anticipated to result in a net increase in long term traffic as the project does not include any new sources of direct long term trip generation. Rather, the project is anticipated to result in a redistribution of existing and projected trips generated by surrounding commercial industrial and residential uses. The SCAQMD established these thresholds in consideration of cumulative air pollution in the SCAB. Thus, projects that do not exceed the SCAQMD's thresholds do not significantly contribute to cumulative air quality impacts. Since the proposed project would not exceed the SCAQMD's thresholds, the project would not result in a cumulatively considerable net increase of any criteria pollutant, and the project would have no related significant impacts.

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

 X

WHY?

Residential/Theater Project

The proposed project would develop 212 residential units, which are sensitive receptors to toxic air pollution. However, none of the site's surrounding land uses generate toxic air pollutants. In addition, the project site is not in the vicinity of a congested intersection or otherwise in the vicinity of a CO hotspot. Therefore, the proposed project would not expose sensitive receptors to substantial pollutant concentrations, and the project would have no associated significant impacts.

Right-of-way improvement project:

Potentially Significant Impact

Significant Unless Mitigation is Incorporated

Less Than Significant Impact

No Impact

According to Figure 5-1 and Table 5-1 of the 1993 SCAQMD's CEQA Air Quality Handbook the project is not located near sensitive receptors and is not likely to generate any significant toxic air emissions. Further, the proposed project would reduce traffic congestion on the surrounding road network by redirecting vehicles onto Kinneloa Avenue and Walnut Street and would therefore not be likely to develop a carbon monoxide hotspot. Finally, the project would generate primarily short term construction-related emissions in a largely commercial industrial area. Therefore, no impacts would occur.

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

X

WHY?

Residential/Theater project:

This type of use is not shown on the 1993 SCAQMD's CEQA Air Quality Handbook Figure 5-5 "Land Uses Associated with Odor Complaints." Therefore, the proposed project would not create objectionable odors, and would have no associated impacts.

Right-of-way improvement project:

This type of use (roadway construction) is not shown on the 1993 SCAQMD's CEQA Air Quality Handbook Figure 5-5 "Land Uses Associated with Odor Complaints." In addition, although odors from curing asphalt and emissions from diesel construction equipment are anticipated, project construction would occur in a largely commercial industrial area and would not be anticipated to impact residential, educational or health care uses, which are typically most susceptible to odor complaints. Therefore, the proposed project would result in less than significant impacts.

6. BIOLOGICAL RESOURCES. Would the project:

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

X

WHY?

Residential/Theater project:

The project is in a developed urban area. There are no known unique, rare, or endangered plant or animal species or habitats on or near the site. The 212 unit building will be constructed on a existing vacant parcel. The theater rehabilitation will occur on a developed site. There is no habitat modification that would have an effect on sensitive biological resources. See also response 6b below.

Right-of-way improvement project:

The project is in a developed urban area within the East Pasadena Specific Plan and East Colorado Boulevard Specific Plan areas, which consist of existing paved or previously disturbed areas and supports

Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact
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no intact native habitats. According to the Initial Study developed for the East Pasadena Specific Plan area and the California Natural Diversity Database, there are no known unique, rare or endangered plant or animal species or habitats on or near the site. Therefore, implementation of the proposed project would not impact any candidate, sensitive or special status species.

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

WHY?

Residential/Theater project:

There are no designated natural communities in the City. The Final EIR for the 1994 Land Use and Mobility Elements contains the best available City-wide documented biological resources. This EIR identifies the natural habitat areas within the City's boundaries to be the upper and lower portions of the Arroyo Seco, the City's western hillside area, and Eaton Canyon. The project is not located near any of these natural habitat areas. The project is located in a developed urban area. The only vegetation present onsite is existing landscaping near the Stuart Pharmaceutical building that will be rehabbed for the theater. The project site and surrounding area do not include any vegetation that constitutes a plant community.

Right-of-way improvement project:

There are no designated sensitive natural communities in the City, such as wetlands or designated critical habitat areas according to the USFWS National Wetland Inventory. The Final EIR for the 1994 Land Use and Mobility Elements contains the best available City-wide documented biological resources. This EIR identifies the natural habitats within the City's boundaries to be the upper and lower portions of the Arroyo Seco, the City's western hillside area, and the upper reaches of Eaton Canyon, to the north of I-210. The project is not located near any of these natural habitat areas, although the downstream portions of Eaton Canyon Creek passes under the proposed Walnut Avenue extension, the creek in this reach is confined to a large concrete box culvert (approximately 15 x 20 feet in size) north of Walnut and is placed underground in the proposed extension area and further to the south. Further, although several coast live oaks grow above the Eaton Canyon Creek channel about 100 feet north of Walnut, the project site and the surrounding vicinity are entirely developed in urban uses. The only vegetation present onsite is street trees planted for landscaping purposes. The project site and surrounding area do not include any vegetation that constitutes a native plant community.

Eaton Creek runs underground at an unknown depth beneath the proposed project site at the right-of-way area currently leased to Team Chevrolet and Oldsmobile. The proposed project would involve excavation of materials 1 to 3 feet below ground. If the existing asphalt covering of the creek is removed or the walls or bed of the channel altered during excavation and construction, such alteration to the streambed could create possible downstream pollution or sedimentation concerns. As such, the City would be required to obtain a Streambed Alteration Agreement from the CDF&G (California Fish and Game Code, Chapter 6: Sections 1600). Further, since the project involves greater than one-acre of grading and excavation, an erosion and sediment control plan would be developed as required by the State Water Resources Control Board (SWRCB). Sediment from construction could block or pollute downstream natural streambeds impacting flora and fauna. However, the above listed standard regulatory requirements and associated Best Management Practices, as well as implementation of the mitigation measure listed below, would mitigate impacts to downstream riparian habitats and natural communities. Further, the lack of any onsite habitat would ensure that site specific impacts would be less than significant.

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- **Mitigation Measure BIO 1:** During project construction, run-off into Eaton Creek shall be controlled through the use of sedimentation control techniques, such as hay bales or sand bags, to intercept and prevent run-off and debris from entering the stream channel. In addition, if detailed engineering reveals possible disturbance to Eaton Creek, the City shall perform early consultation with CDF&G, RWQCB and the USACE to refine possible project permit requirements and better define required Best Management Practices.
- c. *Have a substantial adverse effect of federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? ()*

X

WHY?

Residential/Theater project:

Drainage courses with definable bed and bank and their adjacent wetlands are "waters of the United States" and fall under the jurisdiction of the U.S. Army Corps of Engineers (USACE) in accordance with Section 404 of the Clean Water Act. Jurisdictional wetlands, as defined by the USACE are lands that, during normal conditions, possess hydric soils, are dominated by wetland vegetation, and are inundated with water for a portion of the growing season.

The project site does not include any discernable drainage courses, inundated areas, wetland vegetation, or hydric soils, and thus does not include USACE jurisdictional drainages or wetlands. Therefore, the proposed project would have no impact to federally protected wetlands as defined by Section 404 of the Clean Water Act.

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

Right-of-way improvement project:

The project is located in a developed urban area. There is no known naturally occurring wetland habitat. Furthermore, the project side does not include any discernable natural drainage courses, inundated areas, wetland vegetation, or hydric soils, and thus does not include USACE jurisdictional wetlands. However, Eaton Creek runs underground at an unknown depth beneath the proposed project area through the Team Chevrolet and Oldsmobile leased right-of-way. Therefore, the potential exists for Eaton Creek to be encountered during excavation and grading activities. Eaton Creek is a blue line stream and therefore, may be considered jurisdictional by the USACE and require a 404 permit if substantial excavation and lateration of the existing channel are required. Should a 404 permit be required, it would be accompanied by implementation of mitigation measures (as required by the obtained permit) to reduce impacts to the creek. Mitigation measures may include donations to an approved mitigation bank, or restoration of an aboveground portion of Eaton Creek on a disturbance ratio approved by the USACE.

In addition, since the project involves more than one acre of grading and excavation, an erosion and sediment control plan is required. In addition to standard BMPs, the erosion and sediment control plan would include measures to prevent erosion and sedimentation from entering Eaton Creek if encountered during excavation of the Team Chevrolet and Oldsmobile portion of the proposed project site. A Streambed Alteration Agreement may also be required by the CDF&G if any alteration of Eaton Creek (e.g. construction of underground box culvert or diversion of creek) is required in order to safely construct the proposed roadway extensions.

Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact
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- **Mitigation Measure BIO 2:** During project construction, run-off into Eaton Creek shall be controlled through the use sedimentation control techniques such as hay bales or sand bags to intercept and minimize pollution and debris from entering the stream channel. If demolition of the entire section over Eaton Creek is required, the City shall implement measures to ensure that no concrete or asphalt debris enters the stream channel. In addition, if detailed engineering reveals possible disturbance to Eaton Creek, the City should perform early consultation with the CDF&G, RWQCB and the USACE to refine possible project permit requirements and identify any additional BMPs that may be required.

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

 X

WHY?

Residential/theater project:

The project is located in a developed urban area and does not involve the dispersal of wildlife nor will the project result in a barrier to migration or movement. Therefore, the project will have no impact to wildlife movement.

Right-of-way improvement project:

The project is located in a developed urban area and does not involve the dispersal of wildlife nor will the project result in a barrier to migration or movement. Eaton Creek runs underground beneath the proposed project site at the Team Chevrolet and Oldsmobile right-of-way. Little to no potential exists for resident or migratory fish to inhabit this portion of the creek; therefore, excavation activities and any potential alteration of this segment of the creek would not interfere with the movement of fish species within the creek at the project site. Therefore, the implementation of the project would have no significant impact to wildlife movement. Potential impacts to downstream natural communities would be minimized through implementation of the mitigation measure above (BIO 2) and by implementation of the standard state and federal regulatory processes.

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

 X

WHY?

Residential/theater project:

The only local ordinance protecting biological resources in the City of Pasadena is Ordinance No. 6896 "City Trees and Tree Protection Ordinance". The site contains no trees protected by this ordinance or trees designated as landmarks. Therefore, the proposed project would not conflict with any local policies or ordinances protecting biological resources, and would have no related impacts.

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Right-of-way improvement project:

Implementation of the proposed project could lead to removal of or potential damage to as many as 18 trees designated specimen by the City Trees and Tree Protection Ordinance. Removal of these trees would be considered a potentially significant impact. In accordance with the City's Trees and Tree Protection Ordinance, the project must include a landscape plan which will result in tree canopy coverage of greater significance than the tree canopy coverage being removed, within a reasonable time after completion of the project. As mitigation, the proposed project includes the planting of street trees every 30 feet along Kinneloa Avenue and Walnut Street as specified in East Pasadena and East Colorado Boulevard Specific Plans. The type of trees planted will be species specified in each plan. Greater than 150 new trees will be planted along the impacted roadways, thereby offsetting the potential damage or loss of 18 existing street trees. Implementation of the proposed mitigation would reduce impacts to less than significant levels:

- **Mitigation Measure BIO 3:** The proposed project shall include the planting of street trees every 30 feet along both roadways as specified in the East Pasadena and East Colorado Boulevard Specific Plans. The size and type of tree shall be approved by Urban Forestry staff. Public trees are protected trees; therefore UFAC shall review the proposed removal of the trees. ~~If any of the 18 trees are determined to be a Landmark tree, the applicant shall receive approval from the Cultural Heritage Commission for removal.~~ The applicant shall comply with all requirements of the tree removal process (as determined applicable by Urban Forestry staff) to ensure impacts are reduced to a less than significant level.

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

X

WHY?

Residential/theater project:

Currently, there are no adopted Habitat Conservation or Natural Community Conservation Plans within the City of Pasadena. There are also no approved local, regional or state habitat conservation plans in the City.

Right-of-way improvement project:

Currently, there is no adopted Habitat Conservation or Natural Community Conservation Plan within the City of Pasadena. There are also no approved local, regional or state habitat conservation plans. The proposed project would not conflict with any conservation plans, therefore no impacts would occur.

7. CULTURAL RESOURCES. Would the project:

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

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Residential/theater project:

There are buildings and site features scheduled for alterations on the project site, which are of historic significance. The Stuart Building, completed in 1958, was listed in the National Register on October 20, 1998. An architectural evaluation prepared by Chattel Architecture Planning and Preservation, Inc. reviewed and evaluated the impact of the adaptive use and rehabilitation of the western portion of the Stuart Building for a theater, construction of a 212 unit apartment complex with ancillary parking along the western edge of the site and the rehabilitation of the Stuart Building front yard landscape. This technical report in its entirety is attached to the initial study

Several changes proposed to the landscaping and to the building have the potential to create an adverse effect on the historic integrity of the Stuart Pharmaceutical Company building. Among these are:

- Demolition of a substantial portion of the existing building—on its western half—behind the screen wall and corridor;
- Alterations to the driveway and conversion of a lawn panel to a surface better suited for public gathering;
- The addition of an accessibility switchback ramp at the west edge of the building;
- The partial removal of an existing solid wall at the west end of the building and new construction of a glazed wall in its place;
- The introduction of new doors to the theater lobby in an existing return wall at the west end of the building;
- The addition of a glazed one-story enclosure (for offices) on the roof of the building (set 42 feet behind the leading edge of the screen wall of the pavilion); and
- New construction of adjacent new construction to the west and south at a higher scale and density..

The technical report (Attachment A to this Initial Study) explains how each of these potential effects is less than significant or how it has been modified to comply with the Secretary of the Interior's Standards for Rehabilitation (or may be through the application of mitigation measures). It notes, for example, how the extensive amount of demolition affects areas of the building that are of secondary or tertiary importance and leaves areas of primary importance, such as the corridor behind the screen wall and most of the exterior features on the street-facing elevation relatively intact. It describes how the specialized turf proposed for the lawn panels near the theater retain the appearance and geometric arrangement of the landscaping and how the turf may actually approximate the original planting more closely than the existing. It comments favorably on the inconspicuous placement of the accessibility ramp at the western edge of the historic property and the benefits of partially reconstructing the return wall at the western end of the site in a more transparent manner. It also documents how the new openings to the lobby are placed inconspicuously within an existing recess at the western edge of the building. At 10, 800 s.f., the one-story roof-top addition is the most substantial change to the historic character of the building and its setting. Covering approximately one-third of the roof of the pavilion, it will be 14 feet in height. The technical report indicates, however, that the design of the roof-top structure complies with the Standards and with related technical bulletins issued by the National Park Service. Specifically, it describes how:

The] relatively small square footage and low percentage of roof coverage are similar to that of a mezzanine or penthouse. The design reflects significant effort to minimize height requirements of both the fly loft and new structural systems spanning the theater space and to incorporate the greatest possible transparency. The addition will be set back from north edge of building approximately 42 ½-feet, will have relatively thin steel members exposed, glass walls for transparency, and will incorporate narrow terrace/walkways along east and portion of north elevations as additional setbacks. The heavier structure of the roof trusses spanning the theater is inset from the exterior wall so as to minimize bulk.

The report concludes the following: *"Much of the proposed Phase II project, including construction of the adjacent new apartment building, shared use and limited alterations to the historic garden, the new pocket park for circulation, loading and other uses, as well as rehabilitation of character-defining features of*

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retained western portion of Stuart Building, appears to be in conformance with the Secretary's Standards, potential impacts of the proposed addition have been greatly reduced by the substantial setback, limited floor area, transparent construction [of the roof-top addition], minimal ten-foot height [for the roof-top addition], and views of rooftop addition in the context of the new apartment along the south edge of the site. Overall, the proposed work is in keeping with previous CEQA findings and potential direct and indirect impacts to the Stuart Building will be reduced to a less-than-significant level by application of recommended Mitigation Measures for Design Review and Construction Monitoring and for Lighting in the Historic Garden. The Mitigation Measure for Design Review and Construction Monitoring establishes a process for further review by a qualified preservation architect to ensure that design" [submitted to the City for design review and for a building permit]t "and" [that the project through all phases of] construction is consistent with the findings of this environmental assessment. The Mitigation Measure for Lighting in Historic Garden establishes a process for preparation of a lighting plan in historic garden that balances use requirements with the historic character of Stuart Building and front yard setback. It is our professional opinion that proposed treatments of retained contributing resources and character-defining features, couple with contemporary, compatible new construction and recommended mitigation measure, achieve the necessary balance for conformance with the Secretary's Standards, and therefore would have a less than significant impact under CEQA. "

The adjacent new construction is within height limits and building envelopes permitted by the specific plan. It is set back from the historic resource on the west side and designed to be compatible architecturally with the Stuart building. It is also comparable in scale and density to the new construction in the phase I project, which already forms a backdrop to the eastern portion of the Stuart building. By adhering to these precedents, the adjacent new construction should have a less-than-significant effect on the integrity of the historic resource. By code, design review is required for the new construction. This procedure further ensures that the new construction will be architecturally compatible to the historic resource.

Based on the analysis of the potential impacts to historic resources that is contained in Attachmetn A to this Initial Study, and as noted above, with incorporation of the following mitigation measures, impacts will be reduced to a less than significant level:

- **Mitigation measure CR1 - Mitigation Measure for Design Review and Construction Monitoring** – Work in the front yard setback will be limited to that noted in concept layout an described herein, and will be undertaken in conformances with the Secretary's Standards for Rehabilitation. With exception of proposed work, significant features of the front yard setback (historic garden) including gridded planting beds, retaining walls, walkways, reflecting pool, parking area, driveways and curbs will be retained. Any material variations between the concept layout designs reviewed herein and the final project design plans shall be reviewed, commented on and approved for conformance with Secretary's Standards by a preservation architect meeting the Secretary of the Interior's Professional Qualifications Standards in historic architecture. The preservation architect shall also be on-call to provide as needed historic preservation consulting for any unforeseen issues or conditions discovered during design development and construction document preparation as well as during construction work. Modifications recommended by the preservation architect shall be incorporated in the design and/or construction to ensure project conformance with the Secretary's Standards. A letter summarizing the qualified preservation architect's findings shall be submitted to the lead agency as necessary. The qualified preservation architect shall hold a valid license to practice architecture in the State of California and have a minimum of 10 years specific experience rehabilitating historic buildings and applying the Secretary's Standards to such projects.
- **Mitigation measure CR2 - Mitigation Measure for Lighting in Historic Garden** – Although lighting in the historic garden is anticipated, current concept layout does not identify lighting requirements in historic garden. Prior to issuance of building permits for theater, a lighting plan for historic garden shall be prepared and reviewed by a qualified preservation architect. The plan will seek to balance use requirements with the historic character of Stuart Building and the historic garden.
- **Mitigation measure CR3 - Mitigation Measure for Design Review and Construction Monitoring for the western portion of the Stuart Building** – Same as Mitigation Measure No. 1 above

Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact
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Right-of-way improvement project:

There are no known buildings, structures, natural features, works of art or similar objects on the site having a significant historic value, which are to be demolished, relocated, removed, or significantly altered by the project as shown in Figure 2-3 of the East Pasadena Specific Plan. One historic structure (Pasadena Indoor Swap Meet) [1994 historic resources survey for E. Pasadena identifies this building as ineligible for a historic designation but deserving of consideration in the local planning process; please revise description] is located adjacent to the proposed project area at 2914 East Walnut Street. This structure would not be removed or altered by the proposed project. However, approximately 20 feet north of the edge of the ROW for the proposed Walnut Street extension lies the existing railroad bridge across the Eaton Wash flood control channel. This bridge appears to be well in excess of 50 years of age and largely intact; therefore the bridge may have the potential to qualify as a historic structure under the National Historic Preservation Act. Consequently, any project-created damage may be considered potentially significant.

Given its location, which is 20 feet outside of the Walnut Street ROW and proposed construction zone, the proposed project would not appear likely to impact this bridge or any other nearby sites or structures, which are historic resources. However, because construction plans may involve demolition and heavy construction equipment to bridge Easton Wash, compliance with Mitigation Measure Aesthetics 1 will ensure that this bridge is not impacted by project construction. With the inclusion of this measure, potential project impacts to cultural resources would be reduced to less than significant.

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

WHY?

Residential/theater project:

There are no known prehistoric or historic archeological sites on the project site. The site was formerly used for commercial and light industrial; and was entirely developed with associated structures and facilities. If archaeological resources once existed on-site, it is likely that previous grading, construction, and modern use of the site have either removed or destroyed them. However, the project does propose semi-subterranean parking that will involve grading and excavation of soil that may have been previously undisturbed. Thus, construction of the project could encounter previously undiscovered archeological resources. In the unlikely event that archaeological resources are encountered during grading or construction of the project, Mitigation Measure CR4 requires all project grading and construction efforts, to halt until an archeologist examines the site, identifies the archaeological significance of the find, and recommends a course of action. Incorporation of Mitigation Measure CR2 would ensure the proposed project would not significantly impact archaeological resources.

- Mitigation Measure CR4: If archaeological resources are encountered during project construction, all construction activities in the vicinity of the find shall halt until an archeologist certified by the Society of Professional Archeologists examines the site, identifies the archaeological significance of the find, and recommends a course of action. Construction shall not resume until the site archaeologist states in writing that the proposed construction activities will not significantly damage archaeological resources.

Right-of-way improvement project:

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There are no known prehistoric or historic archeological sites within the East Pasadena Specific Plan area or within the project vicinity as described in the Final Environmental Impact Report for the East Pasadena Specific Plan. The site is currently developed with extensive paved surfaces used for parking and roadway purposes and the majority of the ROW is entirely developed with associated concrete and asphalt. Existing limited unpaved areas, such as those along the old railroad berm and in the vicinity of the I-210 underpass, appear to have been subject to substantial past grading or excavation associated with the development of transportation facilities and surrounding urban development. If archaeological resources once existed on-site, it is likely that previous grading, construction, and modern use of the site have either removed or destroyed them. However, if resources are found during construction activities, all work in the area would stop until a qualified archaeologist documents and evaluates the resource for significance, in compliance with Mitigation Measure CR4 as listed above.

Development of the proposed project would involve minor grading and trenching to develop roadways. Compliance with MM CR4 will ensure that impacts are reduced to a less than significant level.

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

X

WHY?

Residential/theater project:

The project site lies on the valley floor in an urbanized portion of the City of Pasadena. This portion of the City does not contain any unique geologic features and is not known or expected to contain paleontological resources. The project does involve excavating and grading into undisturbed soils. Although the site is not in an area as being recognized as sensitive for paleontological resources, a mitigation is included that would ensure protection of any resources should they be encountered during project construction. Therefore, the proposed project would not destroy a unique paleontological resource or unique geologic feature, and would have no related impacts.

- Mitigation Measure CR5: If paleontological resources are encountered during project construction, all construction activities in the vicinity of the find shall halt until a paleontologist meeting the satisfaction of the Natural History Museum of Los Angeles County identifies the paleontological significance of the find, and recommends a course of action. Construction shall not resume until the site paleontologist states in writing that the proposed construction activities will not significantly damage paleontological resources.

Right-of-way improvement project:

The project site lies on the valley floor in an urbanized portion of the City of Pasadena. This portion of the City does not contain any unique geologic features and is not known or expected to contain paleontological resources. Although the site is not in an area as being recognized as sensitive for paleontological resources, a mitigation measure (CR5) is included that would ensure protection of any resources should they be encountered during project construction. Therefore, the proposed project would not destroy a unique paleontological resource or unique geologic feature, and would have no related impacts. See MM CR3 above.

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

X

WHY?

Residential/theater project:

There are no known human remains on the site. The project site is not part of a formal cemetery and is not known to have been used for disposal of historic or prehistoric human remains. Thus, human remains are not expected to be encountered during construction of the proposed project. In the unlikely event that human remains are encountered during project construction, State Health and Safety Code Section 7050.5 requires the project to halt until the County Coroner has made the necessary findings as to the origin and disposition of the remains pursuant to Public Resources Code Section 5097.98. Compliance with these regulations would ensure the proposed project would not result in significant impacts due to disturbing human remains.

Right-of-way improvement project:

See response 7 d.

8. ENERGY. Would the proposal:

a. Conflict with adopted energy conservation plans? ()

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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WHY?

Residential/theater project:

The project does not conflict with the 1983 adopted Energy Element of the General Plan. The proposed intensity of the project is within the intensity allowed by the Zoning Code and envisioned in the City's approved General Plan. Further the project will comply with the energy standards in the California Energy Code, Part 6 of the California Building Standards Code (Title 24). Measures to meet these performance standards may include high-efficiency Heating Ventilation and Air Conditioning (HVAC) and hot water storage tank equipment, lighting conservation features, higher than required rated insulation and double-glazed windows.

Right-of-way improvement project:

The project does not conflict with the City's 1983 adopted Energy Element of the General Plan. The proposed intensity of the project is consistent with the general uses allowed by the City's General Plan and zoning. In addition, the majority of the project was anticipated and recommended as part of the East Pasadena Specific Area Plan. The proposed project would increase pedestrian, bicycle and auto mobility by improving connectivity between existing uses and neighborhoods. Such measures have the potential to increase pedestrian activity and bicycle use in place of the automobile and reduce auto trip lengths and associated energy consumption.

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

<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
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WHY?

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Residential/theater project:

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

(Commercial projects) Consumption of gasoline by project-generated vehicles will be reduced by adherence to the Trip Reduction Ordinance to a level that is not significant.

(Energy) The long-term impact from increased energy use by this project is not significant in relationship to the number of customers currently served by the electrical and gas utility companies. Supplies are available from existing mains, lines and substations in the area. Occupation of the project will result in an insignificant increase in the consumption of natural gas. This consumption will be lessened by adherence to the performance standards of California Energy Code, Part 6 of the California Building Standards Code Title 24. This project will result in the increased consumption of 3179 net kilowatt-hours of electrical energy per day. This increased consumption will be reduced to an insignificant level by meeting the above referenced energy standards. Measures to meet these performance standards may include high efficiency Heating Ventilation and Air Conditioning (HVAC) and hot water storage tank equipment, lighting conservation features, higher than required rated insulation and double-glazed windows. The energy conservation measures will be prepared by the developer and shown on a building plan(s). This plan will be submitted to the Water and Power Department and Building Official for review and approval prior to the issuance of a building permit.

Installation of energy-saving features will be inspected by a Building Inspector prior to issuance of a Certificate of Occupancy.

(Water) This project will result in an increase of approximately 58,709 gallons per day in water consumption. The site is currently vacant and consumes 0 gallons of water per day. The net gain in water consumption would be 58,709 gallons of water per day. Any impact of this additional consumption will be mitigated during drought periods by the applicant adhering the Water Shortage Procedures Ordinance, which restricts water consumption to 90% of expected consumption during each billing period. Installation of plumbing will be inspected by a Building Inspector prior to issuance of a Certificate of Occupancy.

In addition, the proposed development is consistent with type and intensity of development permitted by the General Plan (and East Pasadena Specific Plan).

Right-of-way improvement project:

(Oil-based products) Project construction would result in a short-term consumption of oil-based energy products to power construction equipment and in longer term low level energy consumption to power the proposed street lights. However, both the proposed construction equipment and future street lighting would be required to meet existing energy consumption standards and would not appear to constitute a wasteful use of non renewable resources and would not cause a significant reduction in available supplies. Finally, the proposed projects would increase pedestrian, bicycle and auto mobility by improving connectivity between existing uses and neighborhoods. Such measures have the potential to increase pedestrian activity and bicycle use in place of the automobile and reduce auto trip lengths and associated energy consumption.

(Energy) There will be no long-term impact from increased energy use by this project in relationship to the number of customers currently served by the electrical and gas utility companies. Supplies for street lighting features are available from existing mains, lines and substations in the area. This project will result in the increased consumption of approximately 46 net kilowatt-hours of electrical energy per night

Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact
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(estimated with 22 new streetlights each consuming 210 watts per night). This increased consumption will be reduced to an insignificant level by meeting the California Energy Code energy standards.

(Water) This project will result in only a minor increase in long-term water consumption to irrigate the proposed planting of up to 80 new street trees.

9. GEOLOGY AND SOILS. Would the project:

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

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

WHY?

Residential/Theater project:

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

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

These Alquist-Priolo maps show only one Fault Zone in or adjacent to the City of Pasadena, the Raymond (Hill) Fault Alquist-Priolo Earthquake Fault Zone. This fault is located primarily south of the City limits, however, the southernmost portions of the City lie within the fault's mapped Fault Zone. The 2002 Safety Element of the City's General Plan identifies the following three additional zones of potential fault rupture in the City:

- The Eagle Rock Fault Hazard Management Zone, which traverses the southwestern portion of the City;
- The Sierra Madre Fault Hazard Management Zone, which includes the Tujunga Fault, the North Sawpit Fault, and the South Branch of the San Gabriel Fault. This Fault Zone is primarily north of the City, and only the very northeast portion of the City and portions of the Upper Arroyo lie within the mapped fault zone.
- A Possible Active Strand of the Sierra Madre Fault, which appears to join a continuation of the Sycamore Canyon Fault. This fault area traverses the northern portion of the City as is identified as a Fault Hazard Management Zone for Critical Facilities Only.

The project site is not within any of these potential fault rupture zones. The closest mapped fault zone, the Raymond (Hill) Fault Zone, is .75 miles south from the project site. Therefore, the proposed project would

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not expose people or structures to potential substantial adverse effects caused by the rupture of a known fault. No related significant impacts would result from the proposed project.

Right-of-way Improvement project:

See response above.

The project site is not within any of these potential fault rupture zones. The closest mapped fault zone, the Raymond Hill Fault Zone, is approximately 1 mile south of the project site. In addition, the Sierra Madre Fault zone is approximately 1.5 miles north of the project site. The Alquist -Priolo Act requires a geologic survey be done prior to any construction of a project within 50 feet in any direction of an active fault. The Act defines a project to include habitable structures; as structures contemplated for human habitation in a subdivision under the Subdivision Map Act and/or structures for human occupancy exceeding three stories and single-family homes part of a project of four or more such homes. The proposed project does not include any habitable structures and therefore a geological survey is not required under the Alquist-Priolo Act.

The proposed project would not expose people or structures to potential substantial adverse effects caused by the rupture of a known fault. No related significant impacts would result from the proposed project.

ii. Strong seismic ground shaking? ()

X

WHY?

Residential/Theater project:

See 9.a.i.

Since the City of Pasadena is within a larger area traversed by active fault systems, such as the San Andreas and Newport-Inglewood Faults, any major earthquake along these systems will cause seismic ground shaking in Pasadena. Much of the City is on sandy, stony or gravelly loam formed on the alluvial fan adjacent to the San Gabriel Mountains. This soil is more porous and loosely compacted than bedrock, and thus subject to greater impacts from seismic ground shaking than bedrock.

The risk of earthquake damage is minimized because new structures shall be built according to the Uniform Building Code and other applicable codes, and are subject to inspection during construction. Structures for human habitation must be designed to meet or exceed California Uniform Building Code standards for Seismic Zone 4. Conforming to these required standards will ensure the proposed project would not result in significant impacts due to strong seismic ground shaking.

Right-of-way improvement project:

See 9.a.i.. The proposed project does not include any structures intended for human inhabitation and therefore would not result in significant impacts due to strong seismic ground shaking.

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

Potentially Significant Impact	Significant Unless Mitigation Is Incorporated	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

WHY?

Residential/theater project:

The project site is not within a Liquefaction Hazard Zone or Landslide Hazard Zone as shown on Plate P-1 of the 2002 Safety Element of the General Plan. This Plate was developed considering the Liquefaction and Earthquake-Induced Landslide areas as shown on the State of California Seismic Hazard Zone maps for the City. Therefore, the project will have no impacts from seismic related ground failure.

Right-of-way improvement project:

The project site is not within a Liquefaction Hazard Zone or Landslide Hazard Zone as shown on Plate P-1 of the 2002 Safety Element of the General Plan, the 1999 State of California Seismic Hazard Map for Pasadena (Mt. Wilson quadrangle) and Figure 22 of the General Plan Environmental Impact Report. This Plate was developed considering the Liquefaction and Earthquake-Induced Landslide areas as shown on the State of California Seismic Hazard Zone maps for the City. Therefore, the project would have no impacts from seismic related ground failure.

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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WHY?

Residential/Theater project:

The project site is not within a Landslide Hazard Zone as shown on Plate P-1 of the 2002 Safety Element of the General Plan. This Plate was developed considering the Earthquake-Induced Landslide areas as shown on the State of California Seismic Hazard Zone maps for the City. Therefore, the project will have no impacts from seismic induced landslides.

Right-of-way improvement project:

The project site is not within a Landslide Hazard Zone as shown on Plate P-1 of the 2002 Safety Element of the General Plan. This Plate was developed considering the Earthquake-Induced Landslide areas as shown on the State of California Seismic Hazard Zone maps for the City. Therefore, the project would have no impacts from seismic induced landslides.

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

<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>
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WHY?

Residential/theater project:

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(Excavation and Grading) Construction of the project will lead to approximately 46,800 yards of soil being exported. The project will cover approximately 85% of the site as compared to the present use, which is vacant. The existing building regulations and property site inspections ensure that construction activities do not create unstable earth conditions.

The displacement of soil through cut and fill will be controlled by Chapter 33 of the 2001 California Building Code relating to grading and excavation; therefore there will be no impact. The applicant must have an approved site to receive any exported cut earth.

EROSION: The natural water erosion potential of soils in Pasadena is low, unless these soils are disturbed during the wet season. Both the Ramona and Hanford soils associations, which underlay much of the City, have high permeability, low surface runoff and slight erosion hazard due to the gravelly surface layer and low topographic relief away from the steeper foothill areas of the San Gabriel Mountains.

Water erosion during construction will be minimized by limiting construction to dry weather, covering exposed excavated dirt during periods of rain and protecting excavated areas from flooding with temporary berms. Soil erosion after construction will be controlled by implementation of an approved landscape and irrigation plan. This plan shall be submitted to the Zoning Administrator (or the appropriate staff) for review and approval prior to the issuance of a building permit.

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

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

Right-of-way improvement project:

(Excavation and Grading) Construction of the project will lead to at least 1,800 cubic yards of fill and 2,100 cubic yards of cut with a minimum of 2,100 yards being exported. The proposed roadway extensions will cover 100% of the right-of-way area on both street corridors. Grade differences between the railroad berm and the natural grade would be altered to create a gentle slope. If long term nuisance erosion is considered a problem, the City would either erect a retaining wall or use hydroseeding to prevent erosion from the cut railroad berm. The existing building regulations and property site inspections would ensure that construction activities do not create unstable earth conditions.

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

The natural water erosion potential of soils in Pasadena is low, unless these soils are disturbed during the wet season. Both the Ramona and Hanford soils associations, which underlay much of the City, have high permeability, low surface runoff and slight erosion hazard due to the gravelly surface layer of the soil associations and low topographic relief away from the steeper foothill areas of the San Gabriel Mountains.

Water erosion during construction will be minimized by limiting construction to dry weather, covering exposed excavated dirt during periods of rain and protecting excavated areas from flooding with temporary berms. Soil erosion after construction will be controlled by implementation of an approved landscape and irrigation plan.

Potentially Significant Impact	Significant Unless Mitigation Is Incorporated	Less Than Significant Impact	No Impact
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Construction may temporarily expose the soil to wind and/or water erosion. Erosion caused by strong wind, excavation and earth moving operations will be minimized by watering during construction and by covering earth to be transported in trucks to or from the site. In addition, since the proposed project involves greater than 250 cubic yards of fill, an erosion and sediment transport control plan will be developed and implemented as part of the grading plan for the project (site standard that requires this).

Finally, potential impacts of possible erosion into Eaton Creek would be addressed by the standard regulatory process and through compliance with the mitigation measure described in 6b above (MM BIO1). Therefore, impacts with regard to soil erosion would be less than significant.

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

 X

WHY?

Residential/theater project:

The City of Pasadena rests primarily on an alluvial plain. To the north the San Gabriel Mountains are relatively new in geological time. These mountains run generally east-west and have the San Andreas Fault on the north and the Sierra Madre Fault to the south. The action of these two faults in conjunction with the north-south compression of the San Andreas tectonic plate is pushing up the San Gabriel Mountains. This uplifting combined with erosion has helped form the alluvial plain. As shown on Plate 2-4 of the Technical Background Report to the 2002 Safety Element, the majority of the City lies on the flat portion of the alluvial fan, which is expected to be stable.

The proposed project is not located on known unstable soils or geologic units, and therefore, would not likely cause on- or off-site landslides, lateral spreading, subsidence, liquefaction or collapse. Modern engineering practices and compliance with established building standards, including the California Building Code, will ensure the project will not cause any significant impacts from unstable geologic units or soils.

Right-of-way improvement project:

The proposed project is not located on known unstable soils or geologic units, and therefore, would not likely cause on- or off-site landslides, lateral spreading, subsidence, liquefaction or collapse. Impacts with regard to geological hazards are therefore considered less than significant.

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

 X

WHY?

Residential/theater project:

According to the 2002 adopted Safety Element of the City's General Plan the project site is underlain by alluvial material from the San Gabriel Mountains. This soil consists primarily of sand and gravel and is in the low to moderate range for expansion potential.

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Right-of-way improvement project:

According to the 2002 adopted Safety Element of the City's General Plan the project site is underlain by alluvial material from the San Gabriel Mountains. This soil consists primarily of sand and gravel and is in the low to moderate range for expansion potential. Therefore, no impacts would occur.

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

WHY?

Residential/theater project:

The project will be required to connect to the existing sewer system. Therefore, soil suitability for septic tanks or alternative wastewater disposal systems is not applicable in this case, and the proposed project would have no associated impacts.

Right-of-way improvement project:

The project involves improvements on three roadways. Therefore, soil suitability for septic tanks or alternative wastewater disposal systems is not applicable in this case, and the proposed project would have no associated impacts.

10. HAZARDS AND HAZARDOUS MATERIALS. Would the project:

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

WHY?

Residential/Theater project:

The project does not involve the use or storage of hazardous substances other than the small amounts of pesticides, fertilizers and cleaning agents required for normal maintenance of the structure and landscaping. The project must adhere to applicable zoning and fire regulations regarding the use and storage of any hazardous substances.

A Phase I report (Phase I Environmental Site Assessment Foothill Property 3330-3360 East Foothill Blvd., Pasadena CA, March 27, 2006) as contained in the project file, was prepared for the project site and the adjacent site to the east that is currently under construction. This report found that there are two recognized environmental conditions on the site:

Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact
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- Documented soil impacts identified on the subject property and associated with historical uses including drug/vitamin manufacturing (laboratories), metal fabrication, and electronic manufacturing. The extent of impact to the subject property has been defined and limited to an estimated 1600 cubic yards of nickel-impacted soil.
- No indication of a subsurface investigation conducted on the footprint portion of the Stuart Building laboratory located on the subject property was identified in the file review. According to previous reports and historical documents, the manufacturing process located in laboratory area included the use of alcohol, ethanol, methanol, chlorinated solvents such as carbon tetrachloride, TCE, and 1,1,1- TCA.

Based on the recognized environmental conditions, the following mitigation measures are required:

MM HM1: Prior to issuance of a Final sign off of the Grading Permit and to the satisfaction of the Building Department, the applicant shall prepare and implement a nickel remediation plan for the project site. The City shall not issue final sign off of the Grading Permit until there are no concentrations of nickel on the project site that exceed the USEPA Region 9 Residential Preliminary Remediation Goal of 150 milligrams per kilogram. The applicant shall provide evidence that this standard has been met, to the satisfaction of applicable City departments including the Pasadena Fire Department.

MM HM2 Prior to the issuance of a grading permit and to the satisfaction of the City, the applicant shall have a Phase II environmental site assessment or equivalent documentation of hazardous material conditions on site conducted on the project site to determine the presence and extent of any chemicals remnant of the previous laboratory use of the site including but not limited to alcohol, ethanol, methanol, chlorinated solvents such as carbon tetrachloride, TCE, and 1,1,1- TCA. Should the Phase II reveal contamination of the project site in excess of any residential health based standards or preliminary remediation goals, the City shall not issue Final sign off of the Grading Permit until the applicant has prepared and implemented a respective remediation plan for the contamination identified on site. The City shall not issue final sign off of the Grading Permit until there are no concentrations of the identified contamination on the project site that exceed the respective residential health based standards or preliminary remediation goals. The applicant shall provide evidence that such standards have been met, to the satisfaction of applicable City departments including the Pasadena Fire Department.

With the incorporation of these mitigation measures, the project will not create a significant hazard to humans or the environment due to hazardous materials.

Right-of-way improvement project:

The proposed project does not involve hazardous materials. However, construction, grading and excavation would occur in a well-established commercial-industrial area, which has the potential to contain subsurface hazardous materials, underground tanks, and/or contaminated soils. A Phase I Environmental Site Assessment conducted by the City of Pasadena concluded that no recognized environmental conditions are associated with the proposed project site. Hazardous material releases which have occurred adjacent to and/or upgradient from the site have been remediated and closed. A release was reported in state databases at a Chevron Facility located at 233 N Altadena; however, communication with the City of Pasadena Fire Department indicates that this report is an erroneous entry and Fire Department records do not indicate that a release has occurred or that there is an open investigation in association with this facility. Therefore, with the implementation of the mitigation measure provided below, there would be no significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions, which could release hazardous material.

Potentially Significant Impact

Significant Unless Mitigation is Incorporated

Less Than Significant Impact

No Impact

MM HM3: Prior to grading or construction activities occurring, the applicant shall receive confirmation that no release has occurred at 233 N. Altadena Avenue, Pasadena CA. If such information cannot be verified or obtained, prior to excavation and grading the City shall have a Phase II Environmental Site Assessment or equivalent documentation of hazardous materials conditions of the site (including soil sampling) to determine the presence and extent of any hazardous materials associated with the site. Should the Phase II reveal contamination of any portion of the project site, the City shall prepare and implement a remediation plan for the identified contamination. The City shall not conduct grading or excavation activities until remediation has been completed according to all city and state regulations.

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

X

WHY?

Residential/theater project:

Project construction will involve soil remediation to remove nickel and potentially other remnant laboratory chemicals from subsurface soils. However, project operations do not involve hazardous emissions or the handling of hazardous materials, substance, or waste and the site is not within one-quarter mile of an existing or proposed school. Therefore, the proposed project would have no hazardous material related impacts to schools.

Right-of-way improvement project:

The project does not involve hazardous emissions or the handling of hazardous materials, substance, or waste and is not within one-quarter mile of an existing or proposed school. Therefore, the proposed project would have no hazardous material related impacts to schools.

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

X

WHY?

Residential/theater project:

There are no hazardous material records associated with the subject property identified in the California Department of Toxic Controls Envirostor website. Therefore, the project would not result in a significant impact to the public or the environment due to a hazardous material site listed pursuant to Government Code Section 65962.5. It should be noted that as discussed in response 10 a and b, there is potential contamination of the site from previous industrial uses; however no formal listing of such substances exists.

Right-of-way improvement project:

The project site is not located on the State of California Hazardous Waste and Substances Sites List of sites published by California Environmental Protection Agency (CAL/EPA). However, five sites recorded on the

Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact
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Hazardous Waste and Substances Site List are located within ½ mile of the project site. Details regarding these sites are provided below:

- i. Naval Information Research Foundation, 3203 E. Foothill Blvd, northeast of the project site. This site is a formerly used defense site, currently undergoing investigation and remediation by the U.S. Army Corps of Engineers. A preliminary assessment of the site conducted in 2001 confirmed that the soil was contaminated with arsenic, dioxin, polyaromatic hydrocarbons (PAH), tetrachloroethylene (PCE), diesel, and gasoline. However, based on the southeastern directional flow of groundwater beneath the site, it is not anticipated that activities at this location have migrated in the direction of the project site.
- ii. Kinneloa Avenue Property, 175 S. Kinneloa Avenue, south of the project site. This property was a former aerospace manufacturing site. An assessment of the property found contaminated soils, approximately 35 feet below ground surface. Contamination included: halogenated organic compounds, metals, and asbestos waste. A deed covenant between the city of Pasadena and the California Department of Toxic Substances Control (DTSC) restricting the use of the parcel has been in effect since 2001. The deed specifically restricts particular uses of the parcel and requires approval of the DTSC prior to excavation or activities, which disturb the soil on or immediately surrounding the parcel at any depth. However, based on the southeastern directional flow of groundwater beneath the site, it is not anticipated that activities at this location would impact the proposed project site.
- iii. Thrifty Service Station #024, 2800 Foothill Blvd, north of the project site. This site is listed on the State Water Resources Control Board GeoTracker database as a leaking underground storage tank (LUST) site. A gasoline leak was first discovered and reported in 1986. Soil was impacted. No information regarding remediation is provided by the database. A review of Certified Unified Program Agency (CUPA) records for this site indicated three 10,000 gallon gasoline USTs were removed from the site in October 1988. Prior to tank removal the soil overburden was removed with a backhoe. Soil samples below the tanks indicated maximum total petroleum hydrocarbon (TPH) and benzene concentrations of 2,500 milligrams/kilograms (mg/kg) and 12 mg/kg, respectively. Following tank removal, a volume of 837 tons of excess soil was transported from the site and properly disposed of as non-hazardous waste based on the results of laboratory analysis indicating moderate levels of TPH and less than detectable levels of benzene. Soil sampling and vapor monitoring wells concluded that groundwater was not affected. The City of Pasadena Fire Department issued a letter of intent making a no further action determination on August 7, 2006.
- iv. Tosco Service Station #2248, 3275 East Foothill Blvd., northeast of the project site. This site is listed on the State Water Resources Control Board GeoTracker database as a LUST site. A gasoline leak was discovered and reported in 1997. Soil was impacted. 15 monitoring wells have been installed on and near the site to monitoring contaminant levels. The most recent monitoring indicates that total petroleum hydrocarbons are still present at high levels in the wells. No information regarding remediation is provided by the database. The site is still open and active. However, based on the southeastern directional flow of groundwater beneath the site, it is not anticipated that groundwater contamination has migrated in the direction of the proposed project site.
- v. Jet Propulsion Laboratory Building 512, 133 Altadena Drive, northwestern corner of project site at corner of Altadena Drive and Walnut Street. This site is listed on the State Water Resources Control Board GeoTracker database as a LUST site. A tetrahydrofuran leak was discovered in 1989. The sources of contamination included 35 seepage pits where liquid and solid wastes were disposed. The

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contaminants were primarily perchlorate, trichloroethylene, and carbon tetrachloride. CUPA records obtained indicate that a preliminary subsurface investigation was conducted in March 1989. The release occurred from an UST located adjacent to the JPL facility building 512. The tank was reportedly used to store waste solvents including trichlorethane (TCA) and trichloroethene (TCE). Soil contamination was confirmed to 40 feet below ground surface. Groundwater beneath the site was estimated at 80 feet below ground surface. In March 1996, a JPL contractor removed the UST and associated piping from the subject site. The excavation was backfilled with slurry and the pipeline was pressure grouted. Clean soil from the excavation was transported off-site for proper disposal. The excavation was completed in April 1996. The City of Pasadena Fire Department issued a no further action letter on December 3, 1997, confirming the completion of site investigation and remedial action for the UST.

The topography of the project site slopes northwest to the southeast, therefore of the five sites described above, the potential only exists for soil contamination from the Jet Propulsion Laboratory Building and the Thrifty Service Station to impact soils beneath the project site. However, remediation activities for the Jet Propulsion Laboratory Building and Thrifty Service Station are completed and no further action is required.

In addition, the proposed project area currently consists of an inactive railroad berm, existing roadway, and industrial and commercial facilities. As a precautionary measure the City conducted a Phase I Environmental Site Assessment to determine the potential for contamination and other hazards associated with the proposed project area. The Phase I report concluded that the site contained no recognized environmental conditions and that it is not known or anticipated to have been contaminated with hazardous materials. Further, no hazardous material storage facilities are known to be present onsite. Hazardous materials and petroleum products commonly associated with railroads and rail-yards include creosote, pentachlorophenol (PCP), and copper chromate arsenic (CCA) which could leach from railroad ties or bridge timbers. Prior to excavation and grading the City shall have a Phase II Environmental Site Assessment or equivalent documentation of hazardous materials conditions of the site (including soil sampling) to determine the presence and extent of any hazardous materials associated with the railroad on the project site. Should the Phase II reveal contamination of any portion of the project site, the City shall prepare and implement a remediation plan for the identified contamination. The City shall not conduct grading or excavation activities until remediation has been completed according to all city and state regulations.

However, railroads and rail-yards are commonly associated with contamination issues. Therefore, the City will follow standard hazardous materials BMPs during excavation and grading activities in the event that contaminated soils are present beneath the proposed project area and will comply with the following mitigation measure. Therefore, this is considered a less than significant impact.

MM HM4: Answer – Hazardous materials and petroleum products commonly associated with railroads and rail-yards include creosote, pentachlorophenol (PCP), and copper chromate arsenic (CCA) which could leach from railroad ties or bridge timbers. Prior to excavation and grading the City shall have obtain documentation that no contamination is present, or they must prepare a Phase II Environmental Site Assessment or equivalent documentation of hazardous materials conditions of the site (including soil sampling) to determine the presence and extent of any hazardous materials associated with the railroad on the project site. Should the Phase II reveal contamination of any portion of the project site, the City shall prepare and implement a remediation plan for the identified contamination. The City shall not conduct grading or excavation activities until remediation has been completed according to all city and state regulations.

Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact
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e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? ()

WHY?

Residential/theater project:

The project site is not within an airport land use plan or within two miles of a public airport or public use airport. The nearest public use airport is the Bob Hope Airport in Burbank, which is operated by a Joint Powers Authority with representatives from the Cities of Burbank, Glendale and Pasadena. Therefore, the proposed project would not result in a safety hazard for people residing or working in the vicinity of an airport and would have no associated impacts.

Right-of-way improvement project:

The project site is not within an airport land use plan or within two miles of a public airport or public use airport. The nearest public use airport is the Bob Hope Airport in Burbank, which is operated by a Joint Powers Authority with representatives from the Cities of Burbank, Glendale and Pasadena. Therefore, the proposed project would not result in a safety hazard for people residing or working in the vicinity of an airport and would have no associated impacts.

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

WHY?

Residential/Theater project:

The project site is not within the vicinity of a private airstrip. Therefore, the proposed project would not result in a safety hazard for people residing or working in the vicinity of a private airstrip and would have no associated impacts.

Right-of-way improvement project:

The project site is not within the vicinity of a private airstrip. Therefore, the proposed project would not result in a safety hazard for people residing or working in the vicinity of a private airstrip and would have no associated impacts.

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

WHY?

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No Impact

Residential/theater project:

The construction and operation of the proposed project would not place any permanent or temporary physical barriers on any existing public streets. To ensure compliance with zoning, building and fire codes, the applicant is required to submit appropriate plans for plan review prior to the issuance of a building permit. Adherence to these requirements ensures that the project will not have a significant impact on emergency response and evacuation plans.

The City of Pasadena maintains a citywide emergency response plan, which goes into effect at the onset of a major disaster (e.g., a major earthquake). The Pasadena Fire Department maintains the disaster plan. In case of a disaster, the Fire Department is responsible for implementing the plan, and the Pasadena Police Department devises evacuation routes based on the specific circumstance of the emergency. The City has pre-planned evacuation routes for dam inundation areas associated with Devil's Gate Dam, Eaton Wash, and the Jones Reservoir.

Right-of-way improvement project:

The construction of the proposed project would temporarily restrict access to portions of Walnut Street, Virginia Avenue, and Kinneloa Avenue within the project area. Upon completion of the proposed project the proposed roadway extensions will provide greater access through the East Pasadena Specific Plan area of the city. However, the project would contain standard traffic control and management techniques that would permit continued passage of essential emergency vehicles. In addition, alternate routes for emergency vehicle passage exist via roads surrounding the site.

The City of Pasadena maintains a citywide emergency response plan, which goes into effect at the onset of a major disaster (e.g., a major earthquake). The Pasadena Fire Department maintains the disaster plan. In case of a disaster, the Fire Department is responsible for implementing the plan, and the Pasadena Police Department devises evacuation routes based on the specific circumstance of the emergency. The City has pre-planned evacuation routes for dam inundation areas associated with Devil's Gate Dam, Eaton Creek, and the Jones Reservoir.

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

X

WHY?

Residential/theater project:

As shown on Plate P-2 of the 2002 Safety Element, the project site is not in an area of moderate or very high fire hazard. In addition, the project site is surrounded by urban development and not adjacent to any wildlands. Therefore, the proposed project would not expose people or structures to a significant risk of loss, injury or death involving wild land fires, and the project would have no associated impacts.

Right-of-way improvement project:

As shown on Plate P-2 of the 2002 Safety Element, the project site is not in an area of moderate or very high fire hazard. In addition, the project site is surrounded by urban development and not adjacent to any

Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact
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wildlands. Therefore, the proposed project would not expose people or structures to a significant risk of loss, injury or death involving wild land fires, and the project would have no associated impacts.

11. HYDROLOGY AND WATER QUALITY. Would the project:

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

WHY?

Residential/theater project:

Section 303 of the federal Clean Water Act requires states to develop water quality standards to protect the beneficial uses of receiving waters. In accordance with California's Porter/Cologne Act, the Regional Water Quality Control Boards (RWQCBs) of the State Water Resources Control Board (SWRCB) are required to develop water quality objectives that ensure their region meets the requirements of Section 303 of the Clean Water Act.

Pasadena is within the greater Los Angeles River watershed, and thus, within the jurisdiction of the Los Angeles RWQCB. The Los Angeles RWQCB adopted water quality objectives in its Stormwater Quality Management Plan (SQMP). This SQMP is designed to ensure stormwater achieves compliance with receiving water limitations. Thus, stormwater generated by a development that complies with the SQMP does not exceed the limitations of receiving waters, and thus does not exceed water quality standards.

Compliance with the SQMP is ensured by Section 402 of the Clean Water Act, which is known as the National Pollution Discharge Elimination System (NPDES). Under this section, municipalities are required to obtain permits for the water pollution generated by stormwater in their jurisdiction. These permits are known as Municipal Separate Storm Sewer Systems (MS4) permits. Los Angeles County and 85 incorporated Cities therein, including the City of Pasadena, obtained an MS4 (Permit # 01-182) from the Los Angeles RWQCB, most recently in 2001. Under this MS4, each permitted municipality is required to implement the SQMP.

In accordance with the County-wide MS4 permit, all new developments must comply with the SQMP. In addition, as required by the MS4 permit, the City of Pasadena has adopted a Standard Urban Stormwater Mitigation Plan (SUSMP) ordinance to ensure new developments comply with SQMP. This ordinance requires most new developments to submit a plan to the City that demonstrates how the project will comply with the City's SUSMP.

The project consists of developing 212 residential units and a live theater. None of the proposed uses are point source generators of water pollutants, and thus, no quantifiable water quality standards apply to the project. As an urban development, the proposed project would add typical, urban, nonpoint-source pollutants to storm water runoff. As discussed, these pollutants are permitted by the County-wide MS4 permit, and would not exceed any receiving water limitations. Furthermore, the proposed development is subject to the City of Pasadena's Storm Water Pollution Prevention Regulations and this project will require the preparation of a Standard Urban Storm water Mitigation Plan (SUSMP). Therefore, the proposed project would not violate any water quality standards or waste discharge requirements, and would have no related significant impacts.

Right-of-way improvement project:

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Section 303 of the federal Clean Water Act requires states to develop water quality standards to protect the beneficial uses of receiving waters. In accordance with California's Porter/Cologne Act, the RWQCBs of the SWRCB are required to develop water quality objectives that ensure their region meets the requirements of Section 303 of the Clean Water Act.

Pasadena is within the greater Los Angeles River watershed, and thus, within the jurisdiction of the Los Angeles RWQCB. The Los Angeles RWQCB adopted water quality objectives in its Stormwater Quality Management Plan (SQMP). This SQMP is designed to ensure stormwater achieves compliance with receiving water limitations. Thus, stormwater generated by a development that complies with the SQMP does not exceed the limitations of receiving waters, and thus does not exceed water quality standards.

Compliance with the SQMP is ensured by Section 402 of the Clean Water Act, which is known as the National Pollution Discharge Elimination System (NPDES). Under this section, municipalities are required to obtain permits for the water pollution generated by stormwater in their jurisdiction. These permits are known as Municipal Separate Storm Sewer Systems (MS4) permits. Los Angeles County and 85 incorporated Cities therein, including the City of Pasadena, obtained an MS4 (Permit # 01-182) from the Los Angeles RWQCB, most recently in 2001. Under this MS4, each permitted municipality is required to implement the SQMP.

In accordance with the County-wide MS4 permit, all new developments must comply with the SQMP. In addition, as required by the MS4 permit, the City of Pasadena has adopted a Standard Urban Stormwater Mitigation Plan (SUSMP) ordinance to ensure new developments comply with SQMP. This ordinance requires most new developments to submit a plan to the City that demonstrates how the project will comply with the City's SUSMP.

The project consists of improving and extending three roadways in southeastern Pasadena. Operation of the roadways will not generate water pollutants, and thus, no quantifiable water quality standards apply to the project. As a roadway development, the proposed project would add typical, urban, non-point-source pollutants to storm water runoff. As discussed, these pollutants are permitted by the County-wide MS4 permit, and would not exceed any receiving water limitations. Furthermore, the proposed development does not meet the City's SUSMP requirement thresholds, and thus, water pollutants generated from the development are considered negligible. Therefore, the proposed project would not violate any water quality standards or waste discharge requirements, and would have no related significant impacts.

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

X

WHY?

Residential/Theater project:

The project would not install any groundwater wells, and would not otherwise directly withdraw any groundwater. In addition, there are no known aquifer conditions at the project site or in the surrounding area, which could be intercepted by excavation or development of the project. Therefore, the proposed project would not physically interfere with any groundwater supplies.

The project will use the existing water supply system provided by the Pasadena Department of Water and Power. The source of some of this water supply is ground water, stored in the Raymond Basin. Thus, the BRE Pasadena II Apts. /A Noise Within Theater Initial Study March 15, 2007 Page 41

Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact
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project could indirectly withdraw groundwater. However, the proposed water usage would be negligible in comparison to the overall water service provided by the Department of Water and Power. The project meets the type and intensity of development permitted under the General Plan and the East Pasadena Specific Plan. This increased amount of water use would not result in significant impacts from depletion of groundwater supplies. Under normal operation the project will use approximately 58,709 gallons of water per day.

During drought conditions, the project must comply with the Water Shortage Procedures Ordinance (Chapter 13 of the Pasadena Municipal Code) 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.

Right-of-way improvement project:

The project would not install any groundwater wells, and would not otherwise directly withdraw any groundwater. However, the project would include installation of up to 80 new trees, which could incrementally increase long-term water demand by approximately 1-2 acre feet annually, only a small portion of which would be obtained from area groundwater. In addition, there are no known aquifer conditions at the project site or in the surrounding area (the City of Pasadena's groundwater supply is 200 to 400 feet below ground surface), which could be intercepted by excavation or development of the project. Therefore, the proposed project would not physically interfere with any groundwater supplies.

- 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?

Residential/theater project:

The project site is currently gently sloping, and runoff onsite drains as sheet flow from north to south. The project site does not contain any discernable streams, rivers, or other drainage features. Development of the site will involve grading, but will not substantially alter the drainage pattern of the site or surrounding area.

The drainage of surface water from the project will be controlled by building regulations and directed towards the City's existing streets, flood control channels, storm drains and catch basins. Prior to the issuance of a building permit, the applicant is required to submit a site drainage plan to the Building Division and the Public Works Department for review and approval. This required approval ensures that the proposed drainage plan is appropriately designed and that the proposed runoff does not exceed the capacity of the City's storm drain system. The proposed drainage of the site would not channel runoff on exposed soil, would not direct flows over unvegetated soils, and would not otherwise increase the erosion or siltation potential of the site or any downstream areas. Therefore, the proposed project would not result in significant erosion or siltation impacts from changes to drainage patterns.

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Although the project would change the site's drainage pattern, the project would not result in substantial erosion or siltation. As discussed above, the project is subject to NPDES requirements, including the County-wide MS4 permit and the City's SUSMP ordinance. In accordance with these requirements, the applicant is required to submit a plan to the City that demonstrates how the project will comply with the City's SUSMP. To comply with the SUSMP, the project must implement Best Management Practices (BMPs) that reduce water quality impacts, including erosion and siltation, to the maximum extent practicable. Complying with the City's SUSMP and implementing the required BMPs will ensure that the proposed project would not result in significant erosion or siltation impacts due to changes to drainage patterns.

Right-of-way improvement project:

The project site is currently sloping, and runoff onsite drains as sheet flow from west to east. In addition, Eaton Creek runs underground at the proposed project site beneath the Team Chevrolet and Oldsmobile Dealership at an unknown depth. Therefore, the potential exists for Eaton Creek to be encountered during excavation and for the City to alter the creek prior to continuing construction.

If streambed alteration is required, a Streambed Alteration Agreement would be required from the CDF&G pursuant to Section 1600 of the CDF&G Code and a flood permit would be required from the Los Angeles County Department of Public Works, which maintains jurisdiction over the channel. In addition to implementation of the mitigation described in Section 6b, standard mitigation measures would be required as part of the Streambed Alteration Agreement that will be adhered to.

The drainage of surface water from the project will be directed from the roadways into the City's flood control channels, storm drains and catch basins. The proposed drainage of the site would not channel runoff on exposed soil, would not direct flows over unvegetated soils, and would not otherwise increase the erosion or siltation potential of the site or any downstream areas. Therefore, the proposed project would not result in significant erosion or siltation impacts from changes to drainage patterns.

Although the project would change the site's drainage pattern, the project would not result in substantial erosion or siltation. As discussed above, the project is subject to NPDES requirements, including the County-wide MS4 permit. In accordance with these requirements, the applicant is required to submit a plan to the City that demonstrates how the project will comply with the City's SUSMP. To comply with the SUSMP, the project would be required to implement BMPs that reduce water quality impacts, including erosion and siltation, to the maximum extent practicable. Complying with the City's SUSMP and implementing the required BMPs will ensure that the proposed project would not result in significant erosion or siltation impacts due to changes to drainage patterns.

Mitigation Measure HWC1: The applicant shall implement mitigation measure 6b and any additional mitigation measures that may be required by the Streambed Alteration Agreement from the California Department of Fish and Game, and any other jurisdictional agency with oversight of the channel.

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? ()*

X

WHY?

Residential/theater project:

Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact
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As discussed, the project would involve only minor changes in the site's drainage patterns and does not involve altering a discernable drainage course. The proposed minor changes to the site's drainage patterns are not expected to cause flooding. Regardless, the project's potential to cause flooding would be eliminated through the required compliance with the City's SUSMP ordinance. This ordinance requires post-development peak storm water runoff rates to not exceed pre-development peak storm water runoff rates. Compliance with this SUSMP requirement will be ensured through the City's drainage plan review and approval process.

Since the project does not involve alteration of a discernable watercourse and post-development runoff discharge rates are required to not exceed pre-development rates, the proposed project does not have the potential to alter drainage patterns or increase runoff that would result in flooding. Therefore, the proposed project would not cause flooding and would have no associated impacts.

Right-of-way improvement project:

The City of Pasadena contains two blue line streams, the Arroyo Seco and Eaton Creek. The project is located over a portion of Eaton Creek, which runs underground beneath the Team Chevrolet and Oldsmobile Auto Dealership. Project construction may lead to temporary alteration of the existing concrete channel of Eaton Creek. However, such alterations to the underground portion of Eaton Creek would be temporary during construction, would not alter the long term course or capacity of this facility and would not interfere with or substantially alter the above-ground drainage pattern of the site.

The proposed minor changes to the site's drainage patterns, which would occur during grading and paving of the proposed roadway extensions, are not expected to cause flooding. Construction activities are scheduled to occur during summer months when Eaton Creek would be at its lowest volume. Due to the short-term nature of construction activities and the low volume of the creek, no flooding is anticipated to occur as a result of the proposed project. A mitigation measure has been added that would limit construction to the summer months to reduce flooding impacts to a less than significant level.

In addition, the proposed project includes the construction of curbs and storm water drains to direct storm water flow off the proposed roadways and into the city storm water system. However, the majority of the areas proposed for roadway extensions are already paved and direct storm water into the city storm water system. Therefore, less than significant amounts of additional storm water would be directed into the city system as a result of the proposed project.

Mitigation Measure HWC2: Construction activities near the Eaton Creek channel shall occur during summer months when Eaton Creek would be at its lowest volume.

- 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?* ()

 X

WHY?

Residential/Theater project:

The proposed project could increase runoff by increasing the impermeable surfaces onsite. However, as discussed above in Sections 11.c) and 11.d), compliance with the City's SUSMP ordinance would ensure that post-development peak storm water runoff rates do not exceed pre-development peak storm water runoff rates. Therefore, the City's existing storm drain system can adequately serve the proposed development.

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Similarly, as discussed above in Sections 11.a) and 11.c), the project would generate only typical, non-point source, urban stormwater pollutants. These pollutants are covered by the County-wide MS4 permit, and are required to implement BMPs to reduce stormwater pollutants to the maximum extent practicable. Therefore, the proposed project would not create runoff that would exceed the capacity of the storm drain system and would not provide a substantial additional source of polluted runoff.

Right-of-way improvement project:

The proposed project could increase runoff by increasing the impermeable surfaces onsite. However, as discussed above in Sections 11.c) and 11.d), additional impermeable surface resulting from the proposed project are minimal and involve mainly the extension of Virginia Avenue to Walnut Street. Therefore, the City's existing storm drain system can adequately serve the proposed development.

Similarly, as discussed above in Sections 11.a) and 11.c), the project would generate only typical, non-point source, urban stormwater pollutants. These pollutants are covered by the County-wide MS4 permit, and the project would implement BMPs to reduce stormwater pollutants to the maximum extent practicable. Therefore, the proposed project would not create runoff that would exceed the capacity of the storm drain system and would not provide a substantial additional source of polluted runoff.

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

X

WHY?

Residential/theater project:

As discussed above, the proposed development will not be a point-source generator of water pollutants. The only long-term water pollutants expected to be generated onsite are typical urban storm water pollutants. Compliance with the City's SUSMP ordinance will ensure these storm water pollutants would not substantially degrade water quality.

The project, however, also has the potential to generate short-term water pollutants during construction, including sediment, trash, construction materials, and equipment fluids. The County-wide MS4 permit requires construction sites to implement BMPs to reduce the potential for construction-induced water pollutant impacts. These BMPs include methods to prevent contaminated construction site stormwater from entering the drainage system and preventing construction-induced contaminants from entering the drainage system. The MS4 identifies the following minimum requirements for construction sites in Los Angeles County:

1. Sediments generated on the project site shall be retained using adequate Treatment Control or Structural BMPs;
2. Construction-related materials, wastes, spills or residues shall be retained at the project site to avoid discharge to streets, drainage facilities, receiving waters, or adjacent properties by wind or runoff;
3. Non-storm water runoff from equipment and vehicle washing and any other activity shall be contained at the project site; and
4. Erosion from slopes and channels shall be controlled by implementing an effective combination of BMPs (as approved in Regional Board Resolution No. 99-03), such as the limiting of grading scheduled during the wet season; inspecting graded areas during rain

Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact
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events; planting and maintenance of vegetation on slopes; and covering erosion susceptible slopes.

In addition, projects with a construction site of one acre or greater are subject to additional stormwater pollution requirements during construction. The State Water Resources Control Board (SWRCB) maintains a statewide NPDES permit for all construction activities within California that result in one (1) or more acres of land disturbance. This permit is known as the State's General Construction Activity Storm Water Permit or the State's General NPDES Permit. Since the proposed project involves greater than one (1) acre of land disturbance, the project is required submit to the SWRCB a Notice of Intent (NOI) to comply with the State's General Construction Activity Storm Water Permit. This NOI must include a Storm Water Pollution Prevention Plan (SWPPP) that outlines the BMPs that will be incorporated during construction. These BMPs will minimize construction-induced water pollutants by controlling erosion and sediment, establishing waste handling/disposal requirements, and providing non-storm water management procedures.

Complying with the both the MS4's construction site requirements and the State's General Construction Permit, as well as implementing an SWPPP will ensure that construction of the proposed project would not substantially degrade water quality

Right-of-way improvement project:

Complying with both the MS4's construction site requirements and the State's General Construction Permit, as well as implementing a SWPPP will ensure that construction of the proposed project would not substantially degrade water 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? ()*

 X

WHY?

Residential/theater project:

No portions of the City of Pasadena are within a 100-year floodplain identified by the Federal Emergency Management Agency (FEMA). As shown on FEMA map Community Number 065050, the entire City is in Zone D, for which no floodplain management regulations are required. In addition, according to the City's Dam Failure Inundation Map (Plate 3-1, of the adopted 2002 Safety Element of the City's General Plan) the project is not located in a dam inundation area.

Right-of-way improvement project:

The proposed project involves the extension of three roadways within the southeastern portion of the city. Therefore, the project would not place housing within a flood hazard area or dam inundation area, and the project would have not related impacts.

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

 X

Potentially Significant Impact

Significant Unless Mitigation is Incorporated

Less Than Significant Impact

No Impact

WHY?

Residential/theater project:

No portions of the City of Pasadena are within a 100-year floodplain identified by the Federal Emergency Management Agency (FEMA). As shown on FEMA map Community Number 065050, the entire City is in Zone D, for which no floodplain management regulations are required. Therefore, the proposed project would not place structures within the flow of the 100-year flood, and the project would have no related impacts.

Right-of-way improvement project:

No portions of the City of Pasadena are within a 100-year floodplain identified by the Federal Emergency Management Agency (FEMA). As shown on FEMA map Community Number 065050, the entire City is in Zone D, for which no floodplain management regulations are required. Therefore, the proposed project would not place structures within the flow of the 100-year flood, and the project would have no related impacts.

- 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? ()

X

WHY?

Residential/theater project:

Although no portions of the City of Pasadena are within a 100-year floodplain identified by the Federal Emergency Management Agency (FEMA map Community Number 065050), the project site is within a dam failure inundation pathway for the Eaton Canyon Reservoir mapped on Plate P-2, of the adopted 2002 Safety Element of the City's General Plan. Built in 1936, the Eaton Canyon Reservoir dam is an earthfill-clay core dam designed to capture Eaton Canyon storm flows and prevent downstream flooding. The Eaton Canyon Reservoir dam is designed to store 721 acre-feet of water behind a 63-foot high earthen berm with 14.5 feet of freeboard. Eaton Canyon Reservoir is often dry, as water typically only collects behind the dam during and after storm events.

Given the project's location downstream of the Eaton Canyon Reservoir dam, the project site would be subject to inundation if the dam fails during a time of year when the reservoir retains water. However, the risk of dam failure is considered low, as the Eaton Canyon Reservoir dam has never failed in its 70 years of existence. Furthermore, the proposed uses are not critical facilities for emergency procedures. Therefore, the project would not have a significant impact from exposing people or structures to flooding risks, including flooding as a result of the failure of a levee or dam.

Right-of-way improvement project:

See response above. The only portion of the roadway improvements that would be within the dam inundation area are the Kinneloa Extension and improvements to Titley Avenue. This roadway improvement would not expose people or structures to flooding risks.

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

Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

WHY?

Residential/theater project:

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.

Right-of-way improvement project:

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"/>	X
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WHY?

Residential/theater project:

The project will not physically divide an existing community, as the site is surrounded by similar development on all sides, and the project consists of infill development within a highly urbanized area. No adverse impact will result.

Right-of-way improvement project:

The proposed project involves improvements to three roadways within the East Pasadena Specific Plan area. The project site is surrounded by commercial and industrial development within a highly urbanized area. Extensions of the roadways would not divide any specific community. Further, the City of Pasadena General Plan Mobility Element states that an extension of Kinneloa Avenue is crucial in order to provide access to the Sierra Madre Villa light rail station which would better connect the East Pasadena Specific Plan area to the rest of the Pasadena community. No adverse impact will result.

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"/>	X
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WHY?

Residential/theater project:

Potentially Significant Impact

Significant Unless Mitigation is Incorporated

Less Than Significant Impact

No Impact

The proposed use is consistent with both the East Pasadena Specific Plan Sub-area d2 zoning designation and the Specific Plan General Plan Land Use Designation in the adopted 2004 Land Use Element. There are many policies in the General Plan which support the development of housing at this site. The General Plan envisions housing near light rail stations. East Pasadena and other targeted development areas are located near the stations or along the light rail route and will absorb development, jobs and housing that is beneficial to immediate neighborhoods and to the city as a whole. Also, it states "To meet the housing needs, housing will be targeted at many of the transit stations and in the downtown, while affordable housing will be distributed through the City." Policy 15.1 – Sizes and Types: Provide a range of housing sizes and types for the many sizes and types of families in the community. Policy 15.2 – Increase Supply: Increase the total number of market rate and affordable housing units within the City. The project will not conflict with any adopted plans or policies.

Right-of-way improvement project:

The project is consistent with both the industrial and commercial zoning designation and the East Pasadena Specific Plan General Plan Land Use Designation in the adopted 2004 Land Use Element. The proposed project is identified in the East Pasadena Specific Plan as vital components for improving traffic circulation, flow, and the appearance of the East Pasadena Specific Plan area. Further, the City of Pasadena General Plan Mobility Element states that an extension of Kinneloa Avenue is crucial in order to provide access to the proposed Sierra Madre Villa light rail extension. Therefore, the proposed project would not conflict with any applicable land use plan, policy or regulations.

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

WHY?

Residential/theater project:

Currently, there are no adopted Habitat Conservation or Natural Community Conservation Plans within the City of Pasadena. There are also no approved local, regional or state habitat conservation plans in Pasadena.

Right-of-way improvement project:

Currently, there are no adopted Habitat Conservation or Natural Community Conservation Plans within the City of Pasadena. There are also no approved local, regional or state habitat 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? ()

WHY?

Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact
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Residential/theater project:

No active mining operations exist in the City of Pasadena. There are two areas in Pasadena that may contain mineral resources. These two areas are Eaton Wash, which, was formerly mined for sand and gravel, and Devils Gate Reservoir, which was formerly mined for cement concrete aggregate. The project is not near these areas.

Right-of-way improvement project:

No active mining operations exist in the City of Pasadena. There are two areas in Pasadena that may contain mineral resources. These two areas are Eaton Creek north of I-210, which was formerly mined for sand and gravel, and Devils Gate Reservoir, which was formerly mined for cement concrete aggregate. The project is not near these areas and would therefore result in no impacts.

- 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?

Residential/theater project:

The City's 2004 General Plan Land Use Element does not identify any mineral recovery sites within the City. Furthermore, there are no mineral-resource recovery sites shown in the Hahamongna Watershed Park Master Plan; or the 1999 "Aggregate Resources in the Los Angeles Metropolitan Area" map published by the California Department of Conservation, Division of Mines and Geology. No active mining operations exist in the City of Pasadena and mining is not currently allowed within any of the City's designated land uses. Therefore, the proposed project would not have significant impacts from the loss of a locally-important mineral resource recovery site. See also Section 13.a) of this document.

Right-of-way improvement project:

The City's 2004 General Plan Land Use Element does not identify any mineral recovery site within the City. Furthermore, there are no mineral-resource recovery sites shown in the Hahamongna Watershed Park Master Plan; or the 1999 "Aggregate resources in the Los Angeles Metropolitan Area" map published by the California Department of Conservation, Division of Mines and Geology. No active mining operations exist in the City of Pasadena and mining is not currently allowed within any of the City's designated land uses. Therefore, the proposed project would not have significant impacts from the loss of a locally important mineral resource recovery site. See also Section 13a of this document.

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?

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Residential/theater project:

The project itself will not lead to a significant increase in ambient noise. The project does not involve installing a stationary noise source, and the only long-term noise generated by the project would be typical urban environment noise. Furthermore, in Pasadena many urban environment noises, such as leaf-blowing and amplified sounds, are subject to restrictions by Chapter 9.36 of the Pasadena Municipal Code.

The project would generate short-term noise due to construction activities. However, 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). In accordance with these regulations, construction noise will be 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). A construction related traffic plan is also 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 Transportation Department and to the Zoning Administrator prior to the issuance of any permits. Therefore, adhering to established City regulations will ensure that the project would not generate noise levels in excess of standards.

The project could, however, expose persons to excessive noise. According to Figure 2 of the City's Noise Element (2002) the project site lies between the 70 and 75 dBA noise contours. This level of noise is within the Normally Unacceptable range for the proposed residential portion of the project, as shown in Figure 1 of the City's Noise Element (2002). To mitigate this potential impact Mitigation Measure Noise 1 requires the use of construction materials to insulate the residential units from exterior noise sources such that the interior noise levels of any habitable room shall not exceed 45 dB as required by the California Noise Insulation standards Title 24..

- **Mitigation Measure Noise 1:** The interior noise levels attributable to any exterior source shall not exceed 45 dB in any habitable room. Construction materials, including but not limited to, double-paned windows and wall insulation, shall be utilized. Prior to the issuance of a Certificate of Occupancy, a noise test shall be conducted to verify the interior noise levels comply with the 45 dB requirement as required by the California Noise Insulation standards Title 24..

Right-of-way improvement project:

The project itself will not lead to a significant increase in ambient noise. According to Figure 2 of the City's Noise Element (2002) the project site lies between the 65 and 75 dBA noise contours. This level of noise is within the "Normally Acceptable" range for adjacent land uses in the area, as shown in Figure 1 of the City's Noise Element (2002). The project does not involve installation of a stationary noise source. Long-term noise generated by the project would include traffic on the new roadway extension, and additional traffic on the widened area of Walnut Street. Therefore, implementation of the proposed project would potentially generate additional traffic in the area beyond the future traffic estimates provided in the EIR for the East Pasadena Specific Plan (2000); however additional traffic would be located in an urban industrial/commercial area and noise would continue to be within the "Normally Acceptable" range for these types of land uses.

The project would generate short-term noise due to construction activities. However, while the Public Works Department is not required to adhere to the regulations set forth in the City General Plan and Municipal Code, the Department would generally require that construction noise be 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). As a general BMP, the City would also develop a construction related traffic plan to

Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact
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ensure that truck routes for transportation of materials and equipment are established with consideration for sensitive uses in the neighborhood. Therefore, limiting construction activity and following the traffic plan will ensure that the project would not generate noise levels in excess of standards.

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

 X

WHY?

Residential/theater project:

The proposed building is approximately 360 feet from the Gold Line light rail tracks. This light rail system has been designed to limit excessive ground-borne vibration to surrounding land uses, and no significant vibration levels are experienced outside of the railway's right-of-way. Therefore, the proposed project will not be significantly impacted by ground-borne vibration or noise.

Right-of-way improvement project:

The proposed roadway extension on Kinnelea Avenue is parallel to the future location of Gold Line light rail tracks. This light rail system has been designed to limit excessive ground-borne vibration to surrounding land uses, and no significant vibration levels are experienced outside of the railway's right-of-way. The other proposed projects are not located adjacent to the light rail system. Therefore, the proposed project will not be significantly impacted by ground-borne vibration or noise.

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

 X

WHY?

Residential/theater project:

See response to 14.a. The project will not lead to a significant permanent increase in ambient noise. The project does not involve installing a stationary noise source, and the only long-term noise generated by the project would be typical urban environment noise. Furthermore, in Pasadena many urban environment noises, such as leaf-blowing and amplified sounds, are subject to restrictions by Chapter 9.36 of the Pasadena Municipal Code.

Right-of-way improvement project:

See response to 14.a. The project will not lead to a significant permanent increase in ambient noise. The project does not involve installing a stationary noise source, and the only long-term noise generated by the project would be traffic noise on the roadway extensions, which are excluded from restrictions defined in Chapter 9.36 of the Pasadena Municipal Code.

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

X

WHY?

Residential/theater project:

The project would generate short-term noise due to construction activities. However, the project will adhere to City regulations governing hours of construction and noise levels generated by construction and mechanical equipment. (Chapter 9.36 of the Pasadena Municipal Code). In accordance with these regulations, construction noise will be 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). A construction related traffic plan is also 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 Transportation Department and to the Zoning Administrator prior to the issuance of any permits. Therefore, adhering to established City regulations will ensure that the project would not generate noise levels in excess of standards.

Right-of-way improvement project:

The project would generate short-term noise due to construction activities. However, while the Public Works Department is not required to adhere to regulations set forth in the City General Plan and Municipal Code, the Department would generally require that construction noise be 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). As a general BMP, the City would also develop a construction related traffic plan to ensure that truck routes for transportation of materials and equipment are established with consideration for sensitive uses in the neighborhood. Therefore, limiting construction activity and following the traffic plan will ensure that the project would not generate noise levels in excess of standards.

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? ()

X

WHY?

Residential/theater projects:

There are no airports or airport land-use plans in the City of Pasadena. The closest airport is the Bob Hope Airport (formerly the Burbank-Glendale-Pasadena Airport), which is located more than 10 miles from Pasadena in the City of Burbank. Therefore, the proposed project would not expose people to excessive airport related noise and would have no associated impacts.

Right-of-way improvement project:

There are no airports or airport land-use plans in the City of Pasadena. The closest airport is the Bob Hope Airport (formerly the Burbank-Glendale-Pasadena Airport), which is located more than 10 miles from

Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact
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Pasadena in the City of Burbank. Therefore, the proposed project would not expose people to excessive airport related noise and would have no associated impacts.

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? ()*

WHY?

Residential/theater projects:

There are no private-use airports or airstrips within or near the City of Pasadena.

Right-of-way improvement project:

There are no private-use airports or airstrips within or near the City of Pasadena. Therefore, the project would have no impacts.

15. POPULATION AND HOUSING. Would the project:

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

WHY?

Residential/theater projects:

The proposed project involves the new construction of 212 residential units and the rehabilitation of an existing (vacant) historic building which will be occupied by a live theater, which is consistent with the land use designations for the site (See Section 12 of this document). Therefore, the proposed project is consistent with the growth anticipated and accommodated by the City's General Plan. Furthermore, the project is located in a developed urban area with an established roadway network and in-place infrastructure. As stated in the East Pasadena Specific Plan EIR, new development within the sub-area of the project site cannot occur until the roadway extensions are completed. However, these roadway extensions were planned for and are part of the City's Capital Improvement Program (CIP). The proposed project would not induce substantial population growth, and would have no related significant impacts.

Right-of-way improvement project:

The proposed project involves improvements to three roadways within a commercial/industrial area, which is consistent with the land use designations for the site (See Section 12 of this document). Therefore, the proposed project is consistent with the growth anticipated and accommodated by the City's General Plan. In addition, the proposed project is recommended in the East Pasadena Specific Plan to improve traffic circulation and flow. Furthermore, the project is located in a developed urban area with an established roadway network and in-place infrastructure. Thus, development of the proposed project would not require extending or improving infrastructure in a manner that would facilitate off-site growth. Therefore, the proposed project would not induce substantial population growth, and would have no related significant impacts.

Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact
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b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? ()

WHY?

Residential/theater projects:

The project site does not contain any existing dwelling units. Therefore, the proposed project would not displace any residents or housing, and would have no related impacts.

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

Right-of-way improvement project:

The project site contains one dwelling unit located on the south side of Walnut Street east of Vinedo Avenue. The residence is located within the City's 80-foot ROW for Walnut Street. However, the street would be widened on its north side. Therefore, the proposed project would not displace any residents or housing, and would have no related impacts.

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

WHY?

Residential/theater project:

No persons currently reside on the project site and the project site does not contain any existing dwelling units. Therefore, the proposed project would not displace any people, and would have no related impacts.

Right-of-way improvement project:

The project contains an existing dwelling unit located at the southeastern corner of Vinedo Avenue and Walnut Street. It is unknown if any persons currently reside within the dwelling unit; however, the dwelling unit is located beyond the City's 80-foot ROW where construction would occur. Therefore, the proposed project would not displace any people, and would have no related impacts.

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? ()

Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

WHY?

Residential/theater project:

The project is consistent with the General Plan and Zoning designation. Therefore the proposed increase in population and services can be accommodated by the existing fire protection services. The proposed project will not result in the need for additional new or altered fire protection services and will not alter acceptable service ratios or response times. The proposed project consists of 212 new residential units which could increase the demand on the Pasadena Fire Department. However, the project itself is not large enough to require the development of additional Fire Department facilities. Furthermore, the project applicant is required to pay the City's development fees, which are established to offset incremental increases to fire service demand. Therefore, the proposed project would not significantly impact fire protection services. See also Section 10.h) of this document for wildfire-related impacts.

The project will incorporate safety and security features, including fire sprinklers, alarm systems, and adequate access for emergency vehicles.

Right-of-way improvement project:

The proposed project will not result in the need for additional new or altered fire protection services and will not alter acceptable service ratios or response times. The proposed project consists of improvements to three roadways which would provide the Pasadena Fire Department greater access to the East Pasadena Specific Plan area. Therefore, the proposed project would not significantly impact fire protection services.

b. Libraries? ()

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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WHY?

Residential/theater project:

The project is located .5 miles from the nearest branch library (Hastings Branch). The City as a whole is well served by its Public Information (library) System; and the project would not significantly impact library services.

Right-of-way improvement project:

The project involves the extension of two roadways. The City as a whole is well served by its Public Information (library) System; and the project would not impact library services.

c. Parks? ()

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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WHY?

Residential/theater project:

The project is located within .75 miles of the nearest park, (Eaton Blanche Park). According to the City's park impact fee nexus study prepared in 2004, for every 1000 residents the City as a whole has 2.17 acres of developed parkland and 1.49 acres of open space parkland, for a total of 3.66 acres of park and open space per 1000 residents.

(212 residential units) For each new residential unit there is a "Residential Impact Fee" charged under the Quimby Act. On December 6, 2004, the City modified their Quimby Act ordinance (Ordinance #6252) to increase the park mitigation fees. Payment of this fee mitigates any project impact on parks.

(live theater) The proposed project is a non-residential project that would not directly increase the City's population. However, there is a potential for an increase in usage of park space given the new employees and patrons associated with the proposed project. The City collects an impact fee of \$3.09 per square foot of non-residential space. Payment of this fee mitigates any impact on parks.

Right-of-way improvement project:

The project is located within 0.25 miles of the nearest park, (Eaton Blanch Park). According to the City's park impact fee nexus study prepared in 2004, for every 1000 residents the City as a whole has 2.17 acres of developed parkland and 1.49 acres of open space parkland, for a total of 3.66 acres of park and open space per 1000 residents.

The proposed project is a non-residential, roadway extension and improvement project that would not directly increase the City's population. In addition, there is no potential for an increase in usage of park space associated with the proposed project.

d. Police Protection? ()

X

WHY?

Residential/theater project:

The project is consistent with the General Plan and Zoning designation. Therefore the proposed increase in population and services can be accommodated by the existing police protection services. The proposed project will not result in the need for additional new or altered police protection services and will not alter acceptable service ratios or response times. The proposed project consists of 212 new residential units and a live theater use which could increase the demand on the Pasadena Police Department. However, the project itself is not large enough to require the development of additional Police facilities. Furthermore, the project applicant is required to pay the City's development fees, which are established to offset incremental increases to police service demand. Therefore, the proposed project would not significantly impact police protection services.

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

Right-of-way improvement project:

Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact
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The proposed project will not result in the need for additional new or altered police protection services and will not alter acceptable service ratios or response times. The proposed project consists of the extension of three roadways and associated improvements in the East Pasadena Specific Plan area, which would not increase the demand on the Pasadena Police Department and may improve police response times in the project vicinity through improved mobility. Therefore, the proposed project would not significantly impact police protection services.

e. Schools? ()

<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
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WHY?

Residential/theater project:

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.

Right-of-way improvement project:

The proposed project involves the extension and associated improvements of three roadways in East Pasadena and does not involve any new construction of residential or commercial properties. Therefore, no impact would occur on school services.

f. Other public facilities? ()

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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WHY?

Residential/theater project:

The project's development may result in additional maintenance of public facilities. However, with the projected revenue to the City in terms of impact fees, increased property taxes (*and additional sales tax- if applicable*), and development fees this impact is not significant.

Right-of-way improvement project:

The project's development may result in additional maintenance of public roadways. However, newly extended roadway areas total 3,860 linear feet (less than one mile); therefore, the additional maintenance required would be less than 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?* ()

<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
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WHY?

Residential/theater project:

The project is located .75 miles from the nearest park, Eaton Blanche. The proposed proposes 212 multi-family units and thus, would likely increase the use of neighborhood and regional parks. However, in accordance with Ordinance #6252, the City collects a park impact fee for each residential unit constructed and on each residential addition over 400 sq. ft. in size. These fees are used to fund the City's park maintenance and improvement program. The project itself would not lead to substantial physical deterioration of any recreational facilities, and would have no related significant impacts.

The proposed theater is a non-residential use that would not directly increase the City's population. However, there is a potential for an increase in usage of park space given the new employees and patrons associated with the theater. The City collects a park impact fee for non-residential projects. These fees are used to fund the City's park maintenance and improvement program. The project itself would not lead to substantial physical deterioration of any recreational facilities, and would have no related significant impacts.

Right-of-way improvement project:

The proposed project is a non-residential project that would not directly increase the City's population. In addition, there is no potential for an increase in usage of park space associated with the proposed project. The project would not lead to substantial physical deterioration of any recreational facilities, and would have no related significant impacts.

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?

Residential/theater project:

The project does not include recreational facilities and would not require the construction or expansion of recreational facilities. Therefore, the proposed project does not involve the development of recreational facilities that would have an adverse effect on the environment, and would have no associated impacts.

Right-of-way improvement project:

The project does not include recreational facilities and would not require the construction or expansion of recreational facilities. Therefore, the proposed project does not involve the development of recreational facilities that would have an adverse effect on the environment, and would have no associated impacts.

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)? ()

Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>

WHY?

Residential/theater project:

The project is located along Sierra Madre Villa Avenue and Foothill Boulevard and is supported by a roadway network consisting of Colorado Boulevard and the 210 Freeway. Of these roadways, Foothill Boulevard and Sierra Madre Villa are Principal Mobility/Multimodal Corridors and none of the streets are de-emphasized streets, as identified in the 2004 Adopted Mobility Element of the General Plan.

A traffic study was prepared for the East Pasadena Specific Plan EIR that analyzed a certain level of development throughout the EPSP area. This traffic study is available for review as part of the EPSP EIR project file at the City of Pasadena, Hale Building, 175 North Garfield Avenue, Pasadena CA, 91109-7215

The proposed project was reviewed by the Pasadena Department of Transportation (PasDOT) and it was determined that the proposed Residential/Theater project was analyzed in the Traffic study prepared for the EPSP EIR. PasDOT required that a Traffic Assessment be prepared to compare the proposed project to the analysis of the traffic study in the EPSP EIR. The Traffic Assessment was prepared by Linscott, Law, and Greenspan on January 11, 2007. A copy of the Traffic Assessment is available for review as part of the project file at the City of Pasadena, Hale Building, 175 North Garfield Avenue, Pasadena CA, 91109-7215

The Traffic Assessment analysis finds that as part of the original traffic impact study, traffic volumes expected to be generated by the East Pasadena Specific Plan during the weekday AM and PM peak hours, as well as on a daily basis, were estimated using rates provided in the Institute of Transportation Engineers' (ITE) Trip Generation publication, 6th Edition, 1997. The Specific Plan land uses for the project's respective subarea were identified by the City of Pasadena's Planning Department staff and the trip generation methodology was confirmed with the City's Transportation Division (now the Department of Transportation).

The net new trip generation forecasts approved as part of the original EPSP traffic study for the project's subarea (i.e. Subzone 6, Planning Area B-2) were as follows: 1) Daily: 3,014 net new vehicle trips, 2) AM Peak Hour: 272 net new vehicle trips, 3) PM peak hour: 338 net new vehicle trips. These traffic volumes also accounted for the existing use credit.

Based upon the data contained in Table A of the EPSP EIR Traffic Study, as well as the accounting for the same existing use credit, the proposed development is expected to generate significantly lower traffic volumes than what was originally analyzed for the subarea as part of the EPSP traffic impact study (i.e. associated with Planning Area-B-2 within Subzone 6). By comparison the proposed project is forecast to generate 1,212 net new daily vehicle trips (1,802 fewer than forecast in the EPSP), 53 net new AM peak hour vehicle trips (219 fewer than forecast in the EPSP) and 129 net new PM peak hour vehicle trips (209 fewer than forecast in the EPSP). In addition, the project will be conditioned by PasDOT so that the applicant pays their cost of the East Pasadena Specific Plan Fair Share Calculation of the Kinneloa/Walnut improvements.

Therefore the overall level of development has been adequately analyzed as part of the previous East Pasadena Specific Plan traffic impact study. No further environmental review is necessary and the project is will be conditioned to provide a fair share contribution to the overall East Pasadena Specific Plan improvement.

The project is subject to the Trip Reduction Ordinance (Ordinance No. 6172) and may apply for a Conditional Use Permit (CUP) to reduce its parking requirements through implementation of a BRE Pasadena II Apts. /A Noise Within Theater Initial Study March 15, 2007 Page 60

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Transportation Systems Management Program Plan to reduce vehicular trips generated by the project. The project is proposing to meet the required parking and will provide 339 spaces for the residential use in a subterranean garage. The applicant is requesting a Minor Conditional Use Permit for shared parking to provide the required 63 spaces for the theater in the adjacent MTA parking structure. The required 35 bicycle parking spaces will be provided on site.

Right-of-way improvement project:

The project is located along Walnut Street between Altadena Drive and Kinneloa Avenue, along Kinneloa Avenue between Colorado Boulevard and Foothill Boulevard, and along Virginia Avenue between Bersa Street and Walnut Street. A traffic study has been prepared for the project site by Linscott, Law, and Greenspan Engineers. That traffic study identified approximately 3,350 average daily trips (ADTs) on Kinneloa Avenue between Colorado Blvd and Walnut Street. The study identified approximately 1,895 ADT on Walnut Street between San Gabriel Boulevard and Daisy Avenue and 1,400 ADT on Walnut Street between Daisy Avenue and Sunnyslope Avenue. In addition, the study identified 1,575 ADT on Walnut Street between Vinedo Avenue and the projected location of Virginia Avenue. No ADT numbers were provided in the traffic study for Virginia Avenue as the study found that traffic on Virginia Avenue was nominal. The traffic study also projected future ADT numbers with and without implementation of the project which is shown in the table below.

Location	Existing ADT	Year 2015 w/o Projects ADT	Year 2015 w/ Projects	Percent ADT Change
Virginia Ave south of Bersa St	Nominal	Nominal	Nominal	No Change
Walnut St between Altadena Dr and San Gabriel Blvd	1,575	1,790	2,640	32.2%
Walnut St between San Gabriel Blvd and Daisy St	1,895	2,150	4,550	52.7%
Walnut St between Daisy St and Sunnyslope Ave	1,400	1,590	5,020	68.3%
Foothill Blvd west of Titley Ave	22,070	25,050	23,560	-6.3%
Kinneloa Ave between Walnut St and Colorado Blvd	3,350	3,800	5,100	25.5%

Application of the City's threshold criteria to the "Year 2015 With Projects" scenario indicates that the proposed roadway extension projects are expected to increase traffic volumes on several of the project area street segments. As indicated in the table above, the proposed projects are forecasted to increase ADT volumes on most of the project area street segments (e.g., by as much as 68 percent along Walnut Street between Daisy Avenue and Sunnyslope Avenue); however, these increases are due to the proposed extension of Walnut Street to Kinneloa Avenue and associated widening of Walnut Street. Based on the intent of the roadway extension projects, this impact is considered less than significant and no mitigation measures are recommended.

The City's "Transportation Impact Review Current Practice and Guidelines" August, 2005 states that the following changes in LOS due to a project are considered a significant traffic impact:

Intersection Capacity Analysis (ICU)	
Current ICU	Change due to project
A	0.060
B	0.050

Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact
C		0.040	
D		0.030	
E		0.020	
F		0.010	

All existing intersections in the project area are currently rated at LOS A. The traffic study conducted by Linscott, Law, and Greenspan Engineers analyzed the impacts of the proposed project on all study area intersections and found that future (Year 2015) LOS at most intersections, including the new intersection at Walnut Street and Kinneloa Avenue would continue to operate at LOS A. Future LOS at the Kinneloa Avenue/Colorado Boulevard intersection is anticipated to operate at LOS B during PM peak hours. Since all project intersections are expected to operate at LOS D or better following implementation of the proposed project, impacts to traffic would be less than significant.

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

WHY?

Residential/theater project:

The Los Angeles County Metropolitan Transportation Authority (MTA) adopted their most recent Congestion Management Program (CMP) in 2004. This CMP identifies level of service (LOS) E or better as acceptable for the designated CMP highway and road system. The CMP further states, "a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity (V/C [volume to capacity ratio] = 0.02), causing LOS F (V/C > 1.00). If the facility is already at LOS F, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity (V/C = 0.02)."

In addition to CMP thresholds, the City's "Transportation Impact Review Current Practice and Guidelines" August, 2005 states that the following changes in LOS due to a project are considered a significant traffic impact:

Intersection Capacity Analysis (ICU)	
Current ICU	Change due to project
A	0.060
B	0.050
C	0.040
D	0.030
E	0.020
F	0.010

See response 18 a.

The proposed project was reviewed by the Pasadena Department of Transportation (PasDOT) and it was determined that the proposed Residential/Theater project was analyzed in the Traffic study prepared for the EPSP EIR. PasDOT required that a Traffic Assessment be prepared to compare the proposed project to the analysis of the traffic study in the EPSP EIR. The Traffic Assessment was prepared by Linscott, Law, BRE Pasadena II Apts. /A Noise Within Theater Initial Study March 15, 2007 Page 62

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and Greenspan on January 11, 2007. A copy of the Traffic Assessment is available for review as part of the project file at the City of Pasadena, Hale Building, 175 North Garfield Avenue, Pasadena CA, 91109-7215. It was found that with the project's contribution to the fair share improvements required as part of the EPSP EIR, impacts will be less than significant.

Right-of-way improvement project:

The Los Angeles County Metropolitan Transportation Authority (MTA) adopted their most recent Congestion Management Program (CMP) in 2004. This CMP identifies level of service (LOS) E or better as acceptable for the designated CMP highway and road system. The CMP further states, "a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity (V/C [volume to capacity ratio] = 0.02), causing LOS F (V/C > 1.00). If the facility is already at LOS F, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity (V/C = 0.02)." The CMP guidelines also require that intersection monitoring location be examined if a proposed project will add 50 or more trips during either the AM or PM weekday peak periods. Similarly, freeway monitoring locations must be examined if a proposed project will add 150 or more trips (in either direction) during either the AM or PM weekday peak periods.

The project study area contains three monitoring facilities designated on the CMP: the intersection of Rosemead Boulevard and Foothill Boulevard and two CMP freeway monitoring locations (I-210 west of Routes 134/710 and I-210 at Rosemead Boulevard). The traffic study prepared by Linscott, Law, and Greenspan Engineers for the proposed project found that implementation of the project would not add 50 or more trips during the AM or PM peak hours to the CMP monitoring intersection at Rosemead Boulevard and Foothill Boulevard. The study also found that implementation of the proposed project would not add 150 or more trips in either direction during weekday peak periods to either freeway monitoring location. Therefore, impacts to CMP facilities would be less than significant.

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? ()*

X

WHY?

Residential/theater project:

The project site is not within an airport land use plan or within two miles of a public airport or public use airport. Consequently, the proposed project would not affect any airport facilities and would not cause a change in the directional patterns of aircraft. Therefore, the proposed project would have no impact to air traffic patterns.

Right-of-way improvement project:

The project site is not within an airport land use plan or within two miles of a public airport or public use airport. Consequently, the proposed project would not affect any airport facilities and would not cause a change in the directional patterns of aircraft. Therefore, the proposed project would have no impact to air traffic patterns.

Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact
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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"/>	X
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WHY?

Residential/theater project:

The project has been evaluated by the PasDOT 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. In addition, the project's circulation design meets the City's engineering standards. Therefore, the proposed project would not increase hazards due to a design feature or incompatible use, and would have no associated impacts.

Right-of-way improvement project:

The project has been evaluated by the PasDOT 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. In addition, the roadway extension projects and roadway widening project meets the City's engineering standards. Therefore, the proposed project would not increase hazards due to a design feature or incompatible use, and would have no associated impacts.

e. Result in inadequate emergency access? ()

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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WHY?

Residential/theater project:

The ingress and egress for the site have been evaluated by the PasDOT and found to be adequate [or inadequate] for emergency access or access to nearby uses. The project does not (or does) involve the elimination of a through-route, does not (or does) involve the narrowing of a roadway, and all proposed roadways, access roads and drive lanes meet (or do not meet) the Pasadena Fire Department's access standards.

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. Therefore, there will be no significant impacts related to inadequate emergency access.

Right-of-way improvement project:

The proposed project involves the creation of through-routes on Walnut Street, Virginia Avenue, and Kinneloa Avenue which would create greater emergency access in the East Pasadena area. Therefore, there will be no significant impacts related to inadequate emergency access.

f. Result in inadequate parking capacity? ()

<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
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WHY?

Residential/theater project:

Due to the increased intensity of land use, the project will increase the demand for parking. However, the project will comply with the number of parking spaces required by the Zoning Code. According to the Zoning Code, the project requires 339 vehicle parking spaces for the residential use, 63 spaces for the theater use and 35 bicycle parking spaces. The project will contain 339 of vehicle spaces and 35 bicycle spaces on site. The applicant is requesting a Minor Conditional Use Permit for shared parking in the adjacent MTA parking structure to provide the 63 spaces required for the theater. With this approval the project would not have a significant impact on parking. Therefore, the project is in compliance with this Code, and the project would have no impact to parking.

Right-of-way improvement project:

The proposed project includes the allowance of parallel parking on both sides of Walnut Street and Kinneloa Avenue. This would increase the amount of parking currently allowed on these roadways. The proposed project would remove less than 0.5 acre of parking space currently being used at Team Chevrolet and Oldsmobile Sales Center, however the area is City property and Team Chevrolet and Oldsmobile could lease additional property in another area to park their vehicles. Therefore, the project would result in less than significant impacts to parking.

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

X

WHY?

Residential/theater project:

Objective 3.2.2 of the City's 2004 Mobility Element is to "Encourage Non-Auto Travel". In accordance with the policies set by this objective, the PasDOT has made the following recommendations to improve the project's alternative transportation opportunities:

The project has been evaluated by the PasDOT and has been found to be consistent with the City's policies, plans, and programs supporting alternative transportation. The project is located directly north of the MTA Gold Line Station and parking structure. The MTA Gold Line Station is a transportation hub for both the MTA 177,267, M20 transit routes and the Foothill 187, 690 transit routes. Therefore, the project would have no impact to alternative transportation.

Right-of-way improvement project:

Objective 3.2.2 of the City's 2004 Mobility Element is to "Encourage Non-Auto Travel". As stated in the City of Pasadena General Plan Mobility Element, the proposed extension of Kinneloa Avenue is necessary to provide access to a proposed Sierra Madre Villa light rail station. Therefore, implementation of the proposed project would be consistent with the City's policies, plans, and programs supporting alternative transportation. Therefore, the project would have no impact to alternative transportation.

19. UTILITIES AND SERVICE SYSTEMS. Would the project:

Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact
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a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? ()

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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WHY?

Residential/theater project:

The project would generate wastewater in the form of domestic sewage. Domestic sewage typically meets wastewater treatment requirements because wastewater treatment facilities are designed to treat domestic sewage. The project does not involve the release of unique or unusual sewage into the wastewater treatment system. Therefore, the project would not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board, and would have no associated impacts.

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.

Right-of-way improvement project:

The project involves the extension and associated improvements of three roadways and would not generate wastewater in the form of domestic sewage. Therefore, the project would not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board, and would have no associated impacts.

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"/>	X
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WHY?

Residential/theater project:

The proposed project consists of the retro-fit of an existing historically significant building and the new construction of a 212-unit apartment building and as a result, will increase the demand for both water and wastewater service. Since the project is consistent the City's General Plan and the East Pasadena Specific Plan this increase has been anticipated and will not require the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

The City's Water and Power Department is responsible for water and water treatment facilities and has stated that they can serve the proposed project.

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.

Right-of-way improvement project:

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The proposed project consists of the extension of three roadways, and as a result, would not increase the demand for water and wastewater service. However, the potential exists for a clay wastewater line to run underneath the proposed project area near Walnut Street. If the line is encountered during excavation the city would repair or replace the line as necessary. Repairs to or replacement of the line would occur within the excavation area for the roads and would therefore, not cause any additional environmental effects. In addition, the proposed project would not require or result in the construction or expansion of new water or wastewater treatment facilities off-site, and the project would have no associated impacts.

- 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?* ()

X

WHY?

Residential/theater project:

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. As discussed in Section 11, the project would involve only minor changes in the site's drainage patterns and does not involve altering any drainage courses or flood control channels.

Further, the project applicant must submit and implement an on-site drainage plan that meets the approval of the Building Official and the Public Works Department; and the City's SUSMP ordinance requires post-development peak storm water runoff rates to not exceed pre-development peak storm water runoff rates. Therefore, the proposed project would not require or result in any stormwater drainage improvements and the project would have no related significant impacts.

Although the project would change the site's drainage, the project would not require any improvements to the off-site drainage system. Therefore, the proposed project would not require the construction of new storm water drainage facilities or expansion of existing facilities, and would have no associated significant impacts.

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 and 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 Angeles Region. This ordinance enables the City to be part of the municipal storm sewer permit issued by the Los Angeles Region to the County of Los Angeles. The City Council is committed to adopting any changes made to the Standard Urban Storm Water Mitigation by the California regional Water Quality Control Board, Los Angeles Region.

Right-of-way improvement project:

The project will not require the construction of new storm water drainage facilities or the expansion of existing facilities, except for the inclusion of limited new local storm drains and feeder lines to serve the proposed road upgrades. 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. As discussed in

Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact
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Section 11, the project would involve only minor changes in the site's drainage patterns and does not involve altering any flood control channels.

Further, the City will implement an on-site drainage plan to ensure that post-development peak storm water runoff rates do not exceed pre-development peak storm water runoff rates. Therefore, the City's existing storm drain system can adequately serve the proposed project and implementation of the project would not require or result in any stormwater drainage improvements and the project would have less than significant impacts.

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

 X

WHY?

Residential/theater project:

The adequacy of water supply is a potential problem for all new development since the Southern California region has been known to experience periods of drought and needs a long-term reliable water supply. This project will result in an increase of approximately 58,709 gallons per day in water consumption. The current use consumes 0 gallons of water per day. The net gain in water consumption would be 58,709 gallons of water per day. During periods of drought, this project will be required to comply with the City's Water Shortage Procedures Ordinance, which reduces monthly water consumption to 90 percent of the expected consumption for this type of land use. According to the Water Division of the Pasadena Water and Power Department, there are sufficient water supplies available to serve the project from existing entitlements and resources. Therefore, the proposed project would have no impact under this topic.

Right-of-way improvement project:

The adequacy of water supply is a potential problem for all new development since the Southern California region has been known to experience periods of drought and needs a long-term reliable water supply. However, the proposed project involves the extension of two roadways and no new facilities construction and would also include installation of up to 80 street trees which could incrementally increase long-term water demand by approximately 1-2 acre feet annually. Therefore, the project would not result in a less than significant increase in daily water consumption.

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?* ()

 X

WHY?

Residential/theater project:

As discussed in Section 19.b) of this report, the proposed project consists of the new construction of 212 residential units and the retrofit of an existing building for a theater use and as a result, would increase the

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demand for wastewater service. Per the City's Public Works Engineering Division and/or the Los Angeles County Sanitation District 16, this project is anticipated wastewater demand is 42,972 gallons per day (gpd). Since the project is consistent the City's General Plan and the East Pasadena Specific Plan this increase has been anticipated and will not require the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. The City's Water and Power Department is responsible for water and water treatment facilities and has stated that they can serve the proposed project.

Right-of-way improvement project:

As discussed in Section 19b of this report, the proposed project consists of the extension of three roadways and no new facilities construction, and as a result, would not increase the demand for wastewater service. Therefore, the project would not result in insufficient wastewater service, and would cause no related impacts.

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

X

WHY?

Residential/theater project:

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 is permitted through 2025, and secondarily by Puente Hills, which was repemitted in 2003 for 10 years.

The project is located in a developed urban area and within the City's refuse collection area. The project will not result in the need for a new or in substantial alteration to the existing system of solid waste collection and disposal. Therefore, the project would cause no significant impacts under this topic

Right-of-way improvement project:

The proposed project would generate less 1,800 cubic feet of fill, concrete, and asphalt waste during the expansion of the three roadways. The City would recycle as much generated waste as feasible at the project site and other sites in the vicinity of the proposed project; therefore implementation of the project would result in incremental impacts to landfill with material that is not able to be recycled. The project can be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs during construction. The City of Pasadena is served primarily by Scholl Canyon landfill, which is permitted through 2025, and secondarily by Puente Hills, which was re-permitted in 2003 for 10 years. Therefore, no less than significant impacts would occur.

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

X

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

Residential/theater project:

In 1992, the City adopted the "Source Reduction and Recycling Element" to comply with the California Integrated Waste Management Act. This Act requires that jurisdictions maintain a 50% or better diversion rate for solid waste. The City implements this requirement through Section 8.61 of the Pasadena Municipal Code, which establishes the City's "Solid Waste Collection Franchise System". As described in Section 8.61.175, each franchisee is responsible for meeting the minimum recycling diversion rate of 50% on both a monthly basis and annual basis. The proposed project is required to comply with the applicable solid waste franchise's recycling system, and thus, will meet Pasadena's and California's solid waste diversion regulations. In addition, the project complies with the City's Construction and Demolition Ordinance (PMC Section 8.62) and design requirements for refuge storage areas (PMC Section 17.64.240). Therefore, the project would not cause any significant impacts from conflicting with statutes or regulations related to solid waste.

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

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

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

The project is subject to this review and compliance with this ordinance will reduce impacts to a less than significant level..

Right-of-way improvement project:

The proposed project would generate minimal amounts of solid waste during construction only. Solid waste would be disposed of in accordance with all federal, state, and local statutes at a designated landfill. In addition, although not required, the project would follow guidelines laid out in the City's Construction and Demolition Ordinance (PMC Section 8.62) during construction and demolition activities and the project would not conflict with statutes or regulations related to solid waste.

20. MANDATORY FINDINGS OF SIGNIFICANCE.

Residential/theater project:

- a. *Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? ()*

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WHY?

Residential/Theater project

As discussed in Sections 3 and 5 of this document, the proposed project would not have substantial impacts to Aesthetics or Air Quality. Also, as discussed in Section 6 and 11 of this document, the proposed project would not have substantial impacts to special status species, stream habitat, and wildlife dispersal and migration. Furthermore, the proposed project would not affect the local, regional, or national populations or ranges of any plant or animal species and would not threaten any plant communities.

As discussed in Section 7 of this document, the proposed project could have impacts to historical, archaeological, or paleontological resources. Mitigation Measures have been included that would reduce these impacts to a less than significant level, should any archaeological or paleontological resources be encountered during project construction. See the Cultural Resources section for a detailed analysis of the potential impacts to historic resources. A Historic Resource study was prepared for the project by Chattle Architecture Planning and Preservation Inc., which is included as Attachment A to this Initial Study. Several Mitigation Measures are included that will reduce impacts on historical/cultural resources to a less than significant level.

As discussed in Sections 11, 13 and 14 of this document, the proposed project would not have substantial impacts to water quality or Mineral Resources. Due to the site's close proximity to the Foothill 210 freeway, a mitigation measure has been included that would reduce any residential Noise impacts to a less than significant level. As discussed in Section 11 of this document, two mitigation measures (HWC1, HWC2) have been added that will reduce potential flooding impacts and impacts to Eaton Creek to less than significant levels.

Therefore, with the proposed mitigation measures, the project will not substantially degrade the quality of the land, air, water, minerals, flora, fauna, noise and objects of historic or aesthetic significance.

Right of Way Improvements

As discussed in Sections 3 and 5 of this document, the proposed project would not have substantial impacts to Aesthetics or Air Quality. Similarly, as discussed in Sections 13 and 14 this document, the proposed project would not have substantial impacts to Mineral Resources, or Noise.

However, as discussed in Sections 6 and 10, Eaton Wash runs underground at an unknown depth beneath the proposed project area at the Team Chevrolet and Oldsmobile leased right-of-way. Therefore, the potential exists for Eaton Wash to be encountered during excavation and grading activities. With the proposed mitigation measures as outlined in Section 6 of this document, these impacts will be reduced to a less than significant level.

In addition, as discussed in Section 1 and 7, approximately 20 feet north of the edge of the ROW for the proposed Walnut Street extension lies the existing railroad bridge across the Eaton Wash flood control channel. This bridge appears to be well in excess of 50 years of age and to be largely intact; therefore, the bridge may qualify as a historic structure under the National Historic Preservation Act. Consequently, any project created damage may be considered potentially significant. Given its location, which is approximately 20 feet outside of the ROW and proposed construction zone, the proposed project would not appear likely to impact this bridge or any other nearby sites or structures, which are historic resources. However, because construction plans are not well developed and may involve demolition and heavy

Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact
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construction equipment to bridge Easton Wash, a mitigation measure has been included to ensure that this bridge is not impacted by project construction.

Further, the proposed project involves the removal of a number of trees protected by the City of Pasadena Tree Protection Ordinance from the proposed project area. However, tree removal would be offset by the planting of up to 80 trees along the project stretch. In addition, compliance with the Tree Protection Ordinance (including UFAC review of the removals) would reduce impacts to a less than significant level.

Therefore, with the implementation of mitigation measures the project will not substantially degrade the quality of the land, air, water, minerals, flora, fauna, noise and objects of historic or aesthetic significance.

b. Does the project have impacts that are individually limited, but cumulatively considerable?? ()

 X

WHY? [

Residential/Theater Project and Right of Way Improvements

The proposed project would not cause impacts that are cumulatively considerable. The project has the potential to contribute to cumulative air quality, biological resource, traffic and noise, impacts. However, none of these cumulative impacts are substantial, and the project would not cause any cumulative impacts to become substantial. Therefore, the proposed project does not have a Mandatory Finding of Significance due to cumulative impacts.

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

 X

WHY?

Residential/Theater Project

As discussed in Sections 5, 10, 11, and 18 of this document, the proposed project would not expose persons to the hazards of toxic air emissions, chemical or explosive materials, flooding, or transportation hazards. A Phase I Environmental Site Assessment (and Phase II for some portions) has been completed which identifies nickel and possibly other chemicals that may remain from the previous industrial users of the site. Mitigation Measures have been included that would require soil remediation prior to final sign off of a Grading permit for the project. Please see section 10 of this document for the detailed analysis and required mitigation measures. Due to the site's close proximity to the Foothill 210 Freeway, Section 14 contains a measure that would reduce Noise related impacts of the residential portion of the project to a less than significant level.

Section 9 of this document explains that although residents of the proposed would be exposed to typical southern California earthquake hazards, modern engineering practices would ensure that geologic and seismic conditions would not directly cause substantial adverse effects on humans. In addition, as discussed in Sections 3 Aesthetics, 12 Land Use and Planning,, 15 Population and Housing, 16 Public Services, 17 Recreation, 18 Transportation/Traffic and 19 Utilities and Service Systems the project would not indirectly cause substantial adverse effects on humans.

Therefore, with the required mitigation the proposed project would not have a Mandatory Finding of Significance due to environmental effects that could cause substantial adverse effects on humans.

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No Impact

Right-of-way improvement project:

WHY? As discussed in Sections 5, 10 and 18 of this document, the proposed project would not expose persons to the hazards of toxic air emissions, chemical or explosive materials.

Section 9 of this document explains that although residents of the proposed would be exposed to typical southern California earthquake hazards, modern engineering practices would ensure that geologic and seismic conditions would not directly cause substantial adverse effects on humans. In addition, as discussed in Sections 3 Aesthetics, 12 Land Use and Planning, 14 Noise, 15 Population and Housing, 16 Public Services, 17 Recreation, 18 Transportation/Traffic and 19 Utilities and Service Systems, the project would not indirectly cause substantial adverse effects on humans. Mitigation Measures have been added that would reduce potential flooding impacts from work along the Eaton Creek Channel. Mitigation Measures have also been added that require the identification and remediation of any contaminates in the soil along the right of way prior to construction.

Therefore, the proposed project would not have a Mandatory Finding of Significance due to environmental effects that could cause substantial adverse effects on humans.

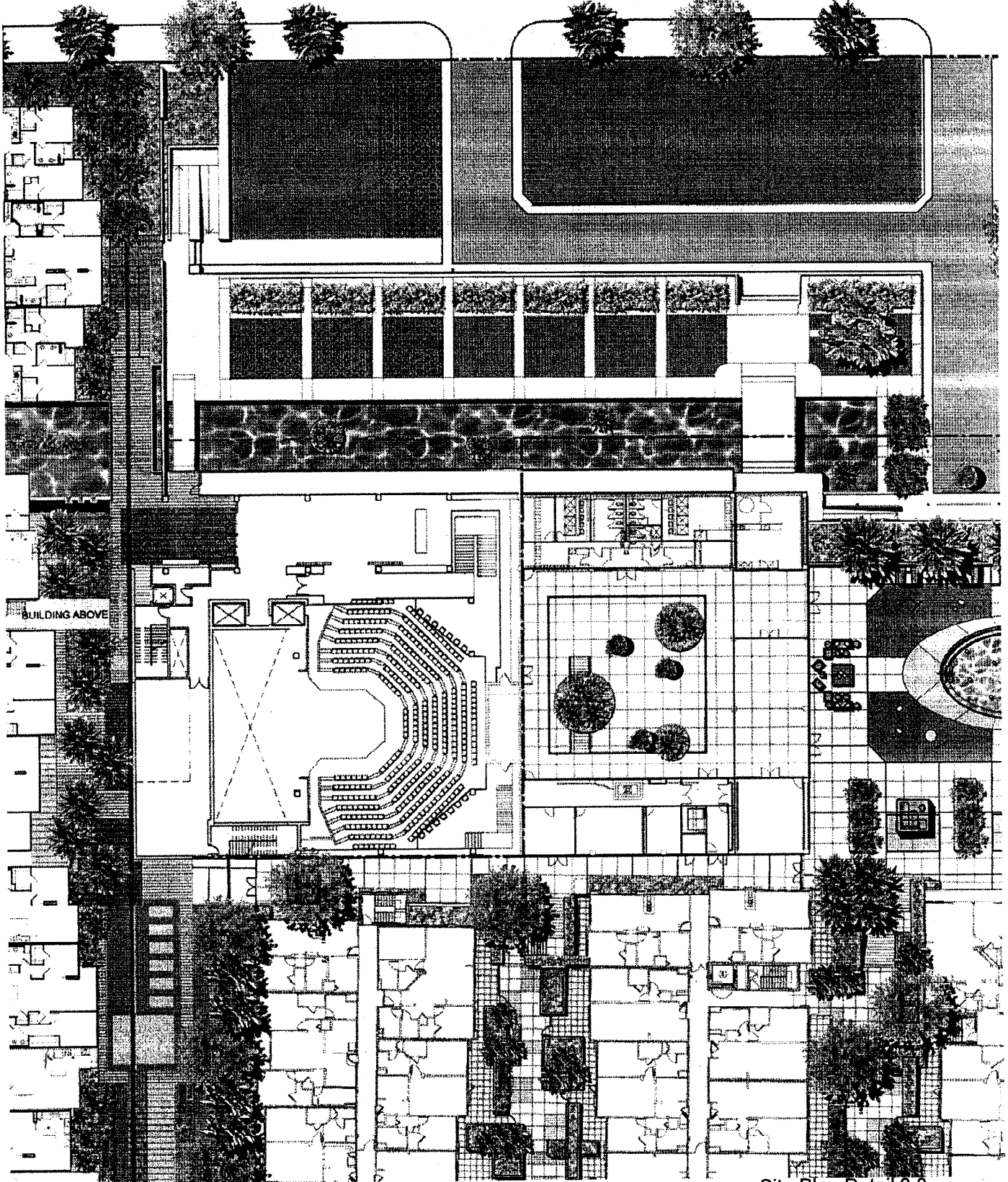
INITIAL STUDY REFERENCE DOCUMENTS

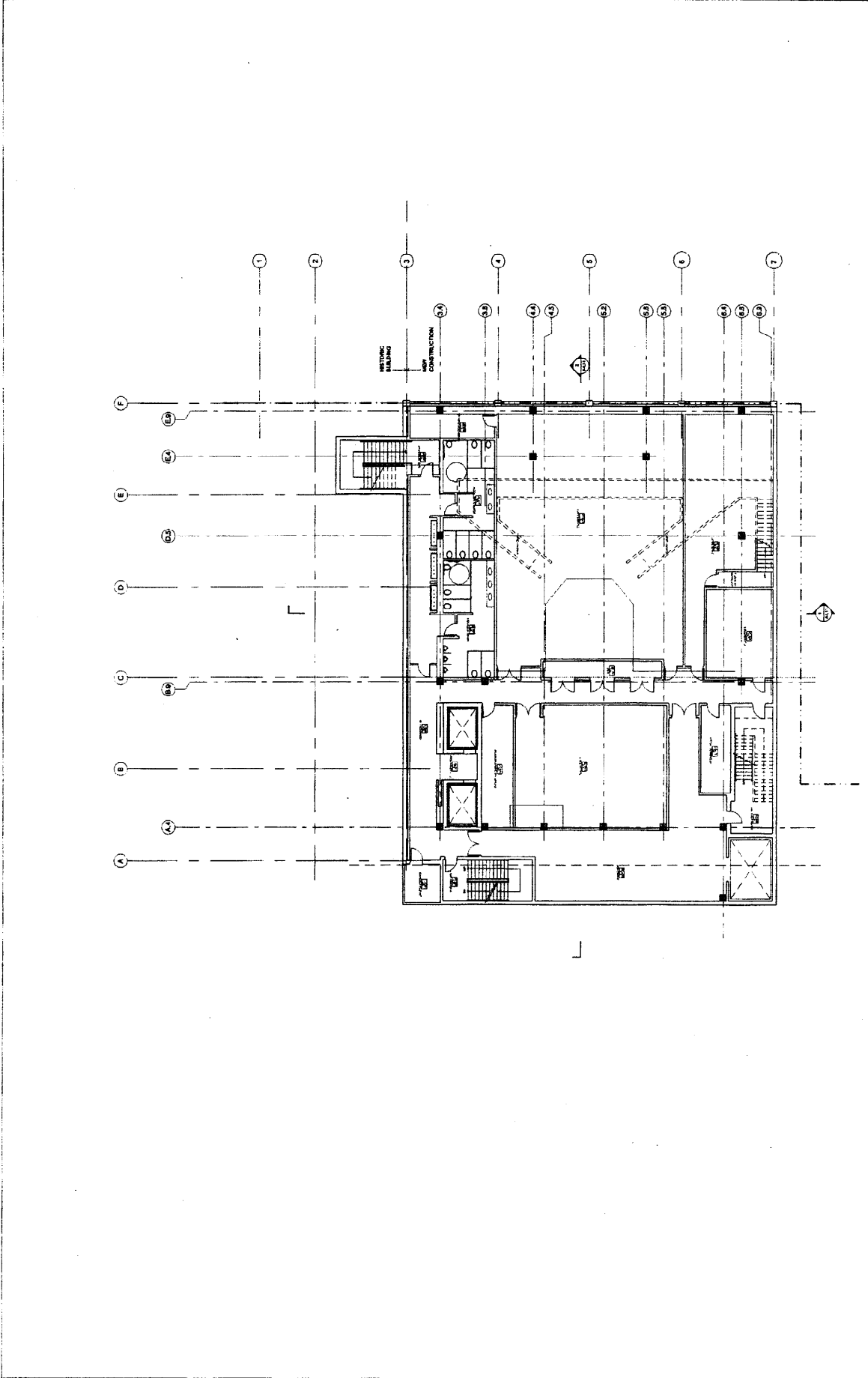
- | # | Document |
|----|--|
| 1 | Alquist-Priolo Earthquake Fault Zoning Act, California Public Resources Code, revised January 1, 1994 official Mt. Wilson, Los Angeles and Pasadena quadrant maps were released March 25, 1999. |
| 2 | CEQA Air Quality Handbook, South Coast Air Quality Management District, revised 1993 |
| 3 | East Pasadena Specific Plan Overlay District, City of Pasadena Planning and Development Department, codified 2001 |
| 4 | Energy Element of the General Plan, City of Pasadena, adopted 1983 |
| 5 | Fair Oaks/Orange Grove Specific Plan Overlay District, City of Pasadena Planning and Development Department codified 2002 |
| 6 | Final Environmental Impact Report (FEIR) Land Use and Mobility Elements of the General Plan, Zoning Code Revisions, and Central District Specific Plan, City of Pasadena, certified 2004 |
| 7 | 2000-2005 Housing Element of the General Plan, City of Pasadena, adopted 2002. |
| 8 | Inclusionary Housing Ordinance Pasadena Municipal Code Chapter 17.71 Ordinance #6868 |
| 9 | Land Use Element of the General Plan, City of Pasadena, adopted 2004 |
| 10 | Mobility Element of the General Plan, City of Pasadena, adopted 2004 |
| 11 | Noise Element of the General Plan, City of Pasadena, adopted 2002 |
| 12 | Noise Protection Ordinance Pasadena Municipal Code Chapter 9.36 Ordinances # 5118, 6132, 6227, 6594 and 6854 |
| 13 | North Lake Specific Plan Overlay District, City of Pasadena Planning and Development Department, Codified 1997 |
| 14 | Pasadena Municipal Code, as amended |
| 15 | Recommendations On Siting New Sensitive Land Uses, California Air Resources Board, May 2005 |
| 16 | Regional Comprehensive Plan and Guide, "Growth Management Chapter," Southern California Association of Governments, June 1994 |
| 17 | Safety Element of the General Plan, City of Pasadena, adopted 2002 |
| 18 | Scenic Highways Element of the General Plan, City of Pasadena, adopted 1975 |
| 19 | 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. |
| 20 | South Fair Oaks Specific Plan Overlay District Planning and Development, codified 1998 |
| 21 | 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 |
| 22 | Storm Water and Urban Runoff Control Regulations Pasadena Municipal Code Chapter 8.70 Ordinance #6837 |
| 23 | Transportation Impact Review Current Practice and Guidelines, City of Pasadena, August, 2005 |
| 24 | Tree Protection Ordinance Pasadena Municipal Code Chapter 8.52 Ordinance # 6896 |
| 25 | West Gateway Specific Plan Overlay District, City of Pasadena Planning and Development Department codified 2001 |
| 26 | Zoning Code, Chapter 17 of the Pasadena Municipal Code |

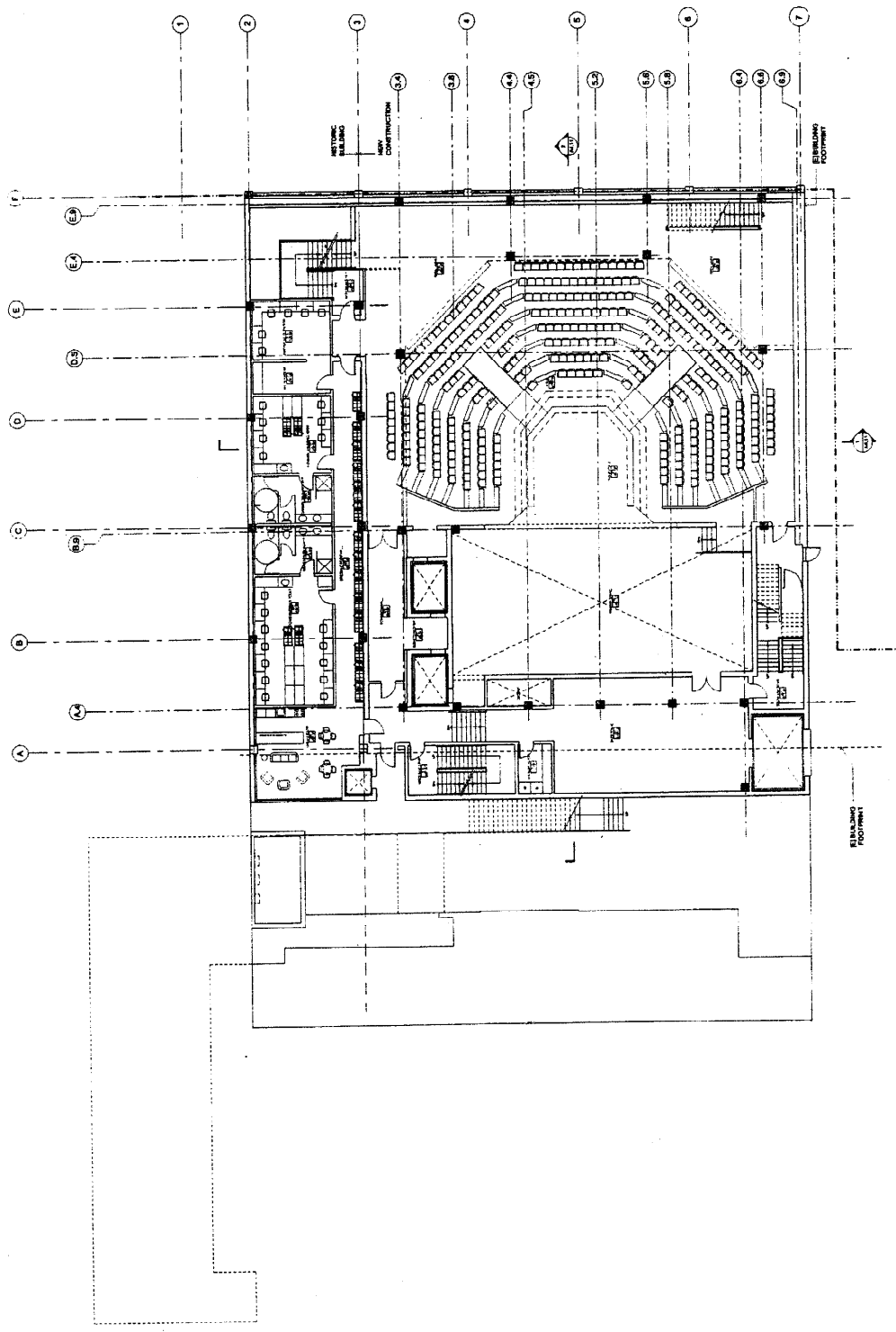
Attachment A

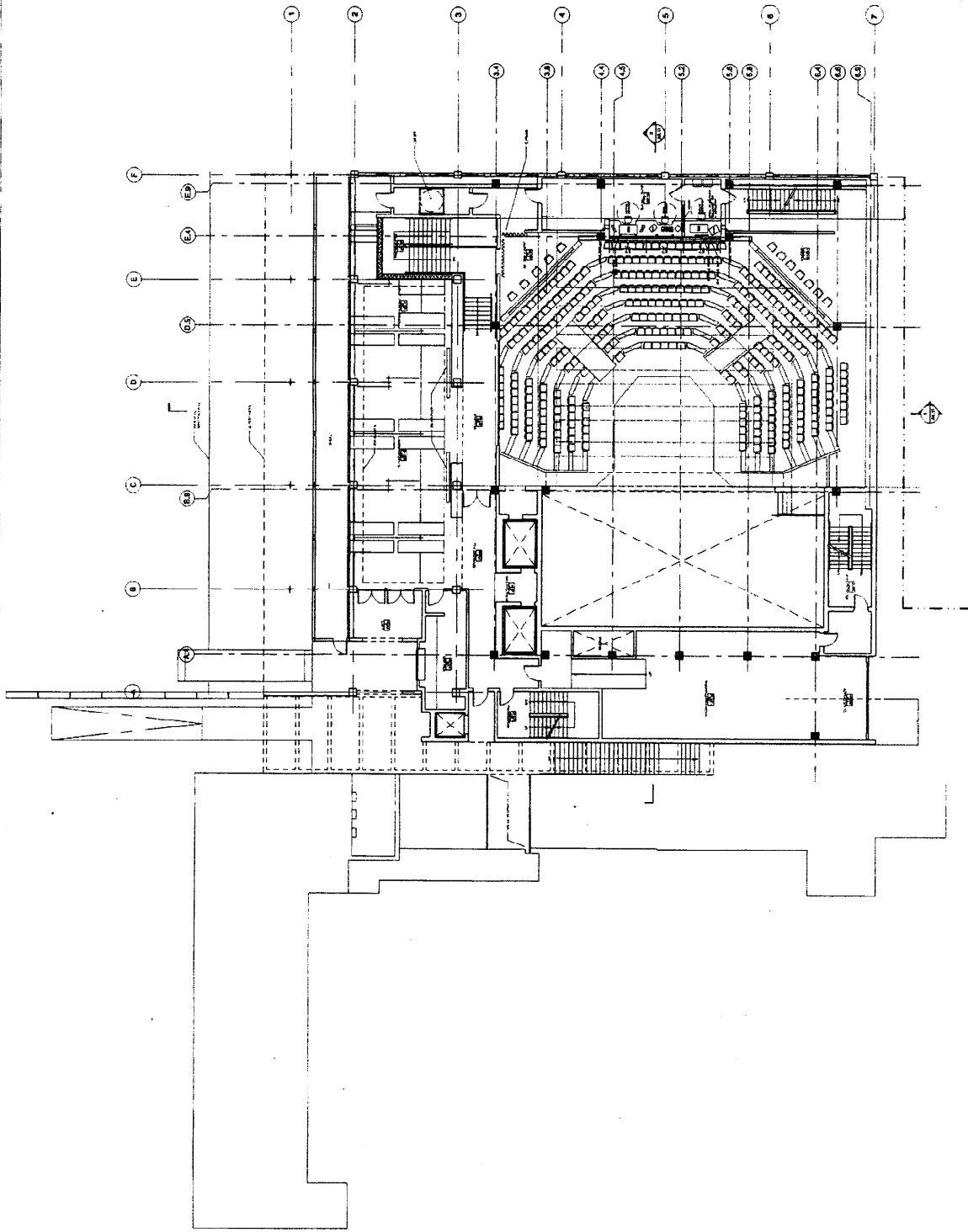
Stuart Building Historic Evaluation

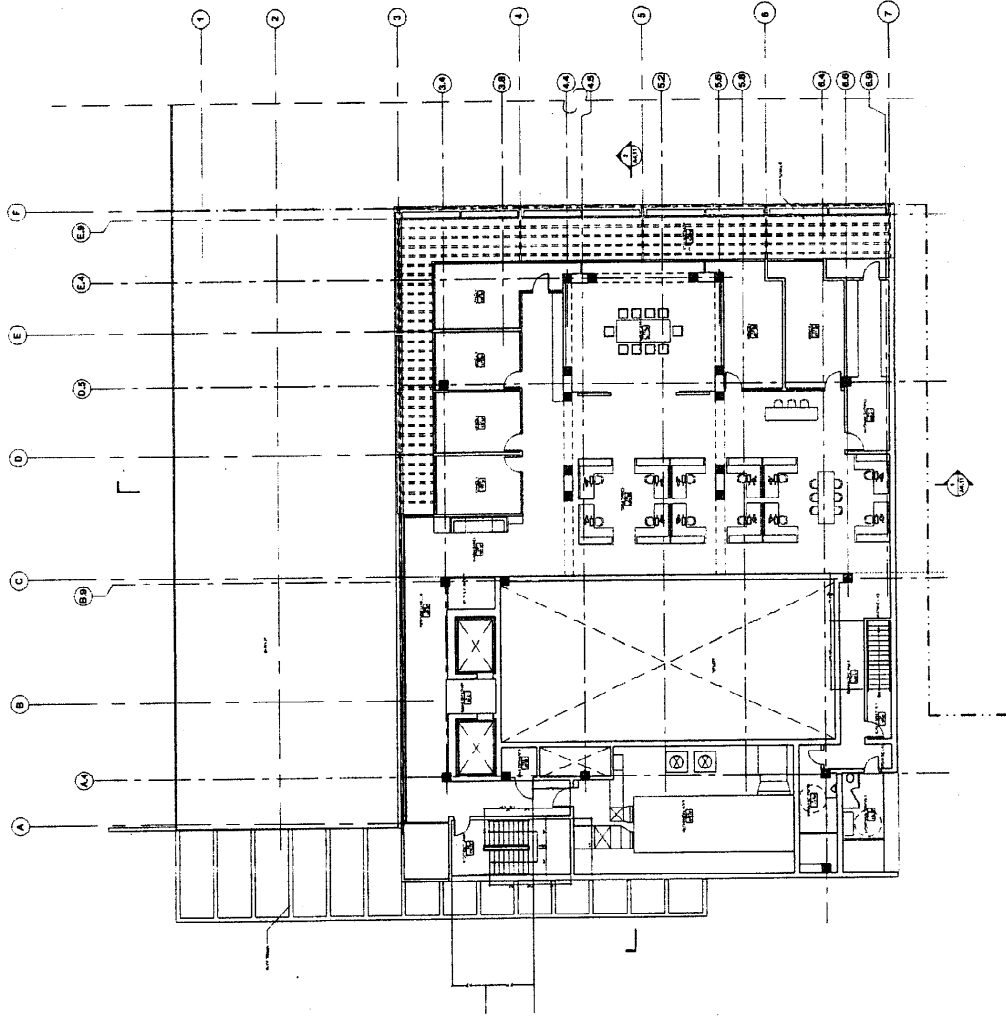
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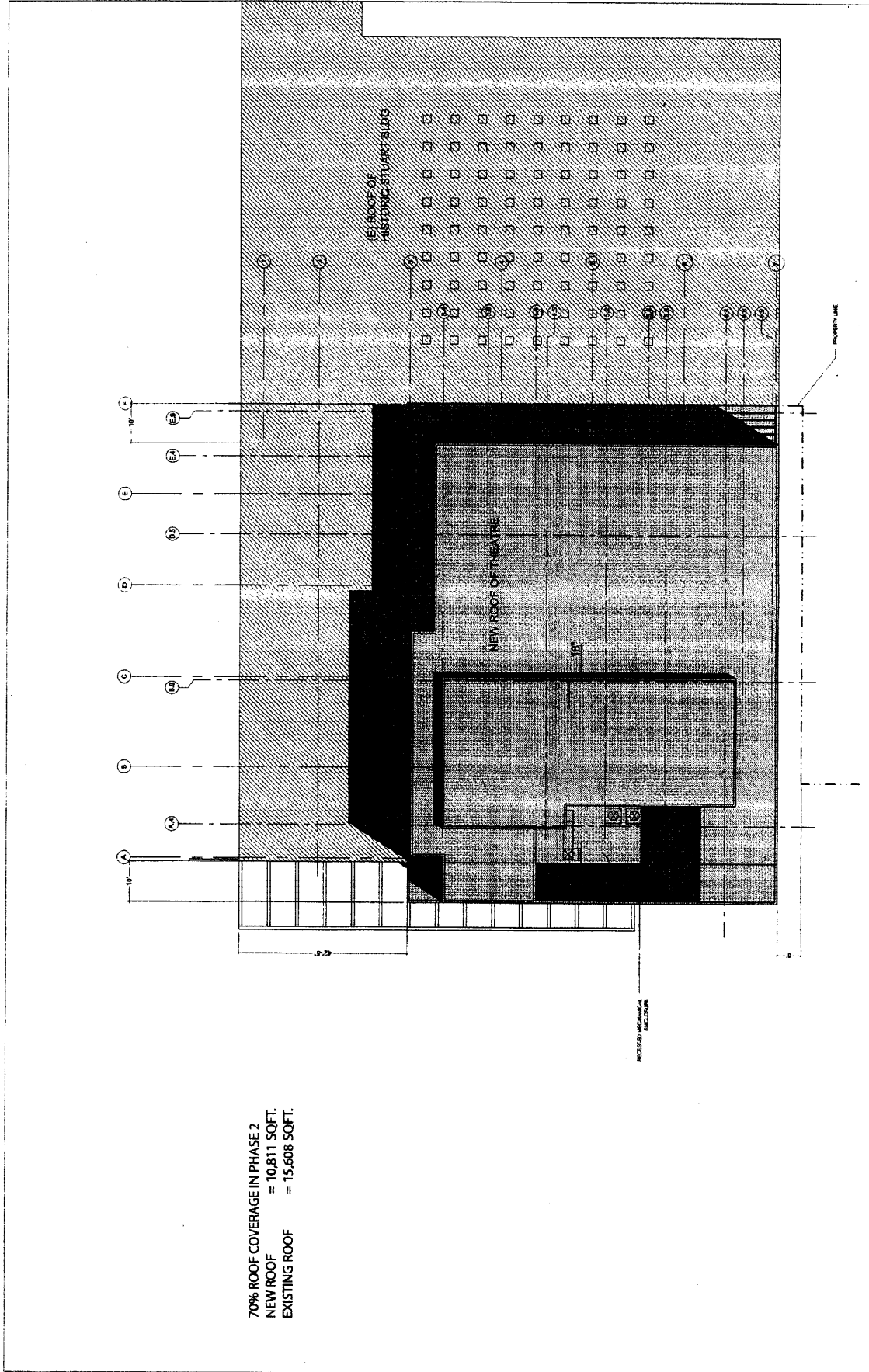








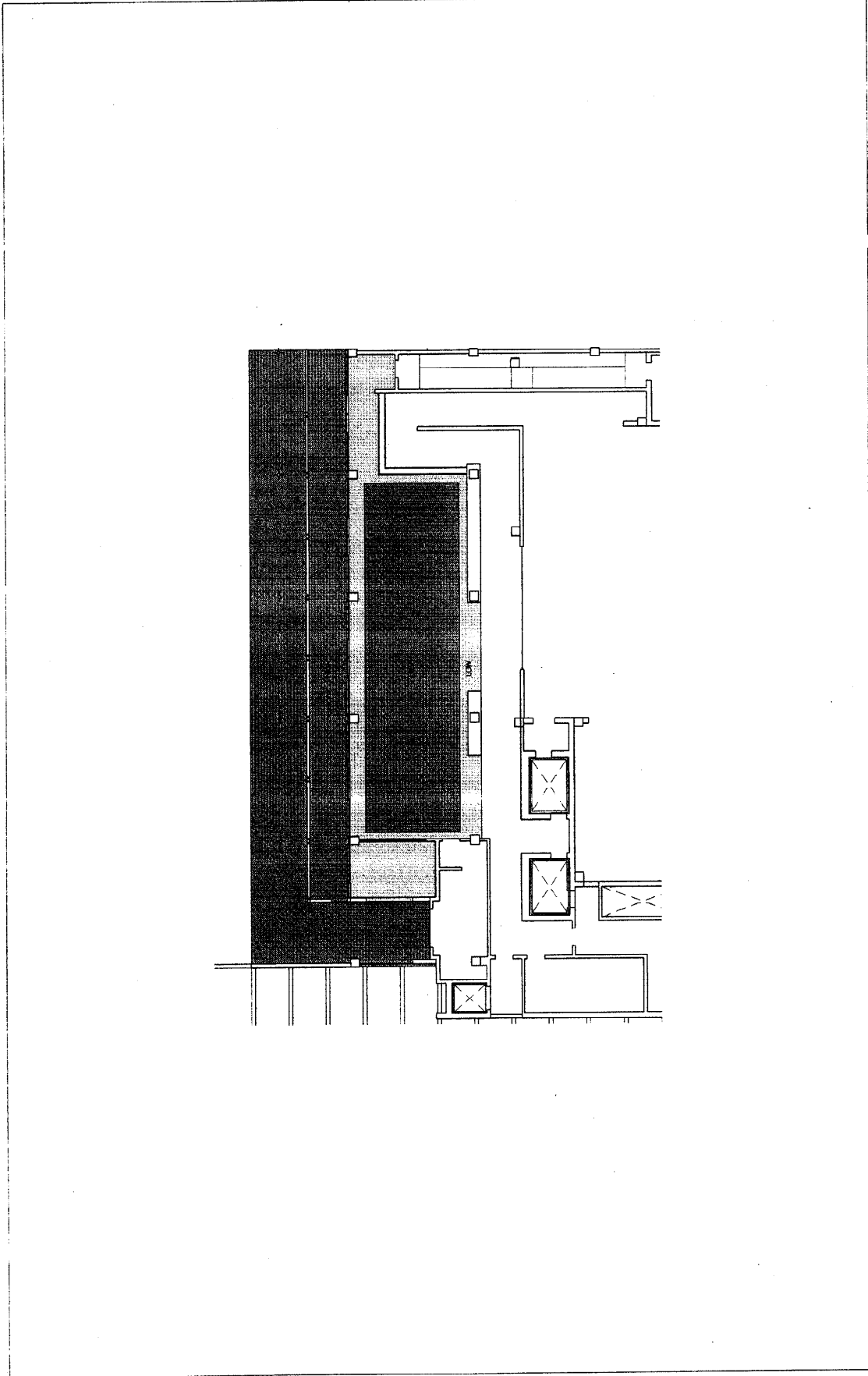


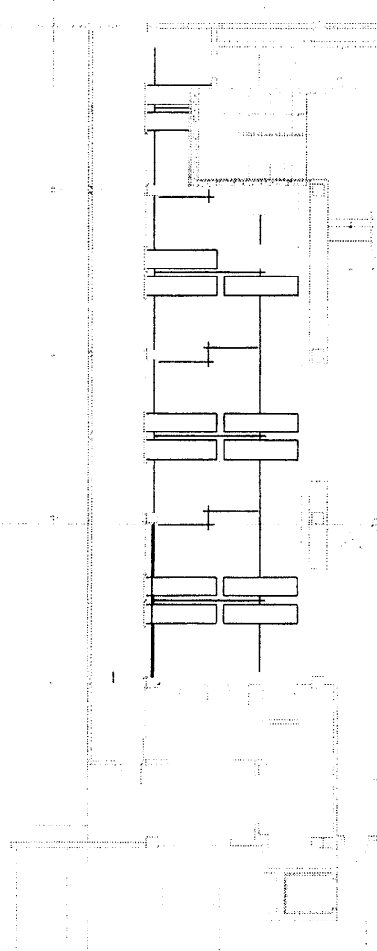
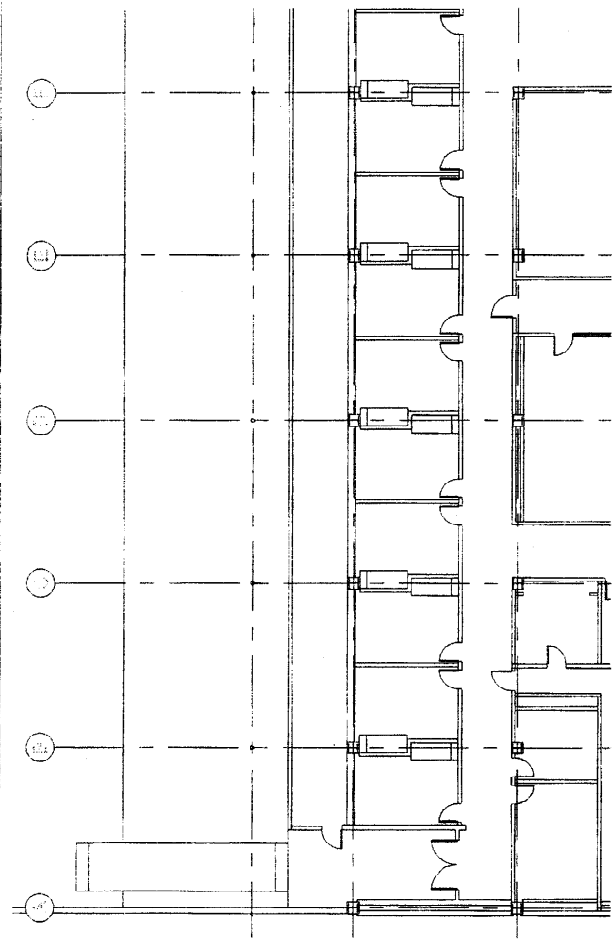


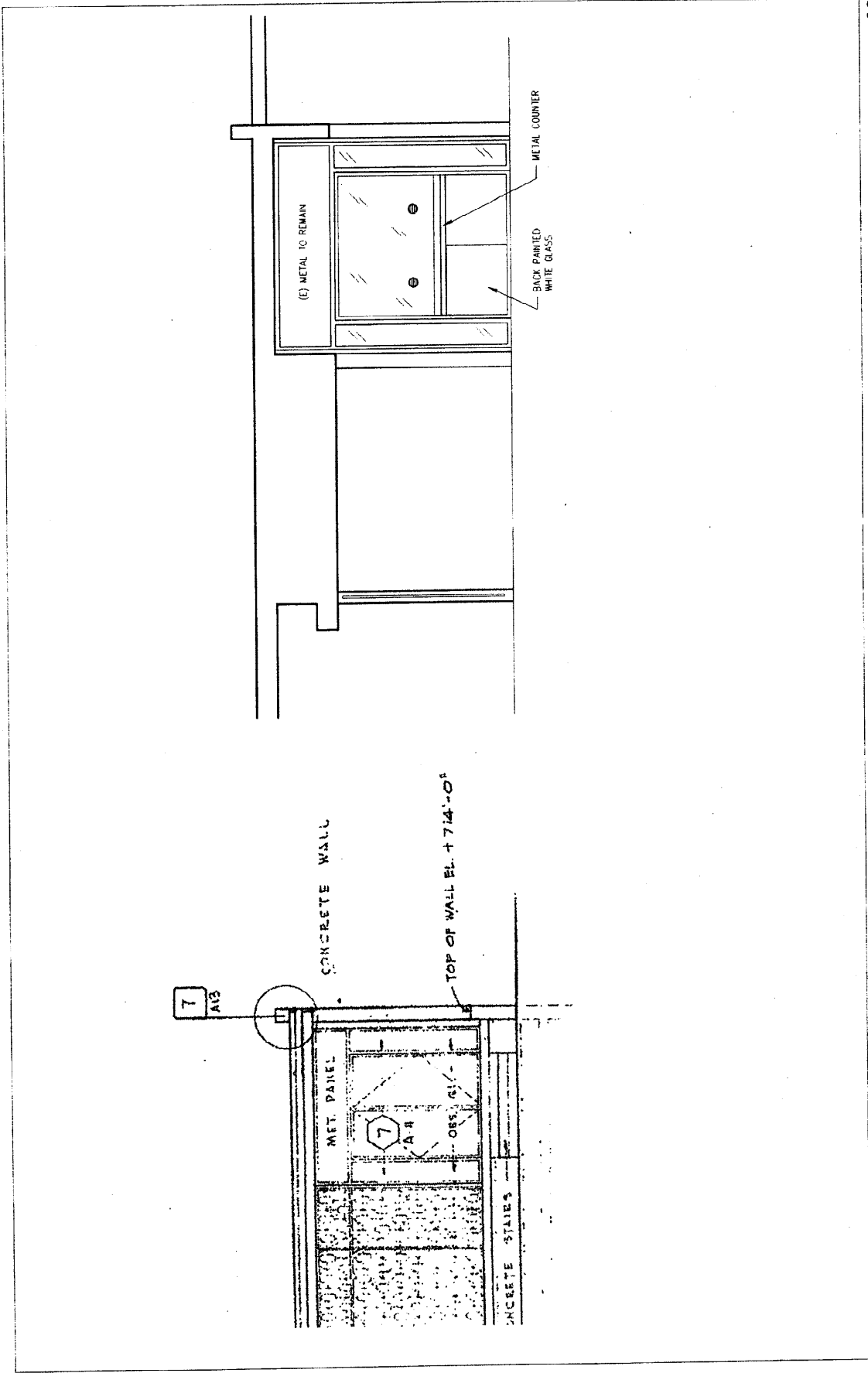
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NEW ROOF = 10,811 SQFT.
EXISTING ROOF = 15,608 SQFT.

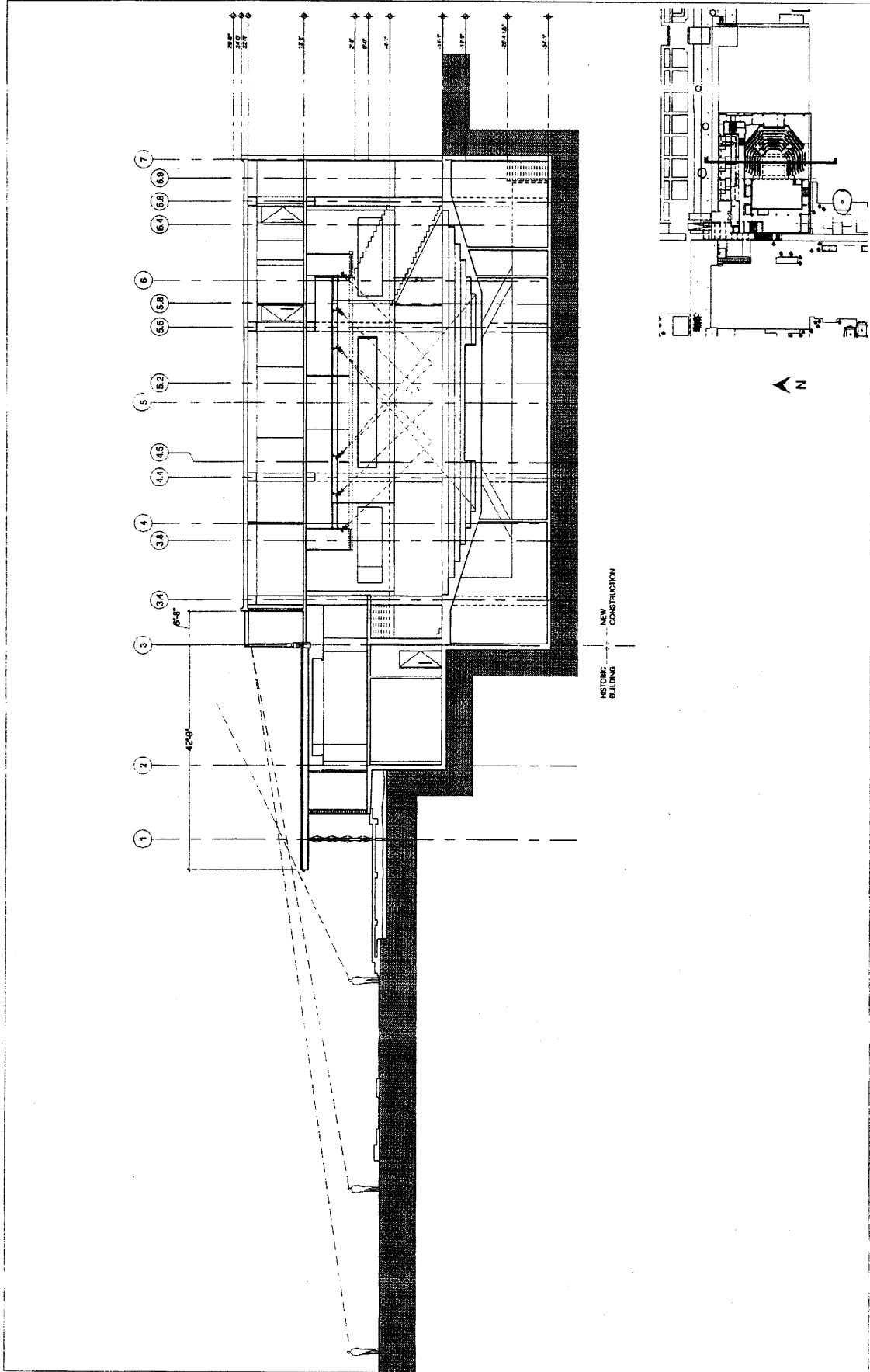
Address: 1111 N. 1st St., Suite 100, Phoenix, AZ 85004
Phone: 602.495.1111 Fax: 602.495.1112
BERRYKELLER ARCHITECTS
11/20/11

scale: 3/32" = 1'-0" content: level ROOF





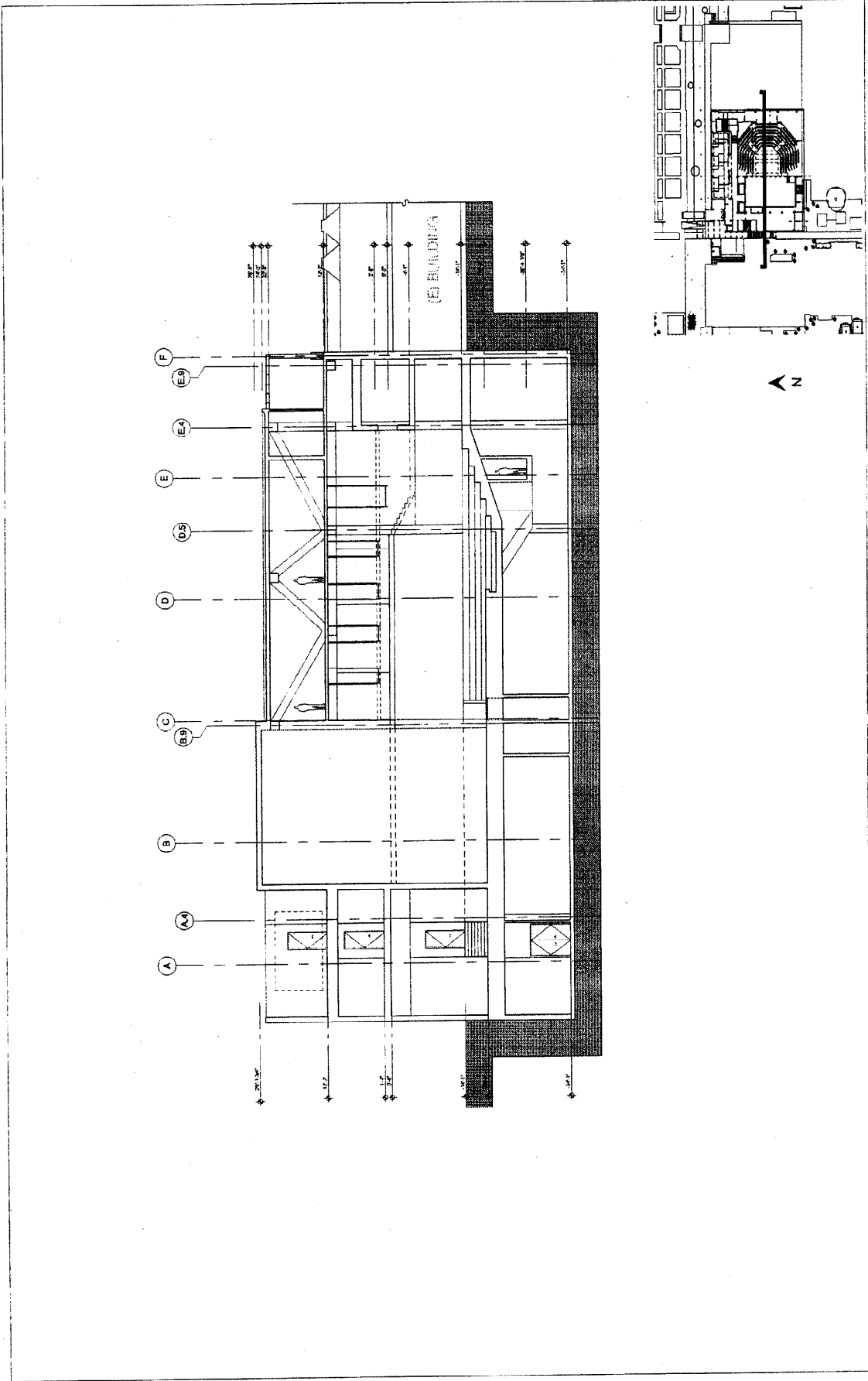


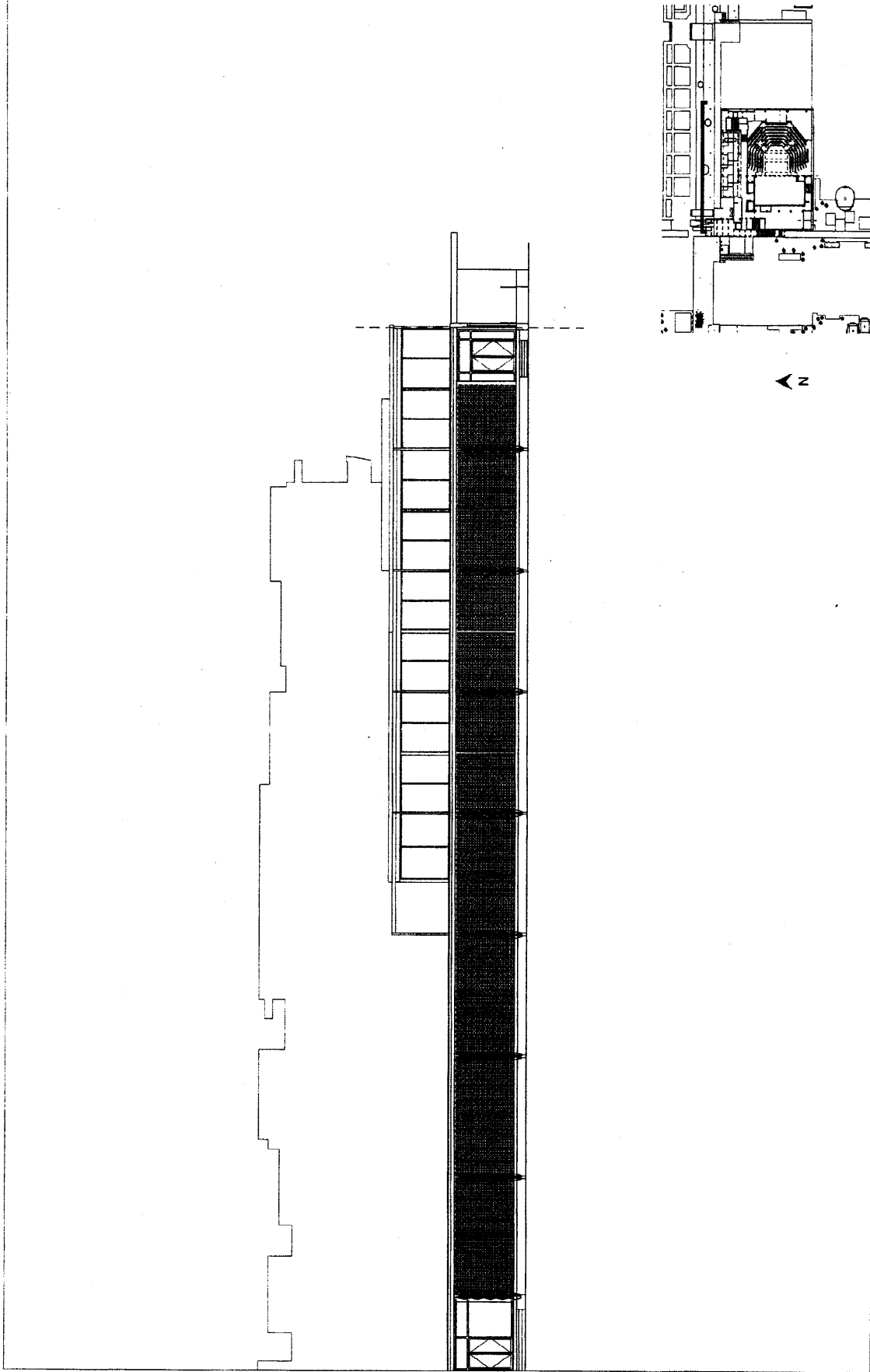


Address: 703 E. 45th St., Suite 200, Lincoln, NE 68504
Phone: 733.653.5477 Fax: 733.653.5478 Email: info@berrymiller.com BERRYKELLER ARCHITECTS AIA AIAA

scale: 1/16" content: section N-S

index: 3.1

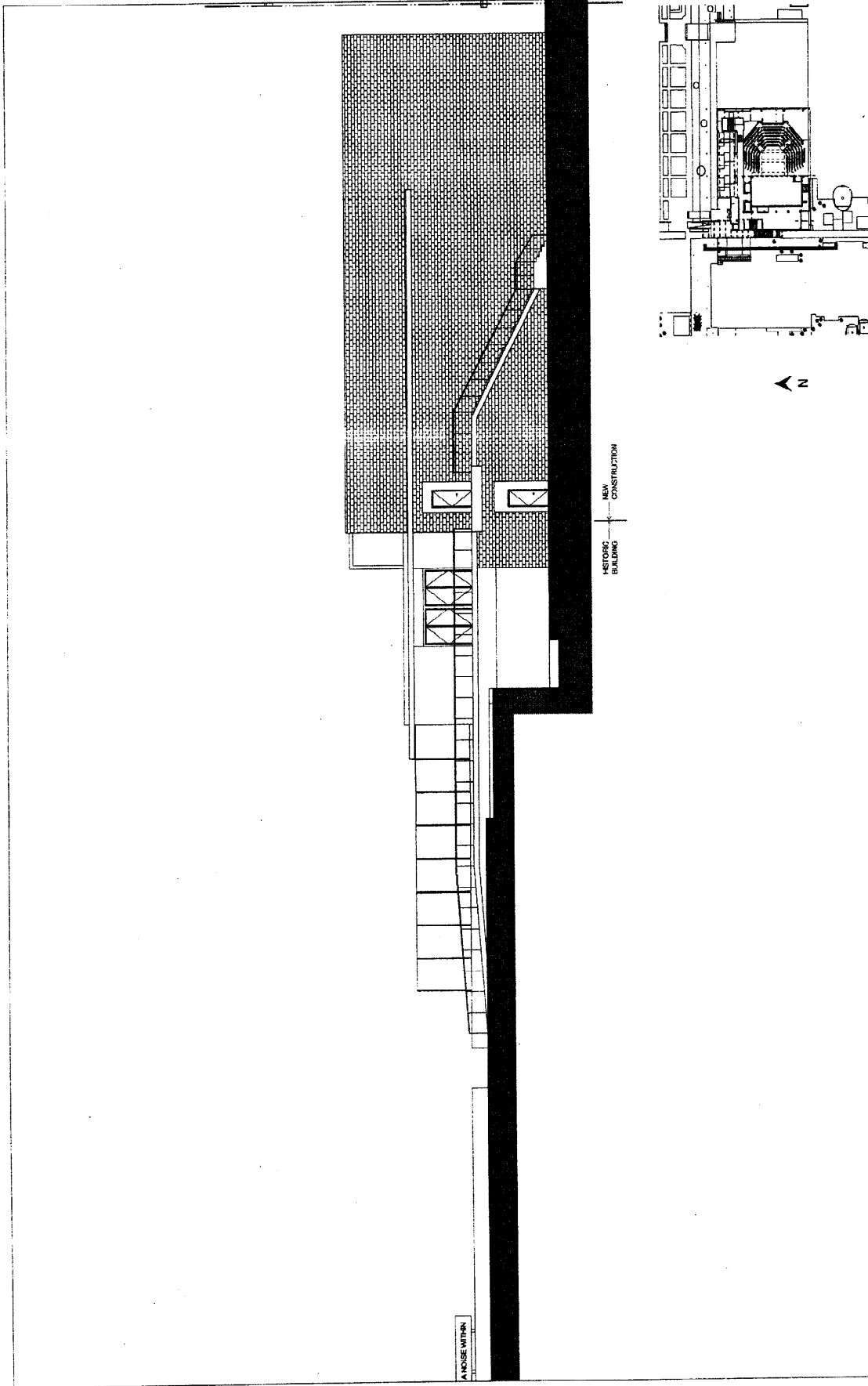




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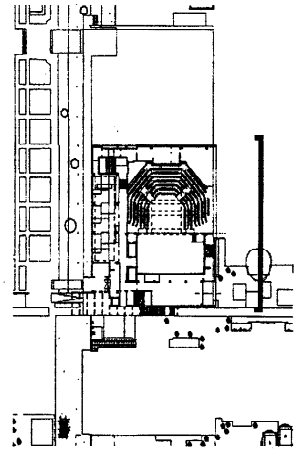
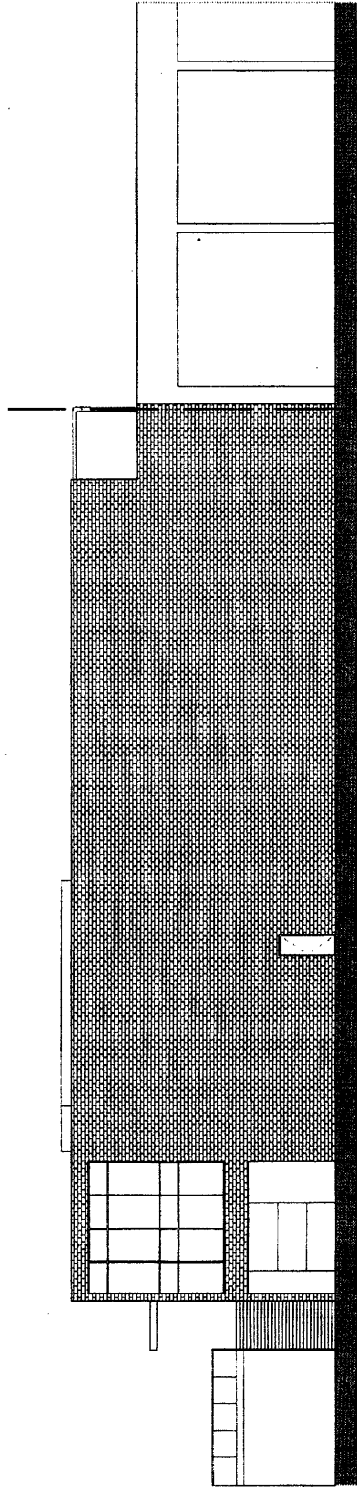
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Address: W. 7th St. #5113 Los Angeles, California 90017
Phone: 213.467.5001 Fax: 213.467.5045 email: info@berrymiller.com
BERRY MILLER ARCHITECTS A URBAN STUDIO



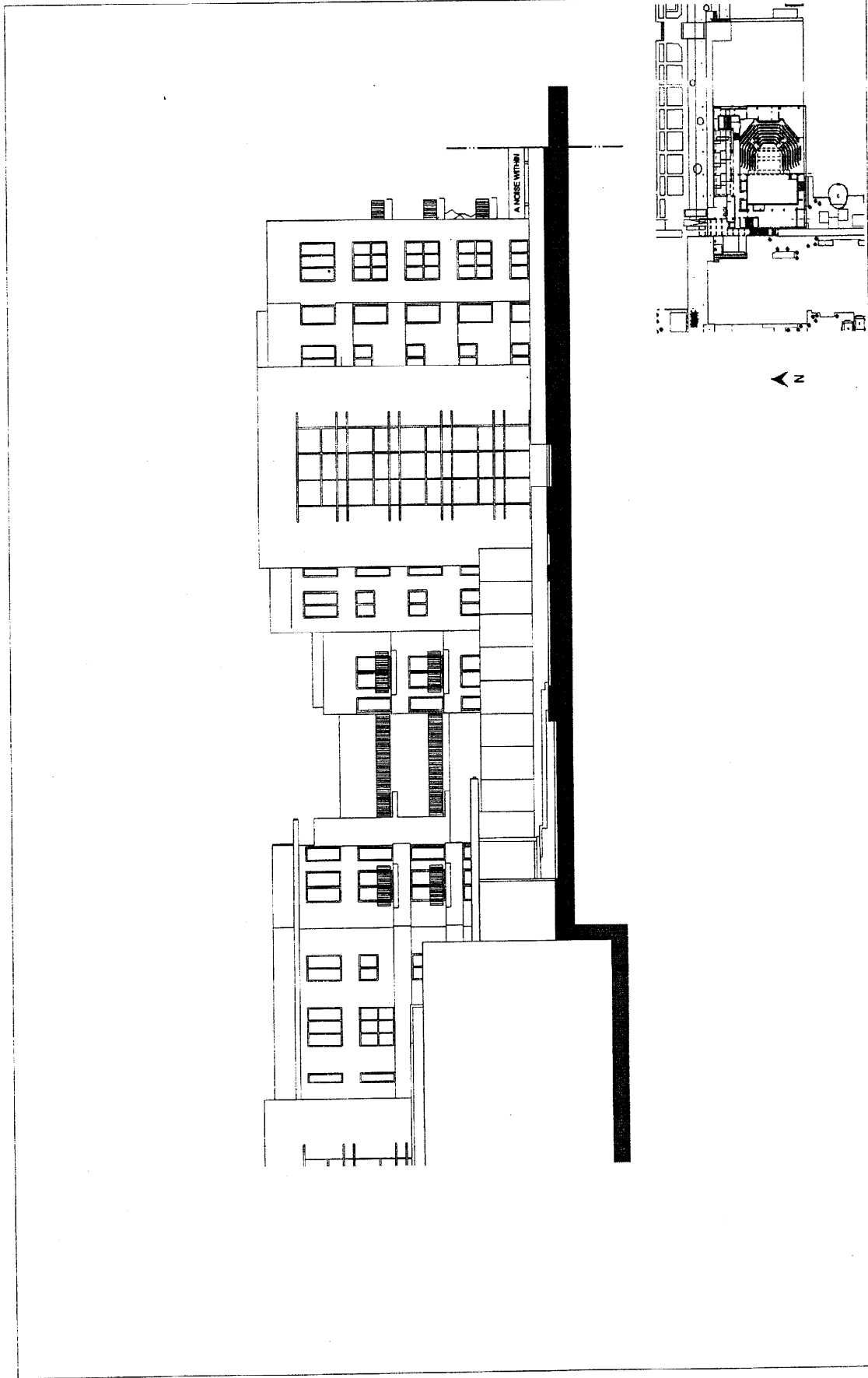
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index: 3.5

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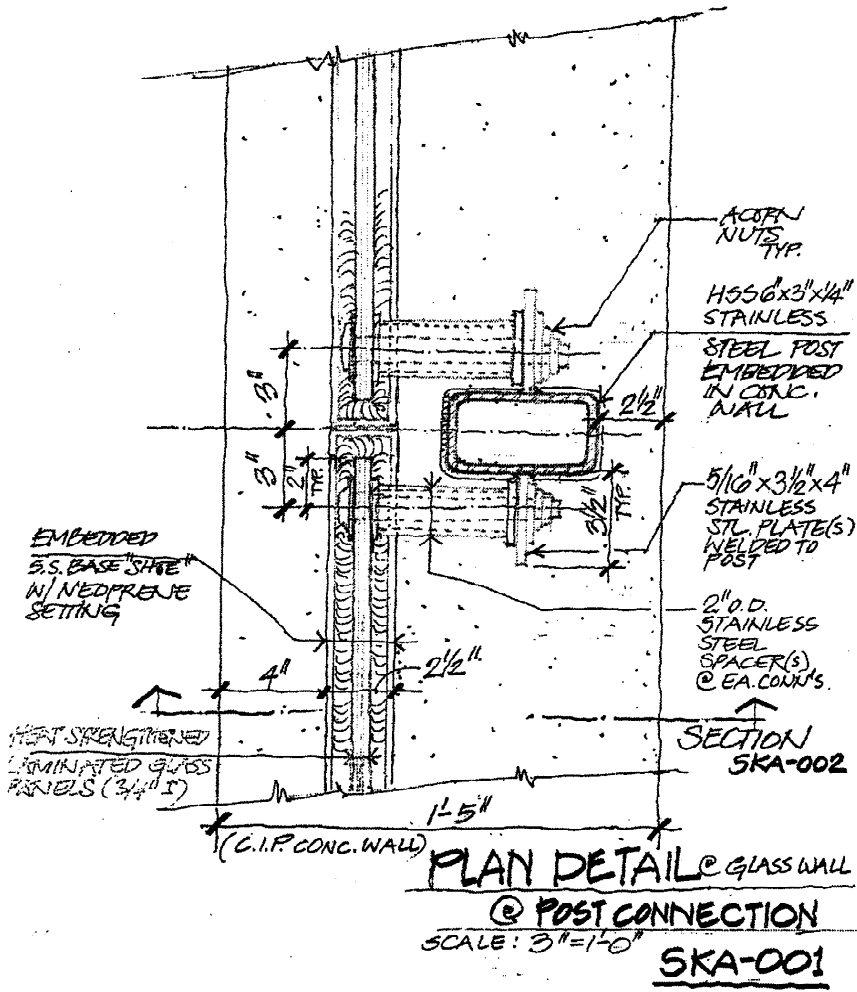


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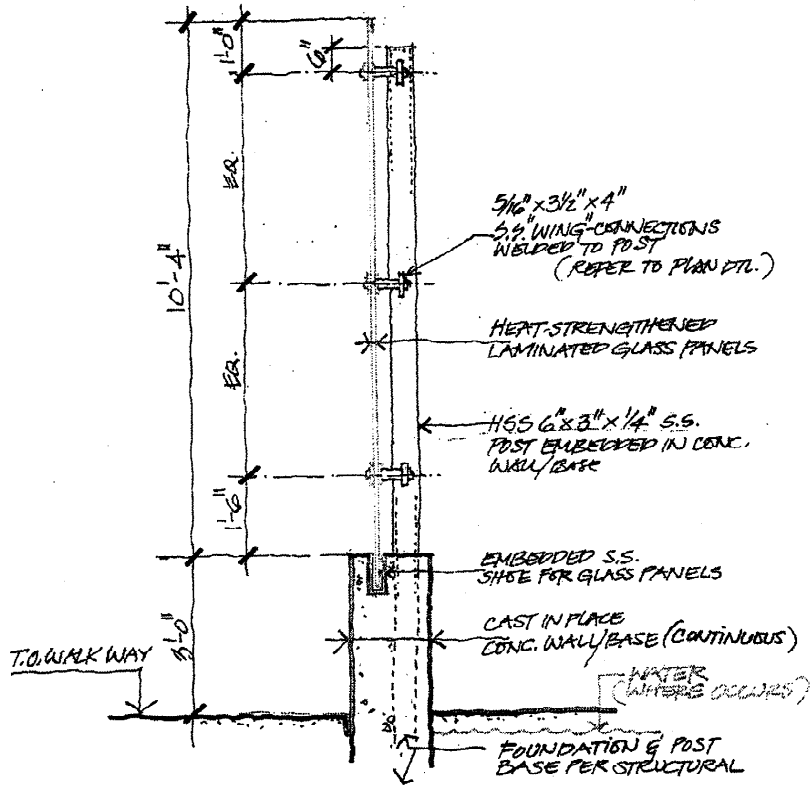
Architect: 101 W. 41st St. 4th Fl. New York, NY 10018
Phone: (212) 490-2400 Fax: (212) 490-3543 email: info@berrymiller.com
BERRYMILLER ARCHITECTS 

"A NOISE WITHIN..."
JAN. 25, 2007



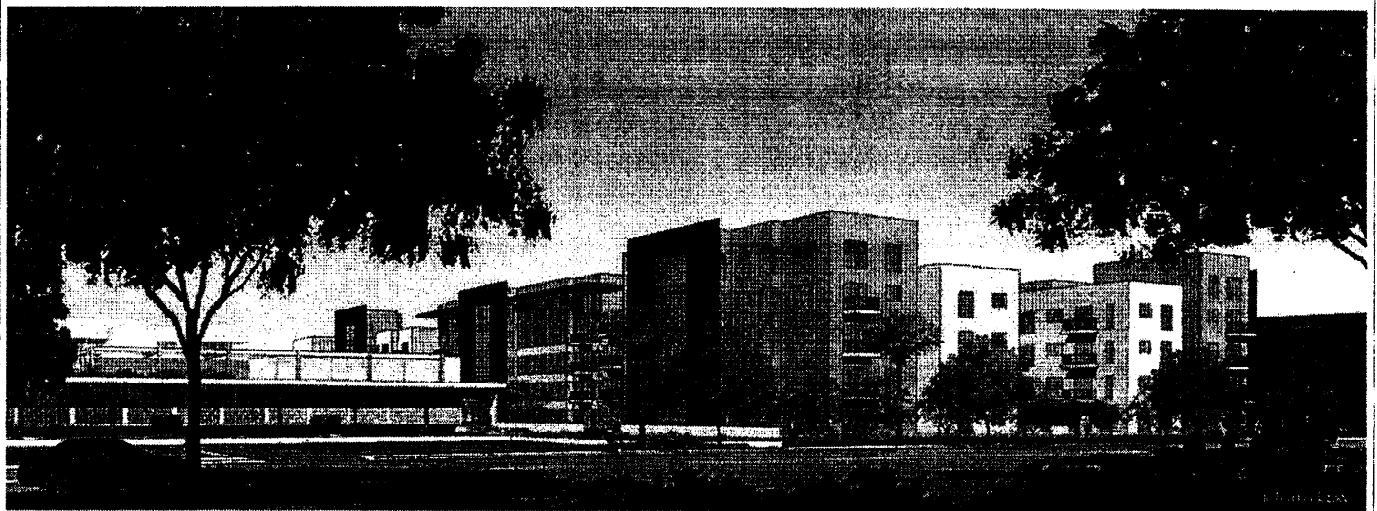
Attachment B: Sketch Details of West Garden Wall

"A NOISE WITHIN...."
JAN. 25, 2007



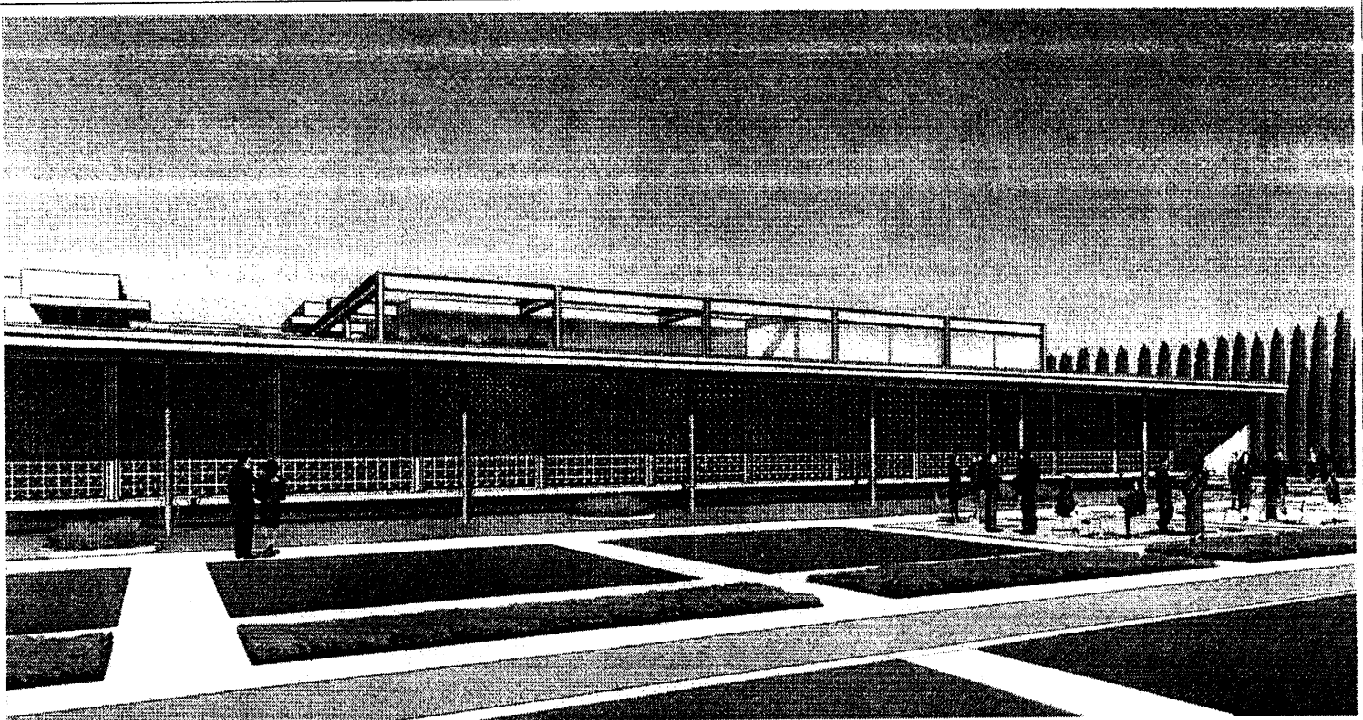
SECTION @ GLASS WALL
 $1/2'' = 1'-0''$ **SKA-002**

Attachment C: Renderings and Sketch-Up Images



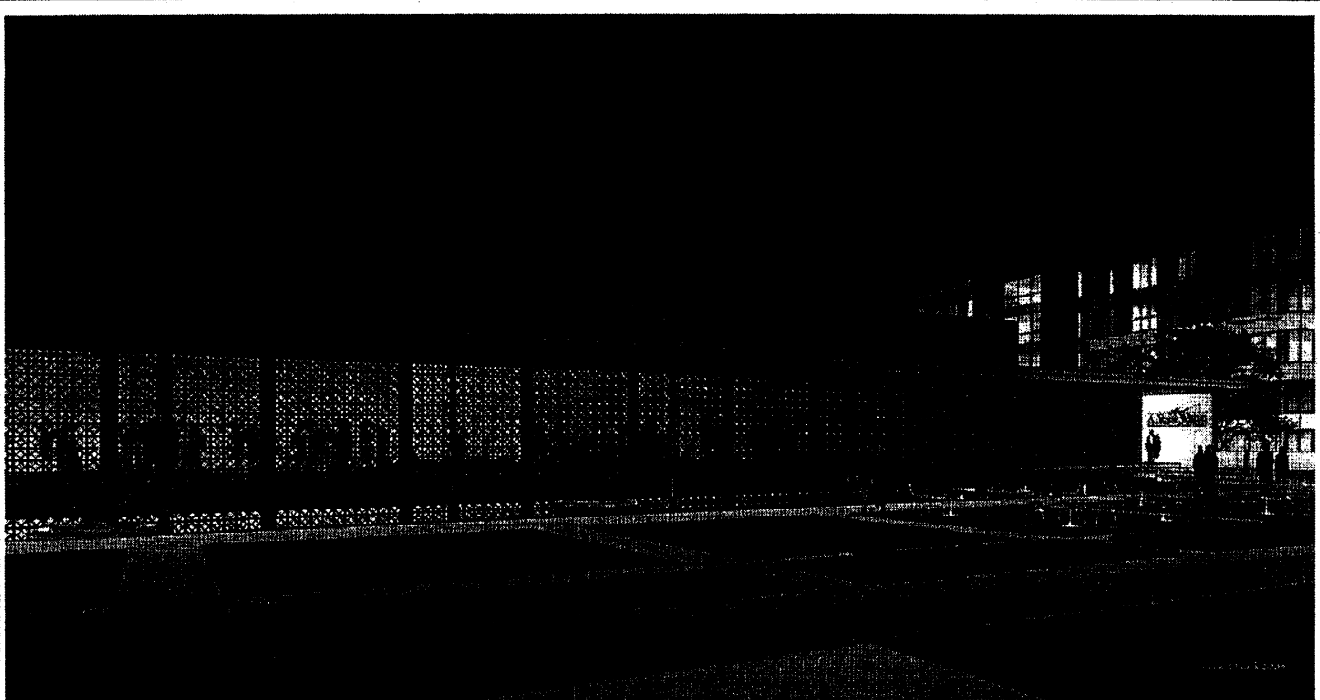
VIEW FROM ACROSS Foothill BLVD

Attachment C: Renderings and Sketch-Up Images



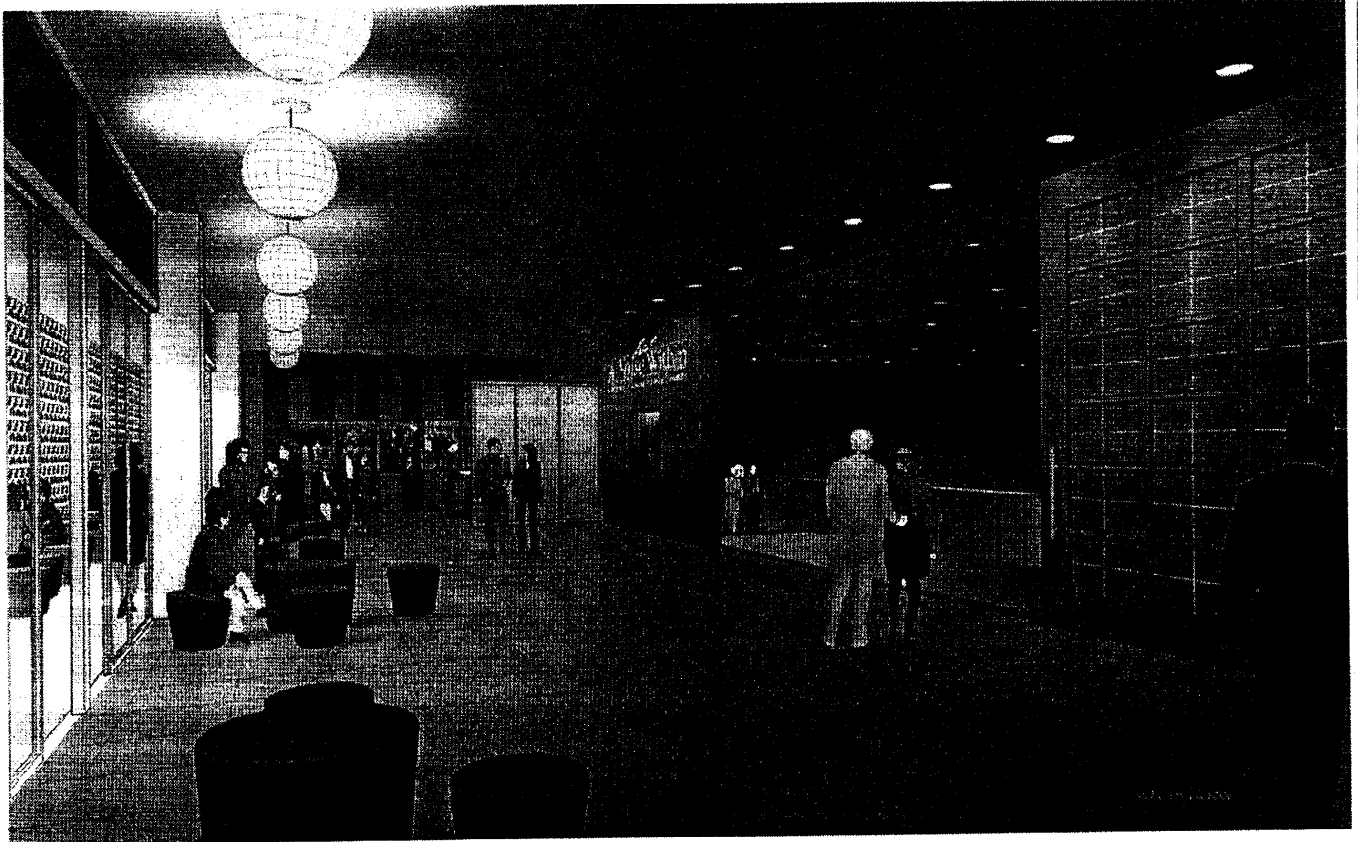
DAYTIME VIEW FROM FOOTHILL BLVD.

Attachment C: Renderings and Sketch-Up Images



NIGHTTIME VIEW FROM FOOTHILL

Attachment C: Renderings and Sketch-Up Images



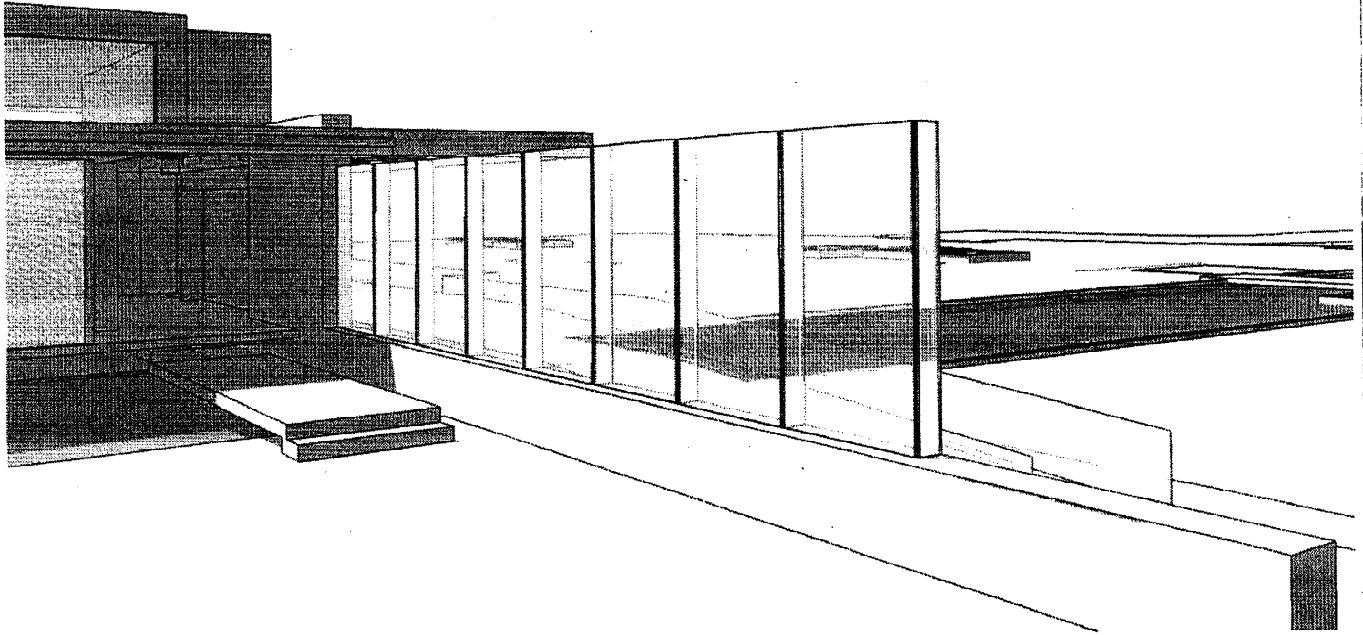
PRE-FUNCTION LOBBY SPACE

Attachment C: Renderings and Sketch-Up Images



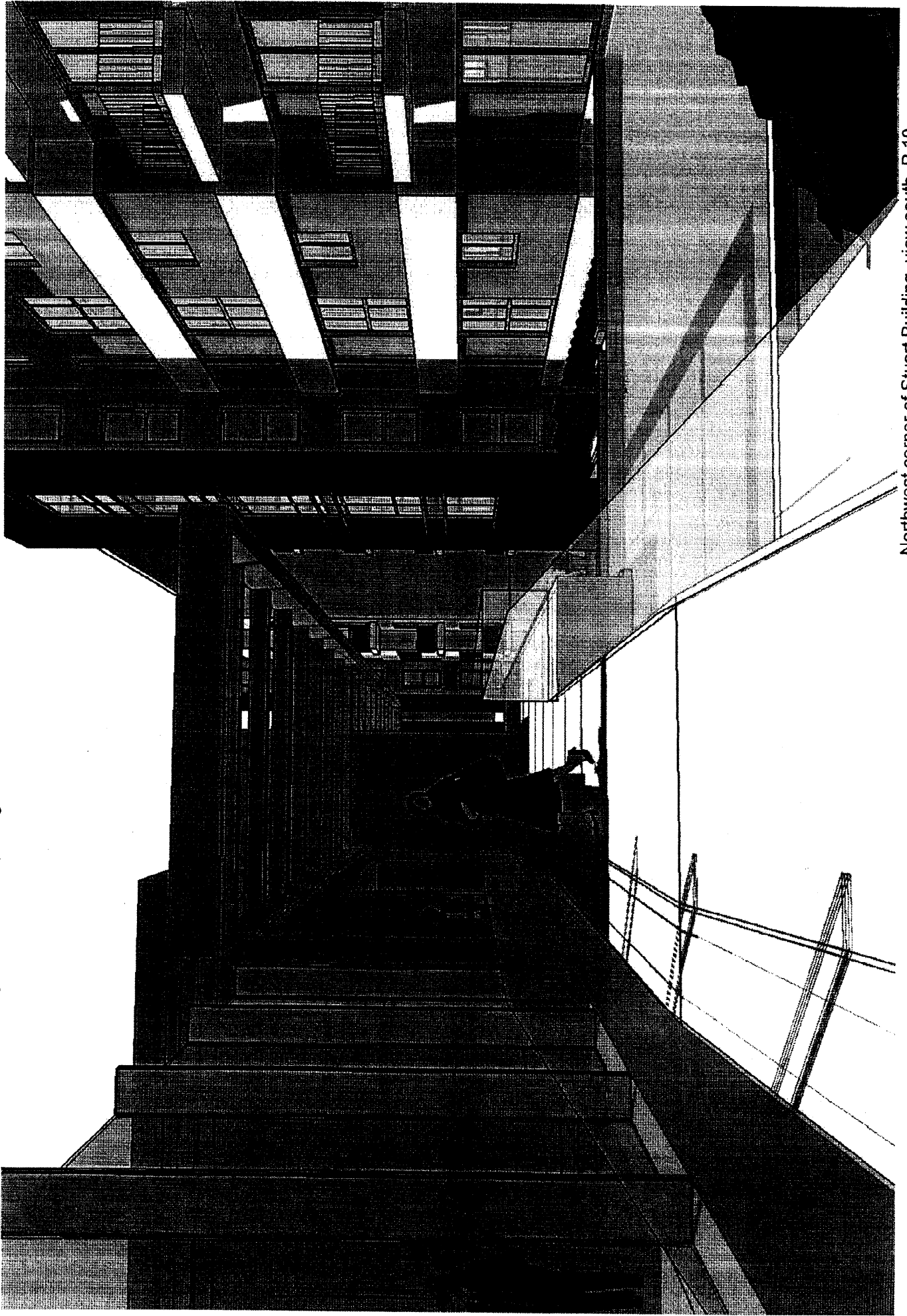
VIEW FROM MTA PARKING STRUCTURE

Attachment C: Renderings and Sketch-Up Images



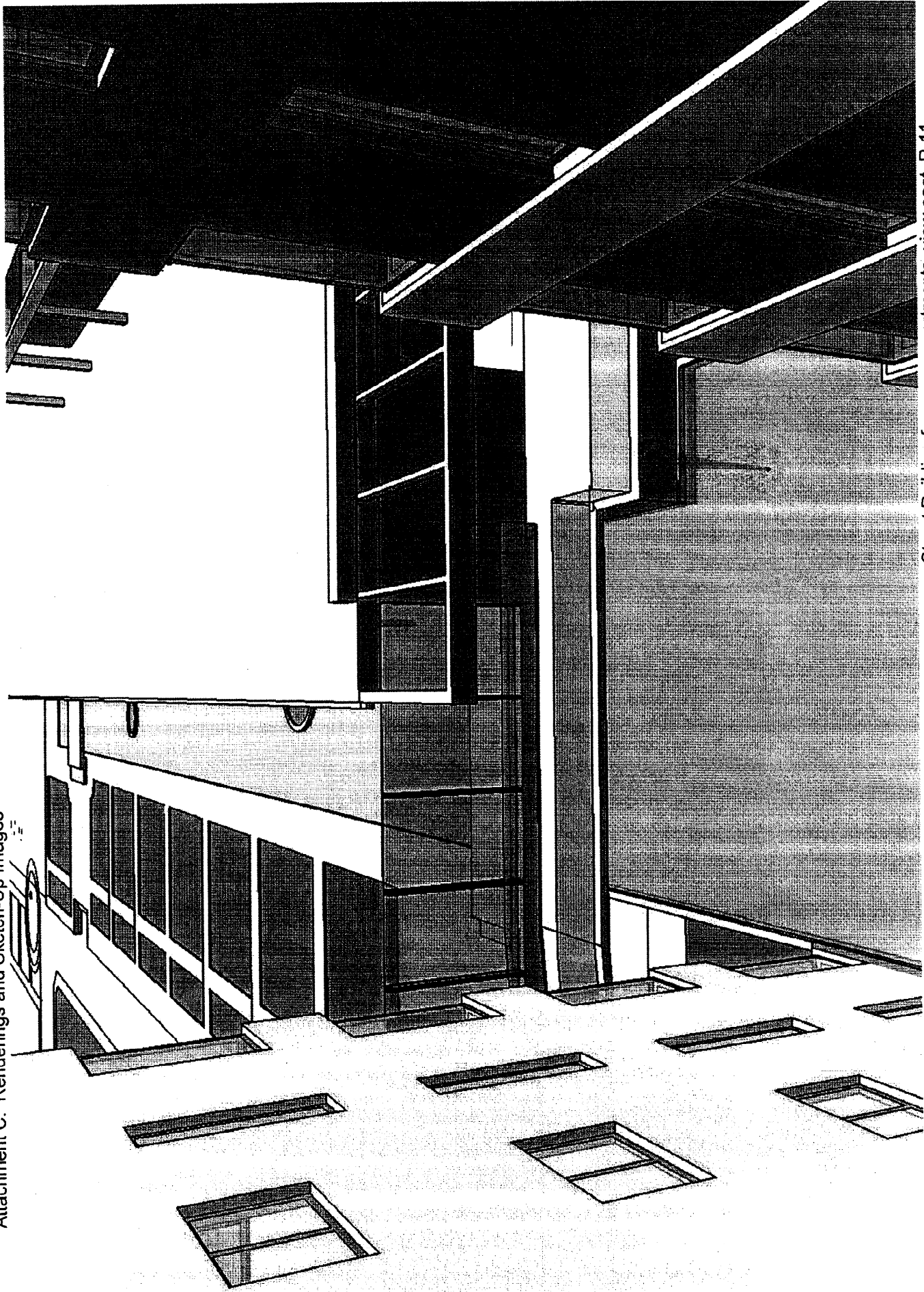
GLASS WALL AT ENTRANCE

Attachment C: Renderings and Sketch-Up Images



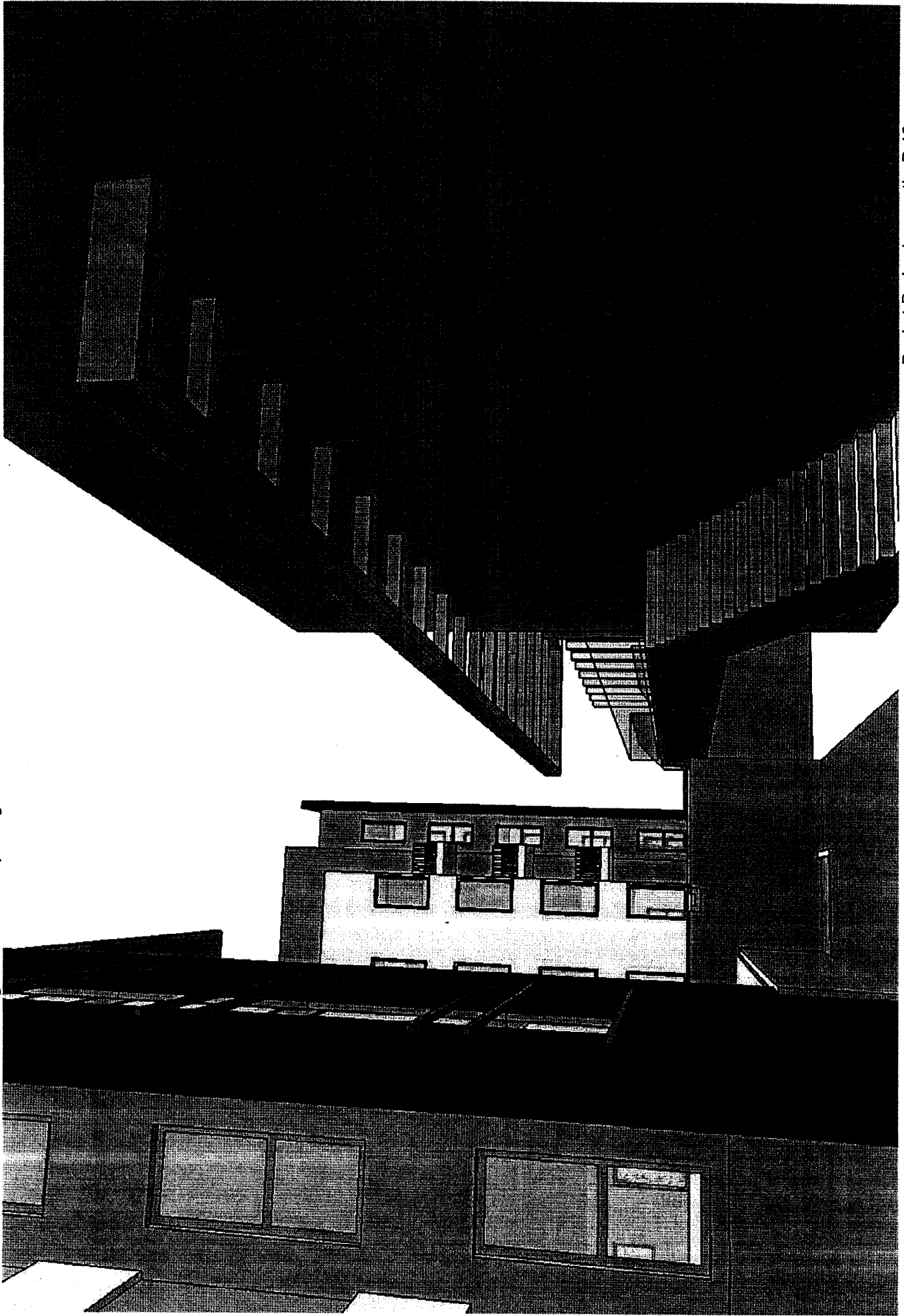
Northwest corner of Stuart Building, view south R:10

Attachment C: Renderings and Sketch-Up Images



Stuart Building from new apartments, view east R.11

Attachment C: Renderings and Sketch-Up Images



Pocket Park, view north R.12

Attachment D: Sierra Madre Villa Phase II (Stuart Building) Photos

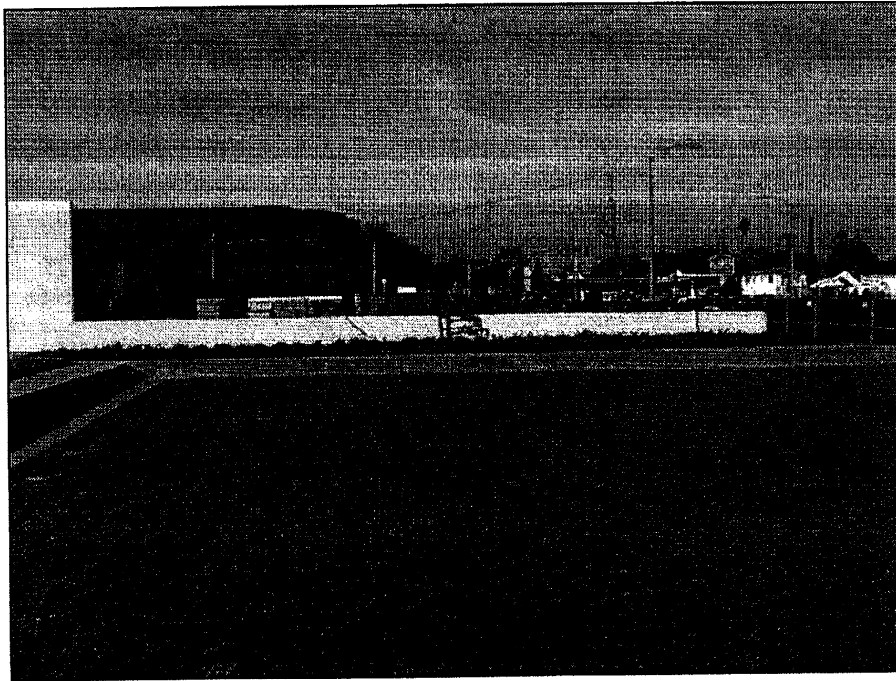


Photo 1: Stuart Building front yard setback (historic garden), raised planter and west garden wall, view west (Chattel Architecture (CA), 2006)



Photo 2: Stuart Building front yard setback (historic garden), west end of garden with west garden wall, view west (CA, 2006)

Attachment D: Sierra Madre Villa Phase II (Stuart Building) Photos



Photo 3: Stuart Building, west entrance and west garden wall, note cold joint in wall, view southwest (CA, 2006)

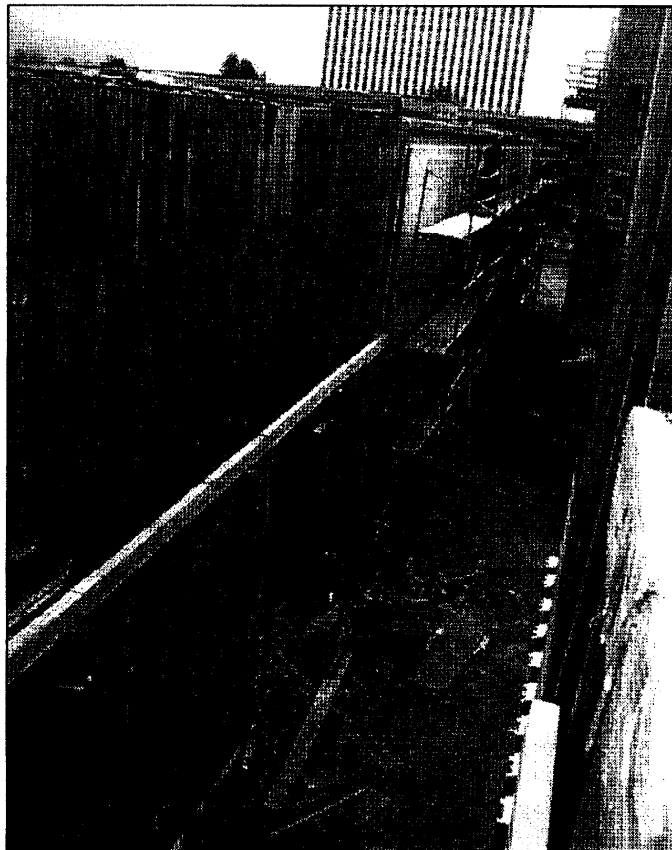


Photo 4: Stuart Building, south elevation, view northeast (CA, 2006)

Attachment D: Sierra Madre Villa Phase II (Stuart Building) Photos

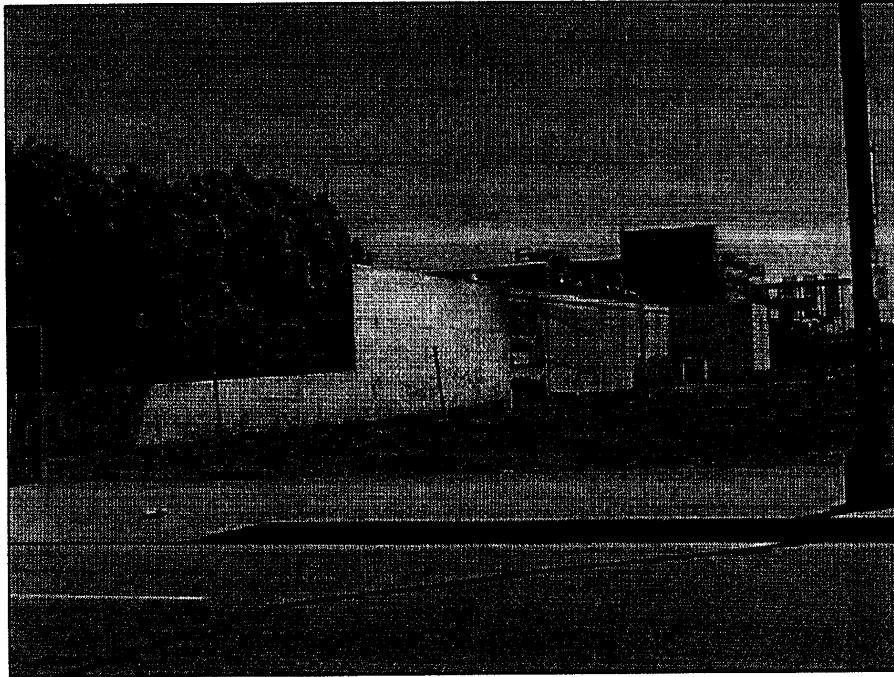


Photo 5: Stuart Building, west garden wall and west elevation prior to Phase I demolition, view Southeast (CA, 2003)

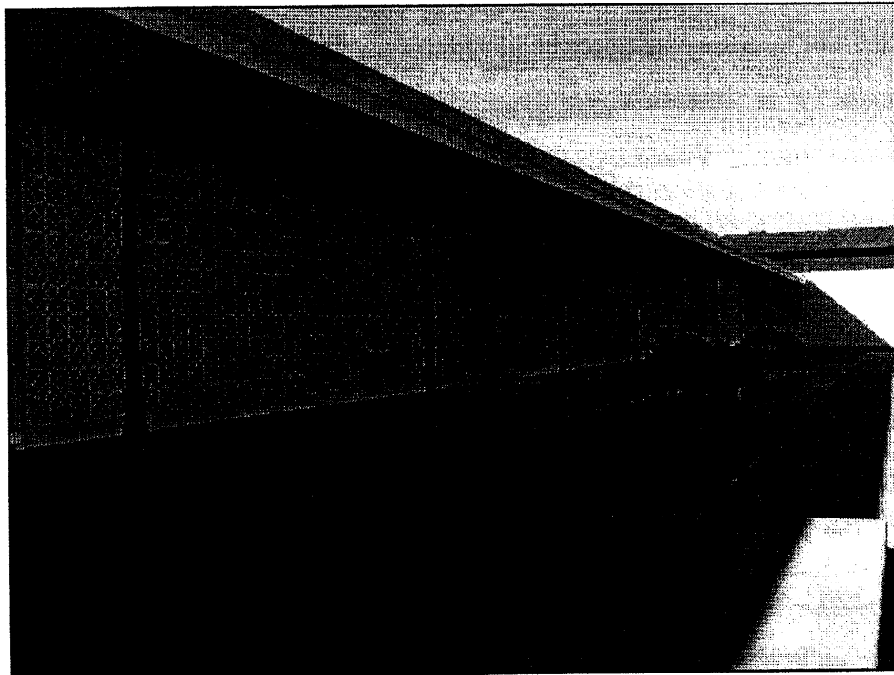


Photo 6: Stuart Building, north elevation and reflecting pool after Phase I rehabilitation, view southwest (CA, 2006)

Attachment D: Sierra Madre Villa Phase II (Stuart Building) Photos



Photo 7: Stuart Building, upper level of western retained portion, view southeast (CA, 2006)

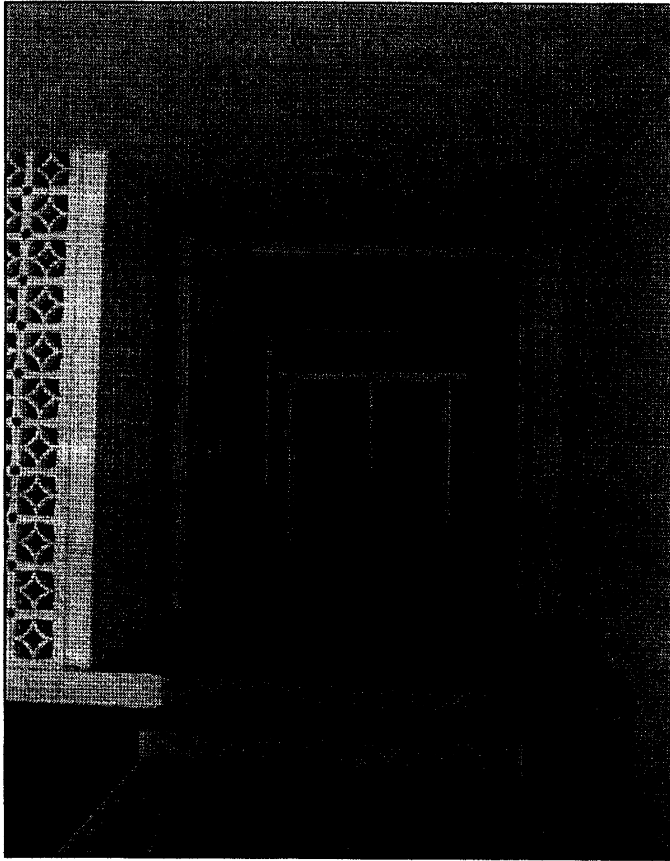


Photo 8: Stuart Building, west entrance, view south (CA, 2006)

Attachment D: Sierra Madre Villa Phase II (Stuart Building) Photos

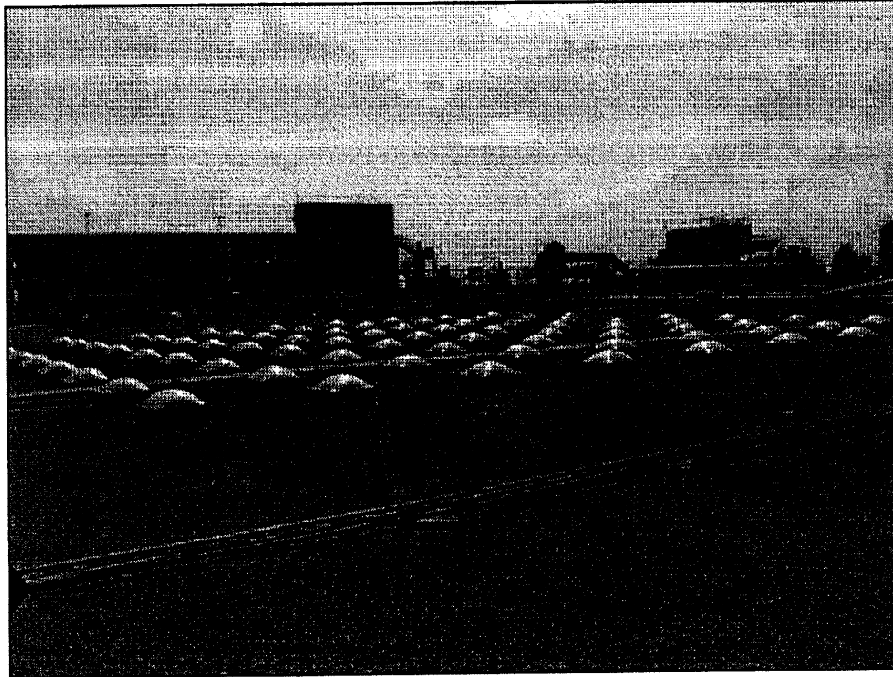
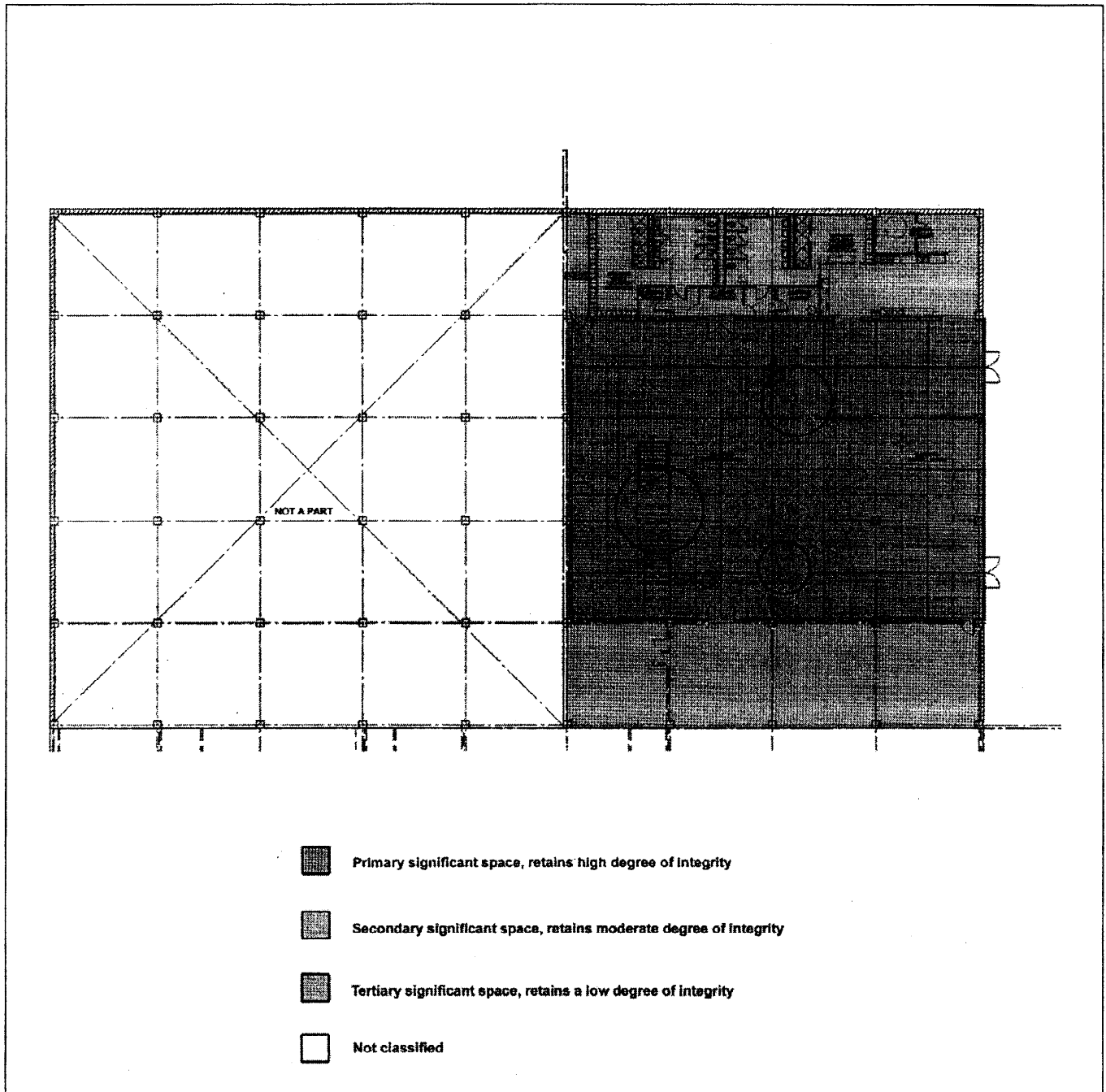


Photo 9: Stuart Building, roof with skylights (east portion of building) and mechanical equipment (west portion of building), view southwest (CA, 2004)

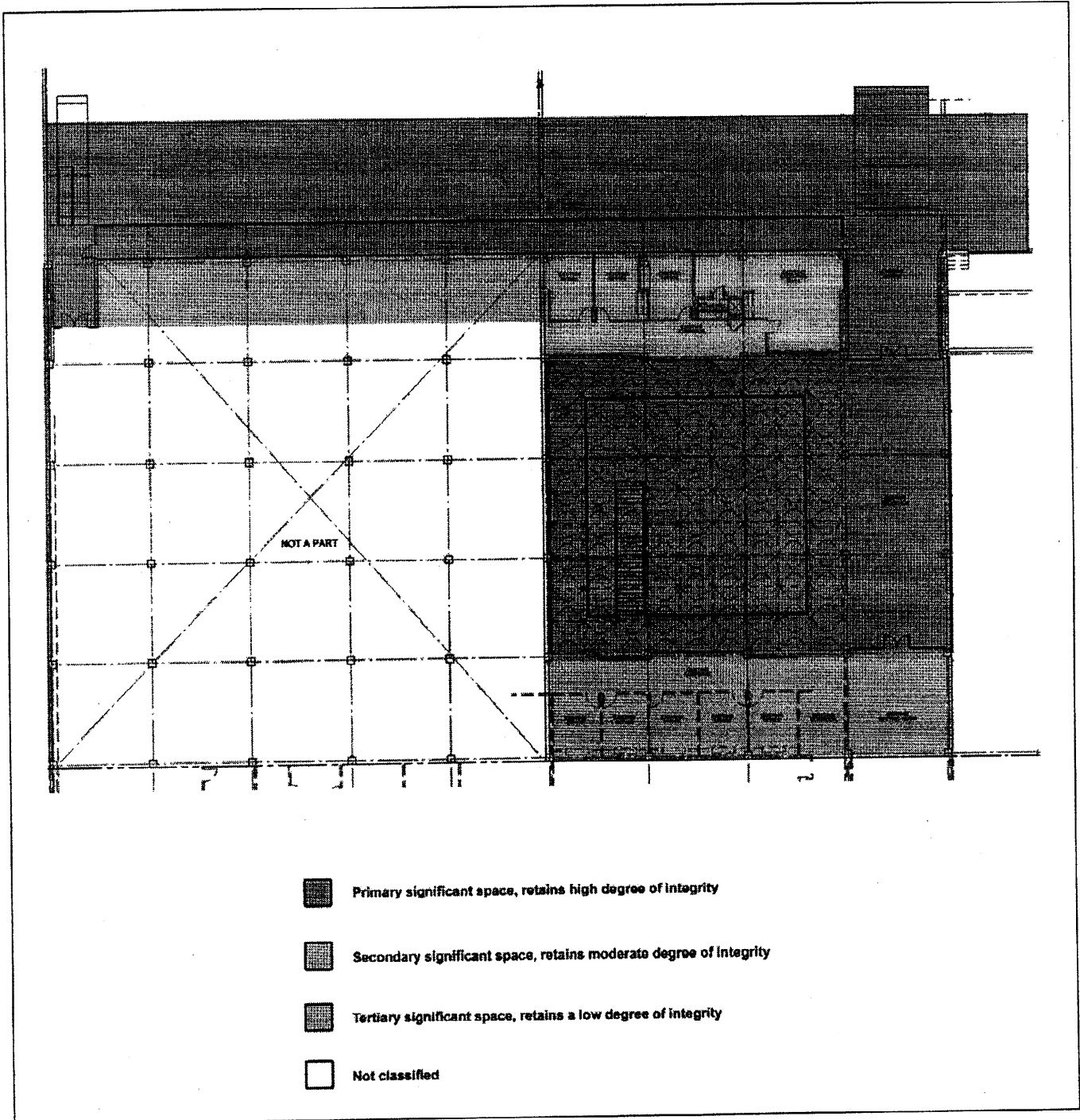
Attachment E: Significant Spaces Maps prepared by Chattel Architecture

Stuart Pharmaceutical Plant and Office building
Significant Spaces
First Floor



Attachment E: Significant Spaces Maps prepared by Chattel Architecture

Stuart Pharmaceutical Plant and Office building
Significant Spaces
Second Floor





Chattel Architecture Planning & Preservation, Inc.

February 5, 2007

VIA FEDERAL EXPRESS

Mr. Jeff Cronin, Principal Planner
City of Pasadena
175 North Garfield
Pasadena, CA 91101

Re: Sierra Madre Villa Phase II (former Stuart Company Plant and Office building)
3360 East Foothill Boulevard, Pasadena, California

Dear Mr. Cronin:

We have been asked to evaluate impacts of the proposed project, Sierra Madre Villa Phase II, under the California Environmental Quality Act (CEQA). As you know, the proposed project is the second phase of a two phase project. The first phase involved rehabilitation of the remaining eastern portion of former Stuart Company Plant and Office Building (Stuart Building) and several other contributing features of the complex as well as construction of a 188-unit apartment building with ancillary parking over a portion of the former pharmaceutical plant site. The second phase consists of adaptive use and rehabilitation of the remaining western portion of Stuart Building for a theater (A Noise Within¹), construction of a 212-unit apartment complex with ancillary parking along the western edge of site, and rehabilitation of Stuart Building front yard landscape.

Various aspects of Phase I work have been reviewed in previous correspondence to City of Pasadena staff, including a letter to Richard Bruckner, dated June 16, 2003, regarding Phase I, a letter to Jeff Cronin, dated July 8, 2004, regarding relocation of the shade pavilion, a memorandum to Jeff Cronin and Todd Holmes, dated September 14, 2005, regarding shade pavilion reconstruction and compliance with applicable mitigation measures, and a memorandum to Jeff Cronin and Mel Lim, dated October 10, 2005, regarding rehabilitation of Stuart Building pool and courtyard. In addition to written correspondence, City staff has conducted several site visits over the course of Phase I construction, which is nearing completion.

Chattel Architecture, Planning & Preservation, Inc. (Chattel Architecture) is an historic preservation consulting firm with statewide practice. The firm represents governmental agencies and private ventures, carefully applying the highest historic preservation standards to ensure successful rehabilitation of important historic properties. Chattel Architecture is comprised of professionals meeting the Secretary of the Interior's Professional Qualifications Standards (Professional Qualifications Standards, 36 CFR Part 61, Appendix A) in architectural history and historic architecture. Our involvement in both phases of project is in the capacity of

¹ A Noise Within is a classical repertory theater company based in Glendale, California.

historic preservation consultant, at request of developer and as outlined in the mitigation measure for shade pavilion relocation included in the Mitigation Monitoring and Reporting Program adopted as part of the Mitigated Negative Declaration for Pinnacle at Sierra Madre Villa Project Phase I.

The following evaluation establishes the environmental setting, including National and California register status and CEQA policies with respect to historical resource qualification, and then assesses proposed project impacts using applicable design review standards as described in detail below. The Phase II project was not defined at the time CEQA review was prepared for Phase I. As the current proposal represents Phase II of the two-phase project, it seems appropriate to also summarize previous CEQA findings and achievements of Phase I. Inclusion of Phase I information provides a necessary framework for assessing Phase II and cumulative impacts of the multi-phase project.

HISTORICAL RESOURCES EVALUATION

Regulatory Setting

National Register

The Stuart Company Plant and Office building (Stuart Building), completed in 1958, was listed in the National Register on October 20, 1998. As provided in the National Register Registration Form, "The contributing resources are as follows: two buildings, the Plant and Office building and the bathhouse; four structures, the reflecting pool located at the north (front) elevation, and the swimming pool, [shade] pavilion and garden wall located in the courtyard." The property is significant at the state level under criterion C, "as an outstanding example of mid-century modern architecture in California...one of the earliest expressions...of the New Formalist (or Neo-Formal) style and of architect Edward Durell Stone's philosophy and work." While the subject property was completed in 1958, and the property is not yet 50 years old, it was listed in the National Register under application of exceptional importance provisions, Criteria Consideration G.

In addition to the identified "contributing resources" noted above, important character-defining features of the exterior of the property include: horizontal emphasis and low profile; landscaped front yard setback; the reflecting pool, including fountains and configuration with the building appearing to "float" over the water; integration of interior and exterior spaces; pierced concrete block screen wall (at the north façade of the Stuart Building); solid concrete block with capsule-shaped pattern infill walls; slender steel columns with zig-zag metal ornament; and, suspended saucer planters. Interior character-defining features include: two-story [garden court] (also known as atrium) illuminated with multiple recessed skylights; central, floating, [garden court] stair; suspended saucer planters (as used on the exterior); randomly-sized and placed globe light fixtures; and circular ground-level planters, all located in, or immediately adjacent to, the garden court.

As noted above, the landscaped front yard setback (hereinafter "historic garden") is one of the character-defining features of the Stuart Building. Designed by Thomas D. Church, an important modern American landscape architect, the landscape design of the Stuart Building suggests that Church worked closely with Stone on the project. The National Register nomination goes on to state:

The highly stylized and restrained composition has many of Church's hallmark design

elements, including concrete mowing strips and terraced ground planes, a low-maintenance plant palette and the pool as a major design element. The overall design is sculpted and simple, with a highly stylized and restrained planting scheme, and suggests an intimacy between the landscaping and the building that seamlessly unifies the two.²

California Register

California Public Resources Code §5024.1(d) provides, "The California Register shall include the following: (1) California properties formally determined eligible, or listed in, the National Register of Historic Places..." Thus, the subject property is listed in the California Register.

City of Pasadena

Pasadena Municipal Code §17.532.10 defines a Category 1 Historic Resource as, "a resource that is designated a historic monument, landmark or historic sign, a property listed in the National Register (individually listed or a building in a listed district), a contributing building in a designated landmark district or a non-contributing building in a landmark district if the district designation ordinance specifies such review, and a work of Greene and Greene (including a significant fixture)." Because the subject property is listed in the National Register, it is considered a Category 1 Historic Resource.

California Environmental Quality Act (CEQA)

According to CEQA,

an historical resource is a resource listed in, or determined eligible for listing in, the California Register of Historical Resources. Historical resources included in a local register of historical resources..., or deemed significant pursuant to criteria set forth in subdivision (g) of Section 5024.1, are presumed to be historically or culturally significant for purposes of this section, unless the preponderance of the evidence demonstrates that the resource is not historically or culturally significant (California Public Resources Code, PRC §21084.1).

If the proposed project were expected to cause *substantial adverse change* in an historical resource, environmental clearance for the project would require mitigation measures to reduce impacts (emphasis added). "Substantial adverse change in the significance of an historical resource means the physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired" (PRC§15064.5 (b)(1)). PRC §15064.5 (b)(2) describes *material impairment* taking place when a project (emphasis added):

- (A) Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register... or
- (B) Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register... or its identification in an historical resources survey... unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or
- (C) Demolishes or materially alters those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or

² Leonard Kliwinski and Alan Hess for Pasadena Heritage, Stuart Pharmaceutical Company National Register of Historic Places Registration Form, January 1994.

eligibility for, inclusion in the California Register... as determined by a lead agency for the purposes of CEQA.

East Pasadena Specific Plan and FEIR

In the City of Pasadena's "East Pasadena Specific Plan" (Specific Plan), dated October 23, 2000, the Stuart Company building is included as part of the Transit Station Site, a proposed joint development between the Pasadena Blue Line Construction Authority³ (PBLCA) and a potential developer. The proposed project site is within the area designated as General Commercial (or CG) in Figure 6-1 of the Specific Plan. The Specific Plan includes as one of the five key goals for the site, "enable preservation of the Stuart Company building," and provides for two "alternatives" for site development. Each of the two possible alternatives identified include similar uses, office and research and development (R&D), with variations in density and height. As provided on page 5-3 of the Specific Plan:

Both alternatives make preservation of the most significant portions of the Stuart Company building and its landscaping mandatory. The portions of the Stuart Company building that shall be *preserved, rehabilitated and maintained according to the Secretary of the Interior's Standards (Secretary's Standards)* are:

1. The original [Plant and Office] building (except the rear portions to the south of the [garden court], a portion to the west of the [garden court], and a portion of the west elevation), the lobby and front corridor, the wall screens, and the reflecting pool...
2. The landscaped parking court and landscaped podium in front of the building...
3. The pool, shade pavilion and landscaped courtyard...(emphasis added)

The Specific Plan allows for removal of the "southern (rear) portions of the original building and portions of the building to the west of the garden court," to "facilitate adaptive use and preservation of the more visible and architecturally significant portions of the building."

The Specific Plan was reviewed in an initial study and environmental impact report pursuant to CEQA. (Final Environmental Impact Report: East Pasadena Specific Plan (FEIR), dated November 2000.) The FEIR reviewed the potential for environmental consequences to the physical changes in the environment authorized by the Specific Plan. Among those changes, the Specific Plan authorized the Stuart Building to be developed for several alternative uses and intensities and serve as a terminal for the proposed light rail station. The initial study and FEIR reviewed the potential for significant impacts to the Stuart Building as a historical resource and found that preservation and rehabilitation of the Stuart Building according to the *Secretary's Standards* would not result in a significant impact on the environment. (See, FEIR, p. III-19 [effect on cultural resources found to be less than significant]; see also, p. IV-16 ["no land use impacts will result from implementation of the Plan's standards to the future development of the light rail station site"]; see Specific Plan, p.5-3 [specifies that certain features of the property are to be "preserved, rehabilitated and maintained according to the *Secretary of the Interior's Standards*"].) To the extent that the proposed project is rehabilitated in conformance with the *Secretary's Standards*, it is in compliance with the Specific Plan and its FEIR.

³ The transit station, known as Sierra Madre Villa Station, is the northern terminus of the Metro Gold Line operated by the Metropolitan Transportation Authority (MTA). The MTA also operates a multi-level parking garage associated with the transit station.

PROJECT BACKGROUND – Phase I

In our review of the project as a whole (Chattel Architecture letter to Richard Bruckner, City of Pasadena, dated June 16, 2003), prepared in conjunction with City's Initial Study, potential direct and indirect impacts to contributing resources of the historic property and mitigation measures to minimize impacts were identified. It was determined that treatments of retained contributing resources and character-defining features (as defined in mitigation measures), coupled with compatible, contemporary new construction, achieved the necessary balance for conformance with the *Secretary of the Interior's Standards for the Treatment of Historic Properties (Secretary's Standards)*, and therefore would have a less than significant impact under CEQA. Relocation and reconstruction of the shade pavilion was considered in this environmental review. This ultimately assisted the City of Pasadena in making findings under CEQA that impacts of the proposed project were mitigated to a less than significant level and a Mitigated Negative Declaration (MND) was adopted (for Pinnacle at Sierra Madre Villa Phase I). At the time the MND was prepared, retention and rehabilitation of identified contributing resources and character-defining features was understood to be the goal, however, specific details related to these work elements were not defined.

Early in Phase I, Chattel Architecture was retained as historic preservation consultant and has been actively involved in all aspects of the project. In particular, we reviewed detailed plans for shade pavilion relocation and reconstruction, Stuart Building rehabilitation, as well as pool and courtyard rehabilitation (see below) for conformance with the *Secretary's Standards*. We have also provided regular, periodic construction monitoring and technical assistance on preservation-related issues during Phase I construction. We advised on use and application of the State Historical Building Code, which has been employed systematically to preserve significant spaces and character-defining features throughout the building.

Subsequent to our initial project review, we commented upon potential receiver sites for relocation of the shade pavilion not previously analyzed in the Initial Study and recommended that off-site relocation be pursued (Chattel Architecture letter to Jeff Cronin, City of Pasadena, dated July 8, 2004). After reviewing options, off-site relocation in a new City park provided the best opportunity for incorporating design and landscaping features similar to that of the structure's original setting. City staff supported this plan and a receiver site in the new Villa Vieja Park (formerly Eaton Wash Park) was selected. We worked with civil engineer Kimley-Horn and Associates and City staff to ensure that design features of the receiver site (landscaping, new concrete slab, adjacent playground equipment and new restroom facility, etc.) would be compatible with the relocated shade pavilion. Overall, the new setting of the shade pavilion has been designed to minimize negative impacts and to reflect some of the visual and physical relationships that existed at the original donor site.

For reconstruction of the shade pavilion, we worked closely with structural engineer Michael Krakower of Krakower & Associates, Structural Engineers, Moonlight Molds (roof fabricator), and City staff. After careful assessment, it was determined that the existing, molded plywood roof was too deteriorated to repair and that new hyperbolic parabola-shaped roof saddles would be fabricated. While in kind replacement was the desired approach, consultation with the American Plywood Association and a variety of plywood fabricators made clear that the technology with which the original roof was constructed is no longer available and therefore in kind replacement of the roof saddles would not be technically possible. The chosen alternative, glass fiber reinforced plastic (GFRP), was selected for its ability to recreate the finish and shape of the original as well as for its longevity (including an ultraviolet inhibitor). The new roof saddles were fabricated to closely match the original in shape, size, and appearance, using the original roof and architectural plans as a model to reproduce this feature as recommended by

the *Secretary's Standards*. In contrast to roof panels, most of original structural steel was repaired and reused in the reconstruction. Inspection by the structural engineer determined that with exception of several small flange tails the steel was sound. New flange tails were welded in place and the repaired columns were repainted to match their original color (white). Other original features that were repaired and reinstalled during reconstruction include the metal ball finial and sheet-metal "skirt" covering the rooftop light fixture ring.

At the City's request, several original features, including capiz-shell light fixtures and rooftop ladder, were not reinstalled. In both cases, work associated with the relocation has preserved the option to reinstall these features in the future. Electrical conduit was run to the center column with wire pulled to the rooftop light fixture ring to make it operational. Should concerns of vandalism abate in future, additional wiring could be pulled to reconnect fixtures under the canopy. For the rooftop ladder, original steel rungs were cleaned, repaired and repainted prior to being wrapped and stored on site. In addition, the new roof saddles were structurally reinforced to accommodate potential reinstallation of the ladder. Finally, an interpretive panel documenting history of shade pavilion and the relocation project was prepared and installed at the new location. Much of the above-noted work is described in our conformance review report for the shade pavilion reconstruction (Chattel Architecture memorandum to Jeff Cronin and Todd Holmes, City of Pasadena, dated September 14, 2005).

As work at the Stuart Building pool required a separate permit, we reviewed and commented on proposed plans for conformance with the *Secretary's Standards* (Chattel Architecture memorandum to Jeff Cronin and Mel Lim, City of Pasadena, dated October 10, 2005). The pool and landscaped courtyard were identified in the East Pasadena Specific Plan as contributing-features of the complex to be preserved and rehabilitated in conformance with the *Secretary's Standards*. For the pool and courtyard one of the primary issues has been balancing preservation with required building and health code regulations. Although it was identified as a contributing-feature to be retained, there are a number of elements of the pool that do not meet current code, including exposed gutter, bench/swimout around perimeter, and fountain sprays in coping. Extensive effort has been exerted to identify compromises that would adequately protect these features while also addressing building and health code compliance. To this end, it was determined that the existing coping would be removed and replaced with new that extends over the currently exposed gutter. In order to retain the bench/swimout, a band of contrasting-colored tile will be installed along its length, and new warnings against diving and shallow edge depth will be installed. Fountain sprays will be moved from face of coping to new, flush-mounted locations in the pool deck. The new sprays will be minimally visible in the deck but when operating will provide a visual effect similar to original.

Another significant issue was providing a pool enclosure (fencing, gates, etc.) that would meet safety codes while still maintaining the historic openness of the courtyard and pool area. In order to ensure security and safety, while also preserving the open layout and visual character of the courtyard and pool, an enclosure system featuring fixed glass walls, key-fobbed doors opening to the courtyard from the clubhouse building (Stuart Building), and fencing with key fobbed gates at all points of entry to the courtyard, is proposed. Retaining the direct connection between the clubhouse building and courtyard also maintained a historic relationship and retained significant historic fabric. The above-noted approach was determined to be in conformance with the *Secretary's Standards* as it ensures that the new pool enclosure system retains significant character-defining physical and visual features and physical relationships as well as incorporating contemporary, compatible new construction.

Although the Initial Study and accompanying MND anticipated that the retained eastern portion

of the Stuart Building would be rehabilitated in conformance with the *Secretary's Standards*, prior environmental review documents did not provide proscriptive measures for achieving this goal. As with the shade pavilion and pool, there were serious issues associated with rehabilitating the building and its character-defining features (garden court, stair, etc.) that posed challenges to the project team.

Perhaps the most significant challenge was providing a fire/life-safety system that would satisfy current codes without significantly altering the character-defining coffered ceiling or the hanging planters and capiz-shell globe light fixtures in the garden court. To meet this challenge, a fire-life safety engineer was brought onto the team and an Alternative Materials or Method of Construction report was prepared by fire protection consultant, Hughes Associates, Inc., for the project. In cooperation with City of Pasadena fire department staff, the project team identified a sprinkler system that met code requirements while also protecting historic fabric. Accurate, in kind reconstruction of the rough textured, expanded metal lathe and plaster ceiling with its 81 coffers was achieved.

Other issues included the deteriorated condition of aluminum storefront system on the east elevation. After assessing a number of options it was determined that the best long-term solution would be an in kind replacement of the entire system in conformance with the *Secretary's Standards*. Original storefront doors were reused on the interior and storefront system in breezeway was retained and restored. Wall sconces and capiz-shell globes were replicated based on original salvaged fixtures as were the thousands of new brass bosses in screen walls throughout the site. Another successful aspect of Phase I was the extent to which salvaged material was reused. Most of the interior doors and door hardware were reused as were ovens and stovetops in the kitchen and terrazzo floor in the garden court all of which have been restored. In the upper level offices along north elevation, built-in woodwork uses a majority of salvaged original material.

The Phase I rehabilitation of the eastern retained portion of building, pool and courtyard, relocation of shade pavilion, and adjacent new construction achieved a careful balance of preservation, rehabilitation, restoration, and reconstruction, achieving an adaptive use in conformance with the *Secretary's Standards*. Overall, Phase I achieved greater historic preservation benefits – with more retention and restoration of historic fabric – than was anticipated at the time of the prior environmental review.

ANALYSIS OF PROPOSED PROJECT IMPACTS

CEQA Guidelines

If the proposed project were expected to cause *substantial adverse change* in an historical resource, environmental clearance for the project would require mitigation measures to reduce impacts. "Substantial adverse change in the significance of an historical resource means the physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired" (PRC §15064.5 (b)(1)). PRC §15064.5 (b)(2) describes *material impairment* taking place when a project:

- (A) Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register... or
- (B) Demolishes or materially alters in an adverse manner those physical

- characteristics that account for its inclusion in a local register... or its identification in an historical resources survey... unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or
- (C) Demolishes or materially alters those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register... as determined by a lead agency for the purposes of CEQA.

According to CEQA Guidelines §15064.5(b)(3):

Generally, a project that follows the *Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings* or the *Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings* (*Secretary's Standards*), shall be considered as mitigated to a level of less than a significant impact on the historical resource.

Thus, the CEQA Guidelines indicate that effects on historic resources resulting from a project that is found to be in conformance with *The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings* (*Secretary's Standards*) are generally considered to be mitigated to a less than significant level.

Proposed project – Phase II

The proposed Phase II project entails construction of a new apartment building on the currently vacant west portion of the former Stuart pharmaceutical plant site, adaptive use of the western retained portion of Stuart Building as a theater, construction of a new pocket park, and rehabilitation of landscaping in the historic garden (front yard setback of Stuart Building).

Concept layout of the new apartment building has been prepared by Berry/Keller Architects and Architects Orange described in elevations and plans submitted in the Revised Pre-Application Submittal dated October 11, 2006. In its current concept layout, the new apartment building is proposed to be roughly 5-stories with 2-stories of below-grade parking. The new building is proposed to contain 212 residential units with approximately 339 parking stalls. On-site open space and recreational amenities consist of private balconies, internal courtyards, pocket park between new apartment building and west elevation of Stuart Building, and the historic garden (front yard setback of Stuart Building). In addition, the new apartment building will share the pool as well as fitness room and other clubhouse amenities in Stuart Building. Vehicular access to apartment building would be provided by driveways along the Sierra Madre Villa Avenue (west) and south elevations of the new building. The proposed theater would also share the paved parking and drive areas in the historic garden.

Elevations, plans, sketches, and renderings of the proposed theater in western retained portion of the Stuart Building as well as site plan of front yard setback have been prepared by Berry/Keller Architects (Attachments A-C). The concept layout describes proposed work to include: rehabilitation of aluminum storefront, glazing and sliding doors along north façade, reconfiguration of west entrance, adaptive use of interior for theater, addition along west elevation, construction of new south and west exterior walls, and rooftop addition. The pierced-block screen wall and concrete walkways/bridges along north elevation will be repaired as necessary with no physical alterations. The proposed work is described and analyzed in greater detail below.

Historic garden (front yard setback of Stuart Building)

In Phase I, the original landscaped front garden was substantially rehabilitated in conformance with the *Secretary's Standards*. New asphalt was installed in driveway and parking area, concrete paving and planter walls were cleaned and repaired, and new landscape plantings were installed. At the west end of garden, concrete paving damaged by tree roots was removed and replaced in kind and some trees were removed.

Phase II proposes several changes at the west end of the historic garden (Attachment A – Sheet 2.0). These include: installation of a new ADA-accessible ramp, new monument sign, removal and replacement of a portion of existing poured-in-place, reinforced concrete wall at west end of garden (west garden wall), and some replacement of new landscape materials. It is important to note that original newly restored driveways, most concrete paving, pierced block wall, breezeway, and moat (reflecting pool) will not be altered. The existing driveway will be shared seamlessly by the apartment leasing and clubhouse and theater uses. The sharing of uses and limited intervention in the historic garden reflects a significant departure from earlier concepts. Current plans reflect extensive collaboration between development team, project architect, and historic preservation consultant.

As currently proposed, a new ADA-accessible ramp will be installed within the existing raised, planter that extends to the street along the west garden wall (Attachment D - Photo 1). To provide access to ramp, a small section of existing planter wall will be removed. New concrete paving, to match existing, will be installed at both podium and lower garden levels for the new ramp and to direct patrons to the theater entrance. Placement of the ramp has been carefully considered to minimize impacts to historic fabric in the garden. Installation within this planter allows most of the new ramping to be largely invisible with only a small segment of the concrete wall being removed. Where planter wall is removed, new paving for ramp and several steps will match existing to minimize visual impacts. It is anticipated that the ramp will not require handrails so as to further minimize visual impacts. Overall, it appears that the new ramp will have a negligible impact on the historic garden and as such is in conformance with the *Secretary's Standards*.

On the landscaped podium, the thick grass recently planted in the large square planting beds is proposed to be replaced with Bermuda grass (or equivalent), which provides a dense turf similar to a putting green. This new turf would not only be more in keeping with the original landscape plantings in these beds but would also provide a fairly solid, multi-purpose surface. Such a surface is important for the theater, which would like to periodically use this area for pre-function and intermission gathering space for theater patrons (Attachment C – Night View from Foothill). Since the proposed replacement turf closely reflects the original design intent of the historic garden plantings, replacement of grass in these locations appears appropriate.

A new sign is proposed to be affixed on top of the north section of the west garden wall at its intersection with the sidewalk. Illumination of the new sign will be from fixtures installed in surrounding landscaping. The new sign will be relatively small and is not anticipated to impact the garden. No other changes are proposed for this section of the west garden wall.

To enhance the physical and visual connection between the historic garden and new apartment building, and to enliven the new theater's entrance, the central and southern portions of west garden wall that intersects with the Stuart Building is proposed to be removed and partially replaced (Photo 2). The northern portion of wall will be retained in place and repaired and repainted as necessary. The removed center portion will be retained as an opening to provide

pedestrian access from historic garden to theater entrance, new pocket park, and adjacent new apartment building. In place of the tall, southern portion of wall, a new concrete and glass wall would be constructed (Attachment C – Sheet R.9). The new glazing is proposed to be lit and periodically covered with bus wrap (or equivalent) or projected images likely of theater productions.

The portions of west garden wall to be taken down are proposed to be removed to an existing cold joint under the Stuart Building roof canopy (Photo 3). Where it is proposed to be reconstructed, the new wall would consist of a low concrete wall supporting embedded clear glass panels (glass panels will be approximately 11-feet in height). New concrete would be properly reinforced to structurally support the height and weight of glass panels as well as be an in kind replacement of the removed portion of the existing wall. Where the new concrete wall will support the proposed glazing, the wall will have an increased width (1.5 feet) and slightly increased height; the section of wall closest to new opening will match height and width of original wall construction. Vertical support of glazing will be provided by narrow stainless steel posts and “wing” connections affixed to glass (Attachment B). To provide increased pedestrian access to theater entrance (and adjacent apartment building), a ramp and walkway will be constructed on west side of new wall.

The cold joint in the existing wall may mark the original extent of this wall or may have been a necessary part of construction process. Existing extent of high portion of west garden wall is not reflected on original construction drawings. While there is some question to whether this wall is original, it is an existing visual and physical element of the Stuart Building and historic garden. That being said, the size and general shape of this feature, and not its material, helps define the western edge of the landscaped open space. The new wall will be visually transparent while still providing a physical edge to the Stuart Building and historic garden. As such, the new wall appears to be a contemporary and compatible replacement as recommended by the *Secretary's Standards* that will not seriously impact either the Stuart Building or the historic garden. The relatively narrow, new opening in the west garden wall as well as retention of north portion of existing wall also appear to be in conformance with the *Secretary's Standards*.

The minimal alterations to the historic garden proposed to accommodate the new theater use, appears to be reversible, respectful of significant, character-defining features, and in the case of new west wall, contemporary and compatible in a manner that is in conformance with the *Secretary's Standards*. However, as work in historic garden has potential for direct impacts to character-defining features, we recommend the following mitigation measures to ensure a less than significant impact:

Mitigation Measure for Design Review and Construction Monitoring

Work in the front yard setback will be limited to that noted in concept layout and described herein, and will be undertaken in conformance with the *Secretary's Standards for Rehabilitation*. With exception of proposed work, significant features of the front yard setback (historic garden) including gridded planting beds, retaining walls, walkways, reflecting pool, parking area, driveways and curbs will be retained. Any material variations between the concept layout designs reviewed herein and the final project design plans shall be reviewed, commented on and approved for conformance with *Secretary's Standards* by a preservation architect meeting the Secretary of the Interior's Professional Qualifications Standards in historic architecture. The preservation architect shall also be on-call to provide as needed historic preservation consulting for any unforeseen issues or conditions discovered during design development and construction

document preparation as well as during construction work. Modifications recommended by the preservation architect shall be incorporated in the design and/or construction to ensure project conformance with the *Secretary's Standards*. A letter summarizing the qualified preservation architect's findings shall be submitted to the lead agency as necessary.

The qualified preservation architect shall hold a valid license to practice architecture in the State of California and have a minimum of 10 years specific experience rehabilitating historic buildings and applying the *Secretary's Standards* to such projects.

Mitigation Measure for Lighting in Historic Garden

Although lighting in the historic garden is anticipated, current concept layout does not identify lighting requirements in historic garden. Prior to issuance of building permits for theater, a lighting plan for historic garden shall be prepared and reviewed by qualified preservation architect. The plan will seek to balance use requirements with the historic character of Stuart Building and the historic garden.

Western portion of Stuart Building

At the outset it is important to note that eastern and western portions of the Stuart Building differ significantly. Although the two sections both historically functioned as part of the former Stuart Pharmaceutical Company's headquarters, documentary photographs indicate that significant interior decorative features associated with the company's corporate headquarters were generally limited to the eastern portion of building and centered on the garden court area. This impression is supported by identification of character-defining features in the National Register nomination. The interior character-defining features noted in the nomination are all located in the eastern retained portion of the building.⁴

In contrast, the western portion of building contained laboratories, employee offices, and manufacturing facilities. One exception to this was the line of offices aligned along the north bay of building. In recognition of differences between the two halves of the retained building, only limited floor area in western portion was identified when significant spaces were mapped at outset of Phase I (Attachment E). In fact, the only interior space that was identified was a portion of the upper level north bay that was coded as "tertiary significant space." The only exterior spaces identified as significant were the breezeway and west entrance, which were classified as being "primary significant spaces." The south exterior wall, currently clad in plywood, became an exterior wall when the rear portion of the building was demolished in Phase I (Photo 4). The west wall of building is clad with square, unadorned masonry blocks interspersed between inset concrete clad columns (Photo 5). The south and west walls are secondary elevations. Neither the south or west walls nor the interior of western retained portion of building were described in the National Register nomination nor do they appear to contain character-defining materials that contribute to the significance of the building.

As part of Phase I, the full length of the moat, pierced concrete block screen wall, and breezeway along north façade of building was rehabilitated (Photo 6). Within the retained west portion, the original west entrance has been temporarily boarded over, and within the breezeway, existing aluminum storefront was retained in place (glazing is broken or missing) with painted plywood installed from interior to enclose building. Above storefront, new, in kind

⁴ Interior character-defining features include: two-story [garden court] (also known as atrium) illuminated with multiple recessed skylights; central, floating, [garden court] stair; suspended saucer planters (also used on the exterior); randomly-sized and placed globe light fixtures; and circular ground-level planters, all located in, or immediately adjacent to, the garden court.

replacement spandrels have been installed. At easternmost bay, a new roll-down fire door was installed to address fire separation requirements between the two portions of the building, while retaining existing glazed openings along breezeway. The remainder of interior was completely gutted leaving exposed structure (steel beams and columns with concrete floor slabs) and no extant finishes (Photo 7).

The front (north) bay of Stuart Building is proposed to be retained for use as pre-function lobby (upper level) and dressing rooms (lower level) associated with proposed new theater. The remaining western portion of Stuart Building is proposed to be adaptively used as a live-performance theater.⁵ To accommodate this new use, the existing two-story building will require substantial alteration, including removal of west wall and majority of the structural system, a rooftop addition, an addition along the west elevation, reconfiguring existing entrance, and installation of new structural, mechanical and other systems and finishes. As almost no interior historic fabric exists within the western portion of building, preservation of existing features will be concentrated along the north façade. Existing storefronts will be retained and reused with new glazing and in kind replacement slider doors (original slider doors were consolidated at eastern portion of façade during Phase I) to provide a complete and functional system. Along north façade (a character-defining feature of building) the moat, breezeway, pierced block wall, roof canopy, and existing concrete walkways will be retained.

The west entrance – historically a small, secondary entry compared to the main east entrance – will become the primary entrance for theater patrons. In order to provide increased access and to accommodate a ticket booth area, existing doors and portion of pill-block walls at existing recessed entrance are proposed to be removed (Photo 8). Narrow wing walls, and header along east wall, will have pill-block veneer to reference original wall location and finish. The new opening in west wall will accommodate theatergoers accessing the entrance from both Foothill Boulevard and from the Metropolitan Transportation Authority (MTA) parking garage⁶ at rear, south side of site. The newly opened east wall will serve an inset entryway. The theater ticket window, designed to reflect the location, shape, configuration and materials of the original entrance doors will be installed in place of these doors (Attachment A – Sheet 2.8). Within the new inset entryway, multiple doors will open into a pre-function lobby space and the ceiling height will match original. To enhance interior lobby space, a new hard lid ceiling is proposed to be installed tight to existing structure. As this area was originally Stuart Company offices with textured plaster and later suspended, T-bar ceilings, a soffit at original ceiling height is proposed to be installed along entire perimeter of lobby (Attachment A – Sheet 2.6). As further reference to the original use of this space, carpeting with an abstracted pattern of original office wall locations is proposed (Attachment A – Sheet 2.7). At east end of lobby space, a glass-enclosed stairway will lead down to raked theater seating. A new wall will be constructed along column line at south end of lobby. This wall will mark extent of original interior structure (one bay depth) to be retained.

With the exception of the north bay of the building (from north roof edge back to column line 3), which will be retained, the high volume theater space will incorporate most of existing upper and lower levels as well as rooftop addition and addition of below-grade levels. To create the open space required for a successful theater, existing structural columns and floor slabs south of the retained north bay will be removed. New structural systems, including columns and trusses, will be installed to form the theater shell (some underpinning will be required). A thrust stage will project from west wall of theater with raked seating arranged along three sides. Catwalks will

⁵ A Noise Within, a successful Los Angeles-based repertory theater, would occupy the theater space.

⁶ This garage is a park and ride facility associated with the Metro Gold Line Sierra Madre Villa transit station. We understand that parking for theater will be shared with MTA garage.

extend along the ceiling. The portion of the building to be removed appears to comprise secondary elevations and spaces within the building, which generally may be treated with greater flexibility in an adaptive use project. Therefore, as proposed, removal of portions of structural system and west wall is not anticipated to negatively impact the historic character of the Stuart Building.

To accommodate the fly loft associated with theater use, as well as provide office space, a single-story rooftop addition is proposed along rear of retained western portion of Stuart Building where large mechanical appurtenances were previously located (Photo 9). The 10,811 square foot addition will be approximately 14-foot tall and will cover roughly 33 percent of the Stuart Building roof (this percentage includes both eastern and western portions of building). The relatively small square footage and low percentage of roof coverage are similar to that of a mezzanine or penthouse. The design reflects significant effort to minimize height requirements of both the fly loft and new structural systems spanning the theater space and to incorporate the greatest possible transparency. The addition will be set back from north edge of building approximately 42 ½-feet, will have relatively thin steel members exposed, glass walls for transparency, and will incorporate narrow terrace/walkways along east and portion of north elevations as additional setbacks. The heavier structure of the roof trusses spanning the theater is inset from the exterior wall so as to minimize bulk.

Offices within the rooftop addition will be equipped with nighttime task lighting so that during evening hours interior lighting will be kept low. With low light levels, the addition should fade into background and not detract from the dramatic north façade of Stuart Building. Based on site line studies (Attachment A – Sheet 3.1), it appears that the rooftop addition will not be visible from the landscaped podium area in historic garden. However, the addition will be increasingly visible moving north from lower grade level of the landscaped historic garden (driveway area) towards Foothill Boulevard.

As proposed, the rooftop addition adheres closely to recommendations outlined in the *Secretary's Standards, Guidelines for Rehabilitation and Interpreting the Standards Bulletins* (all publications of the National Park Service).⁷ In conformance with Standard 9 of the *Secretary's Standards*, the addition will not destroy historic materials that characterize the building nor will it obscure character-defining features of the building. As recommended in the *Guidelines for Rehabilitation*, the addition will be setback more than one full bay from the primary elevation, will be single-story in height, will have a contemporary, compatible design that clearly differentiates old from new, and will be visually subordinate to the historic building. While the *Secretary's Standards* do not generally recommend rooftop additions to buildings less than four-stories in height, an "Interpreting the Standards" Bulletin⁸ prepared by the National Park Service notes that such additions are more compatible on buildings that are adjacent to taller buildings. In the case of the Stuart Building, while the addition will be visible, it will appear against the backdrop of adjacent new apartment buildings constructed during Phase I and Phase II. Overall, it appears that the size, shape, height and materials of the proposed rooftop addition is generally in conformance with the *Secretary's Standards* and as such will not materially impair the historic

⁷ A variety of resources prepared by Technical Preservation Services of the National Park Service related to interpreting and applying the Secretary's Standards and Guidelines for additions were consulted, including the following: "Preservation Brief 14: New Exterior Additions to Historic Buildings Preservation Concerns," "Interpreting the Secretary of the Interior's Standards for Rehabilitation, ITS #36: Rooftop Additions," "Incentives! A Guide to the Federal Historic Preservation Tax Incentives on Compatible New Rooftop Additions" (www.cr.nps.gov/hps/tps/tax/incentives/avoiding_10.htm).

⁸ Technical Preservation Services, National Park Service, "Interpreting the Secretary of the Interior's Standards for Rehabilitation, ITS #36: Rooftop Additions," June 2006. <
http://www.cr.nps.gov/hps/tps/tax/its/its_36.pdf>

character of the Stuart Building.

A concrete block wall will be constructed as the new south elevation. Delivery area and freight elevator will be located at ground level at west end of elevation with a large, double-height, inset, glazed opening above (Attachment C – Sheet R.6). The existing west wall is proposed to be removed and replaced with new concrete block wall approximately 10-feet to west of existing. Along west side of wall a free-standing steel stair leading from grade to upper level theater entrance and new lobby terrace will be installed. The stair and lobby terrace will be defined by a new, cantilevered, steel-frame trellis/canopy clad with brushed aluminum that will extend from north edge of existing cantilevered roof canopy of Stuart Building to midway along the west elevation (Attachment C – Sheet R.10 to R.12). At the north façade, the new trellis/canopy feature will be constructed west of new glass and concrete wall (discussed above). The construction of the trellis/canopy will differentiate it from the original building while the proposed aluminum finish will refer to existing flashing along roof edge of historic Stuart Building. As proposed, the south and west elevations, and the new trellis/canopy structure, appear to be in conformance with the *Secretary's Standards*.

While the proposed alterations, particularly the extensive demolition of structure, may seem overly aggressive in an historic building, the work actually strikes a careful and measured balance between preserving the building's most significant features and introducing a new use that has specific program requirements. It should also be noted that this type of proposal for the west portion of building was foreseen by the Specific Plan which allows for removal of "...portions of the building to the west of the garden court," to "facilitate adaptive use and preservation of the more visible and architecturally significant portions of the building." As currently proposed, the adaptive use of western retained portion of Stuart Building as a theater combined with rehabilitation of character-defining features on north elevation and retention of approximately 42-foot depth of existing building is not anticipated to result in a significant adverse change to the historical resource and thus would have a less than significant impact on the environment. The following mitigation measure is recommended to ensure that project will result in a less than significant impact to the Stuart Building:

Mitigation Measure for Design Review and Construction Monitoring

Same as above.

Pocket park (fire lane/delivery access)

The area between Stuart Building and new apartment building, including a fire/delivery lane from access way along south side of site, is proposed to be improved with landscape plantings and a fountain to create a pocket-type pedestrian park. In addition to providing vehicular access for emergencies and theater deliveries, this landscaped park also serves as a physical north-south pedestrian connection between the MTA parking garage, new theater, new apartment building and Foothill Boulevard. The small, fountain courtyard created between new walls of Stuart Building and new apartment building will be a quiet oasis by day and a gathering space for theater patrons in the evening. The landscape buffer of the pocket park serves as a circulation element integrating both theater and residential uses. This multi-purpose, pocket-type park provides a soft physical buffer between the theater use in western portion of Stuart Building and the new apartment building and addresses utilitarian requirements of vehicle and pedestrian access in a manner that enhances both the Stuart Building and the new apartment building. The proposed pocket park is not anticipated to result in direct or indirect impacts to adjacent Stuart Building. As there would be a less than significant impact, no mitigation is necessary.

New apartment building

A 5-story, 212-unit apartment building with entirely below-grade parking is proposed to be constructed on western portion of former pharmaceutical plant site. Residents will have access to the pocket park and historic garden and share amenities with the Phase I clubhouse and courtyard pool. A new water element will extend westward through a courtyard in the new apartment building on axis with the existing reflecting pool along the north elevation of the Stuart Building. In addition to the water element, landscaped courtyards will provide light and air to residential units. This new building will not be connected to existing Stuart Building so no direct impacts are anticipated. As proposed, the new apartment building appears to be a contemporary, compatible infill project that will not result in direct or indirect impacts to the adjacent Stuart Building. As there would be a less than significant impact, no mitigation is necessary.

Level of Significance after Mitigation

Although the proposed project has potential to cause direct and indirect impacts to the Stuart Building and its associated features, it is anticipated that these impacts will be reduced to a less than significant level by adherence to current concept layout and by application of recommended mitigation measures.

Cumulative Impacts

Over the two phases, on balance, work both proposed and nearly complete on the retained portion of the Stuart Building has preserved, rehabilitated, restored, and reconstructed those spaces and character-defining features considered to be the most significant. In most instances this work has surpassed what was anticipated in previous CEQA findings and Phase I review. When examined from the perspective of the comprehensive, total project and in light of the positive effect of having a fully-occupied and functional historic building, the potential cumulative impacts to Stuart Building and associated features appears to have been substantially mitigated to a less than significant impact under CEQA.

CONCLUSION

Much of the proposed Phase II project, including construction of the adjacent new apartment building, shared use and limited alterations to the historic garden, the new pocket park for circulation, loading and other uses, as well as rehabilitation of character-defining features of retained western portion of Stuart Building, appears to be in conformance with the *Secretary's Standards*. While rooftop additions to low-slung buildings are generally not recommended by the *Secretary's Standards*, potential impacts of the proposed addition have been greatly reduced by the substantial setback, limited floor area, transparent construction, minimal height, and views of rooftop addition in the context of the new apartment building along the south edge of the site. Overall, the proposed work is in keeping with previous CEQA findings and potential direct and indirect impacts to the Stuart Building will be reduced to a less than significant level by application of recommended Mitigation Measures for Design Review and Construction Monitoring and for Lighting in Historic Garden. The Mitigation Measure for Design Review and Construction Monitoring establishes a process for further review by a qualified preservation architect to ensure that design and construction is consistent with the findings of this environmental assessment. The Mitigation Measure for Lighting in Historic Garden establishes a process for preparation of a lighting plan in historic garden that balances use requirements with the historic character of Stuart Building and front yard setback. It is our professional opinion that proposed treatments of retained contributing resources and character-defining

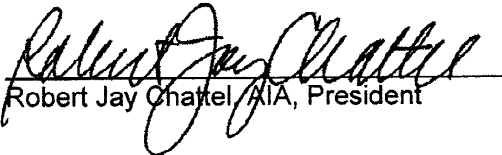
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features, coupled with contemporary, compatible new construction and recommended mitigation measures, achieve the necessary balance for conformance with the *Secretary's Standards*, and therefore would have a less than significant impact under CEQA.

Please call me at (818) 788-7954, if you have any questions.

Very truly yours,

CHATTEL ARCHITECTURE, PLANNING & PRESERVATION, INC.

By: 
Robert Jay Chatel, AIA, President

Attachment A: Plans, Sections and Elevations
Attachment B: Sketch Details of West Garden Wall
Attachment C: Renderings and Sketch-Up Images
Attachment D: Photos
Attachment E: Significant Spaces Maps

Cc: Dave Powers, BRE
Ken France, BRE
David Worrell
Jeff Allen
John Berry, Berry/Keller Architects
Geoff Elliott, A Noise Within
Julia Gonzalez-Elliott, A Noise Within

Attachment B

Project Description

**SMV/A Noise Within Mixed Use Project
City of Pasadena Street Improvements**

Project Description: SMV and "A Noise Within" Theater

The specific site is an approximate 166,536.98 square foot (3.823 acre) parcel located within the boundaries of the East Pasadena Specific Plan. The proposed new construction consists of two buildings; a new 237,706 (excluding the garage) square foot, 212-unit residential building and the retrofit of the existing historic Stuart Pharmaceutical Company into a live stage theater for "A Noise Within". The building will be retrofitted to accommodate approximately 40,000 square feet of performance and supporting space including office space. The theater company anticipates producing and performing approximately 4-5 shows per week, and will also offer 4 evening acting classes per week at the site. Parking for the theater will be provided in the adjacent MTA Gold Line parking structure.

The height of the new residential building at 60 feet (5 stories) is consistent with the 60 foot height restriction required in the East Pasadena Specific Plan. In addition, the project complies with all the setbacks required in the East Pasadena Specific Plan. The building will be setback 10 feet from Foothill Boulevard and 10 feet from Sierra Madre as required in the East Pasadena Specific Plan. The project includes 339 parking spaces in a semi-subterranean parking structure located beneath the new residential units. All 339 parking spaces are required for the residential use. Parking will be accessed via a right-turn in driveway along Sierra Madre Villa Avenue and a driveway located to the south of the project which is adjacent to the access drive that runs between the MTA Gold Line parking structure and the project.

The project will redevelop two substantially vacant properties that were previously an industrial use. As mentioned, a portion of the site includes the historic Stuart Pharmaceutical Company building which will require that the project be developed in a manner that is consistent with the Secretary of the Interior's Standards for Historic Preservation. The proposed contemporary design aesthetic of the residential building complements the design of the Stuart Pharmaceutical Building. The existing historically significant landscape features that are located to the north of the Stuart Pharmaceutical Company will be preserved.

1.0 PROJECT DESCRIPTION

1.1 Introduction

The City of Pasadena Public Works Department has prepared this Initial Study to assess the potential environmental impacts of proposed improvements to five linked roadway projects primarily in the East Pasadena Specific Plan Area: 1) improvement to and extension of Kinneloa Avenue between Colorado Boulevard and Foothill Boulevard; 2) improvement to and extension of Walnut Street between Sunnyslope Avenue and Kinneloa Avenue; 3) widening of Walnut Street between Altadena Drive and San Gabriel Boulevard; 4) re-striping of Walnut Street from Altadena Drive to Madre Street; and 5) extension of Virginia Avenue across the historic railroad hump to the north side of Walnut Street. The goal of these roadway upgrade and extension projects is to improve mobility in the East Pasadena Specific Plan Area, particularly through restoring the connection between Foothill and Colorado Boulevards under the Interstate-210 (I-210) Freeway that existed prior to the construction of this freeway. The first two proposed roadway extensions were identified in the City of Pasadena General Plan Mobility Element (1994) as vital to improving traffic circulation, travel time, and the appearance of the surrounding area. These improvements were also identified as mitigation measures to partially alleviate traffic congestion associated with development of the East Pasadena Specific Plan (2000). The remaining three projects were identified by the City of Pasadena Public Works Department as complementary projects which would further improve traffic circulation and travel time in this area of the City.

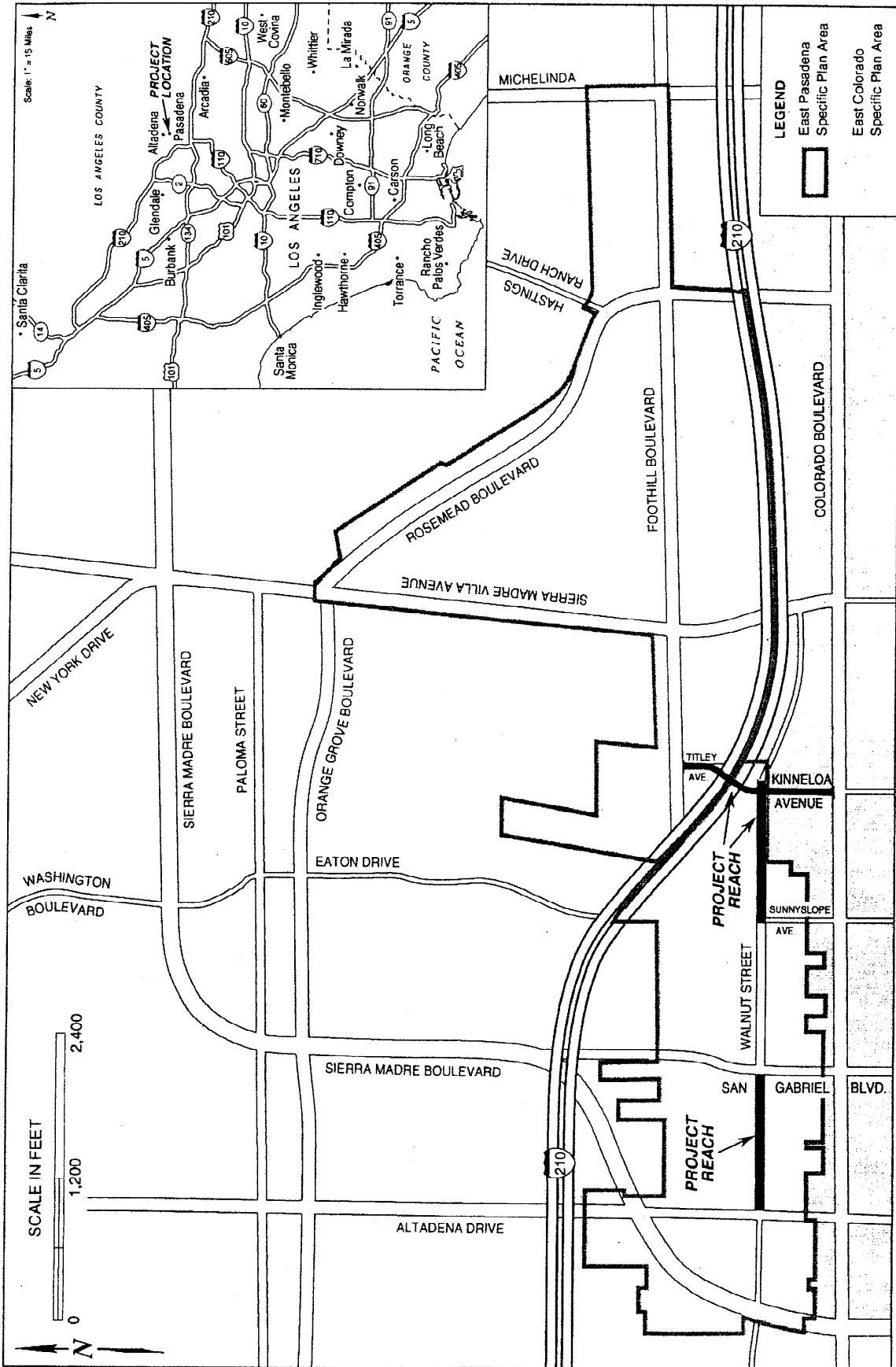
1.2 Project Location

The City of Pasadena is located in Los Angeles County, within the western San Gabriel Valley, approximately 10 miles northeast of downtown Los Angeles. The City encompasses approximately 23 square miles and is bounded on the north by the County of Los Angeles (the community of Alta Dena), on the south by the cities of South Pasadena, San Marino, and Los Angeles, on the east by the cities of Sierra Madre and Arcadia and Los Angeles County, and on the west by the cities of Glendale, La Canada-Flintridge, and Los Angeles.

The proposed roadway improvements are primarily located in the southeastern area of the 260-acre East Pasadena Specific Plan and the north central portion of the East Colorado Boulevard Specific Plan areas in the eastern portion of the City. The East Pasadena Specific Plan area is generally located along Foothill Boulevard between Sierra Madre Boulevard and Michillinda Avenue, while the East Colorado Boulevard Specific Plan area encompasses that roadway between Sierra Madre Boulevard and Michillinda Avenue (Figure 1). The proposed roadwork on Walnut Street and Virginia Avenue would occur in an area zoned general industrial. The proposed new construction on Kinneloa Avenue would occur in an area zoned general industrial. The proposed reconstruction on Kinneloa Avenue would occur in an area zoned commercial.

1.3 Existing Setting

These five linked road improvement projects are proposed for the area generally located along 3,500 feet of the Walnut Street corridor between Altadena Avenue in the west and Kinneloa



East Pasadena Specific Plan Area

FIGURE 1

the north and Colorado Boulevard in the south, but would extend slightly north of I-210 along Avenue in the east. Improvements would be focused in the area between the I-210 corridor in Titley Avenue. The area is characterized by a mix of light industrial and commercial uses, and includes both older buildings and new developments. Proposed improvements would affect four roads which are in variable conditions: 1) Walnut Street, which includes unimproved areas, older narrow segments, a recently improved section, and areas which are under lease to private owners and used for storage and parking; 2) Kinneloa Avenue, which has been partially improved, but contains a right-of-way (ROW) which includes unimproved areas around I-210; 3) Titley Avenue, which is older and narrow; and 4) Virginia Avenue, which includes a short, unimproved segment just north of Walnut. The existing condition of these roads is described more fully below.

Kinneloa and Titley Avenues: Kinneloa Avenue is a north-south collector roadway that serves commercially zoned lands north of Colorado Boulevard, including the Target Center. This road extends approximately 700 feet north from Colorado Boulevard where it merges into East Walnut Street, about 200 feet south of the I-210 Freeway. Kinneloa Avenue is fully improved with curb, gutter, and sidewalk on the east side fronting the Target Center. Existing paving near Colorado Boulevard is in good condition, but deteriorates near Walnut Street, particularly on this road's unimproved west side. Kinneloa Avenue is generally level and provides one through lane in each direction. "No Stopping Anytime" signs are posted on the west side of the street and two hour parking from 9:00 a.m. to 6:00 p.m. is permitted on the east side. The posted speed limit on Kinneloa Avenue is 30 miles per hour.

Kinneloa Avenue is roughly aligned with an existing underpass beneath the I-210 Freeway. This tunnel is approximately 200 feet long, 80 feet wide and 30 feet high, has electric power installed and is currently fenced off at both ends. The tunnel aligns with Titley Avenue north of the I-210 Freeway, a north-south collector road which extends to and north of Foothill Boulevard. Titley Avenue stops approximately 100 feet short of the existing tunnel with an 8- to 10-foot grade change, ramps and the old rail bed located in this unimproved area. This section of Titley Avenue currently has about 30 feet of paved width, two 8-foot sidewalks, and several large street trees. The intersection of Titley Avenue with Foothill Boulevard is currently unsignalized.

Walnut Street: This street is an east-west collector roadway that serves industrially-zoned properties in the project area. The Avon Distribution center occupies the northern project frontage between Sunnyslope Avenue and Daisy Avenue and has two existing driveways along Walnut Street. West of San Gabriel Boulevard, the north side of Walnut Street is occupied by All Seasons Firewood, and land owned by the City of Pasadena Department of Water and Power (PWP). The area owned by the PWP is bordered by fencing and appears to be primarily used as a transformer station and for storage. The south side of Walnut Street is occupied by commercial/industrial office parks, one small residence (near the corner of Walnut Street and Vinedo Avenue), Fortune Fencing, and Hamin's Paint and Body Shop.

Walnut Street is characterized by intermittent wholly or partially improved segments and older narrow, unimproved or undeveloped areas between Alta Dena Drive and Kinneloa Avenue. Between Alta Dena Drive and San Gabriel Boulevard, Walnut Street is partially improved to

approximately 50 feet in width, with curb, gutter, and sidewalk along its southern boundary and the northern side occupied by unimproved dirt parking along Walnut Streets border with the old railroad property. However, Walnut Street is improved to its full 60-foot paved width between San Gabriel Boulevard and Sunnyslope Avenue, although this section appears to lack continuous sidewalks along the south side and street trees are intermittent. Between Sunnyslope and Daisy Avenues, Walnut Street has been recently improved within its full 80 feet of ROW which includes two travel lanes and parallel parking within 60 feet of paved road, and two 10-foot sidewalks with street trees spaced approximately every 30 feet. East of Sunnyslope Avenue, Walnut Street narrows to less than 40 feet in width and slopes down approximately 10 feet toward the Eaton Creek flood control channel where it terminates at the Team Chevrolet and Oldsmobile Dealership fence. Walnut Street's paving in this reach is badly deteriorated and much of the ROW is occupied by private improvements constructed under lease agreements with the City. From west to east, these include an Avon Distribution facility access driveway constructed on a 12-foot high ramp and retaining wall, a fenced refuse container storage area, and fences, landscaping, and parking installed on the Team Chevrolet and Oldsmobile Dealership.

East of the Team Chevrolet and Oldsmobile Dealership, Walnut Street is a two lane east-bound one-way street which parallels the I-210 Freeway between Kinneloa Avenue and Sierra Madre Villas Boulevard. Parking is generally permitted on both sides of the street.

Virginia Avenue: Virginia Avenue is a north-south connector street providing access to commercial and industrial businesses north of Walnut Street. Virginia Avenue consist of approximately 60 feet of ROW, which is developed to approximately a 40-foot paved width, with curb, gutters, 6- to 8-foot side walks and scattered street trees in a park strip. Virginia Avenue extends south of Bersa Street and currently terminates north of Walnut Street at the old railroad berm. The area west of Virginia Avenue is occupied by a large DWP transformer station. The area east of Virginia Avenue is occupied by a large parking area. South of where Virginia Avenue terminates is the old railroad berm and undeveloped areas that are currently used for vehicle parking. Virginia Avenue picks up again south of Colorado Boulevard and continues south to San Pasquale Street.

1.4 Project Details

1.4.1 Kinneloa Avenue; Colorado Boulevard to Foothill Boulevard

The proposed extension of Kinneloa Avenue would restore a direct connection between Colorado and Foothill Boulevards. Proposed construction activities on Kinneloa Avenue would include approximately 700 feet of street reconstruction between Colorado Boulevard and Walnut Street, and approximately 750 feet of new street construction between Walnut Street and Foothill Boulevard. This would include road installation-extension through the existing tunnel and widening of and road improvements along Titley Avenue (Figure 2a). The completed Kinneloa Avenue would include 40 feet of street pavement, 10-foot wide sidewalks, and street trees spaced every 30 to 50 feet on both sides of street, totaling a 60-foot ROW. Parallel parking would be allowed on both sides of the street. Plans for these improvements are at the preliminary engineering design phase and include initial details regarding grading, drainage, and utilities.

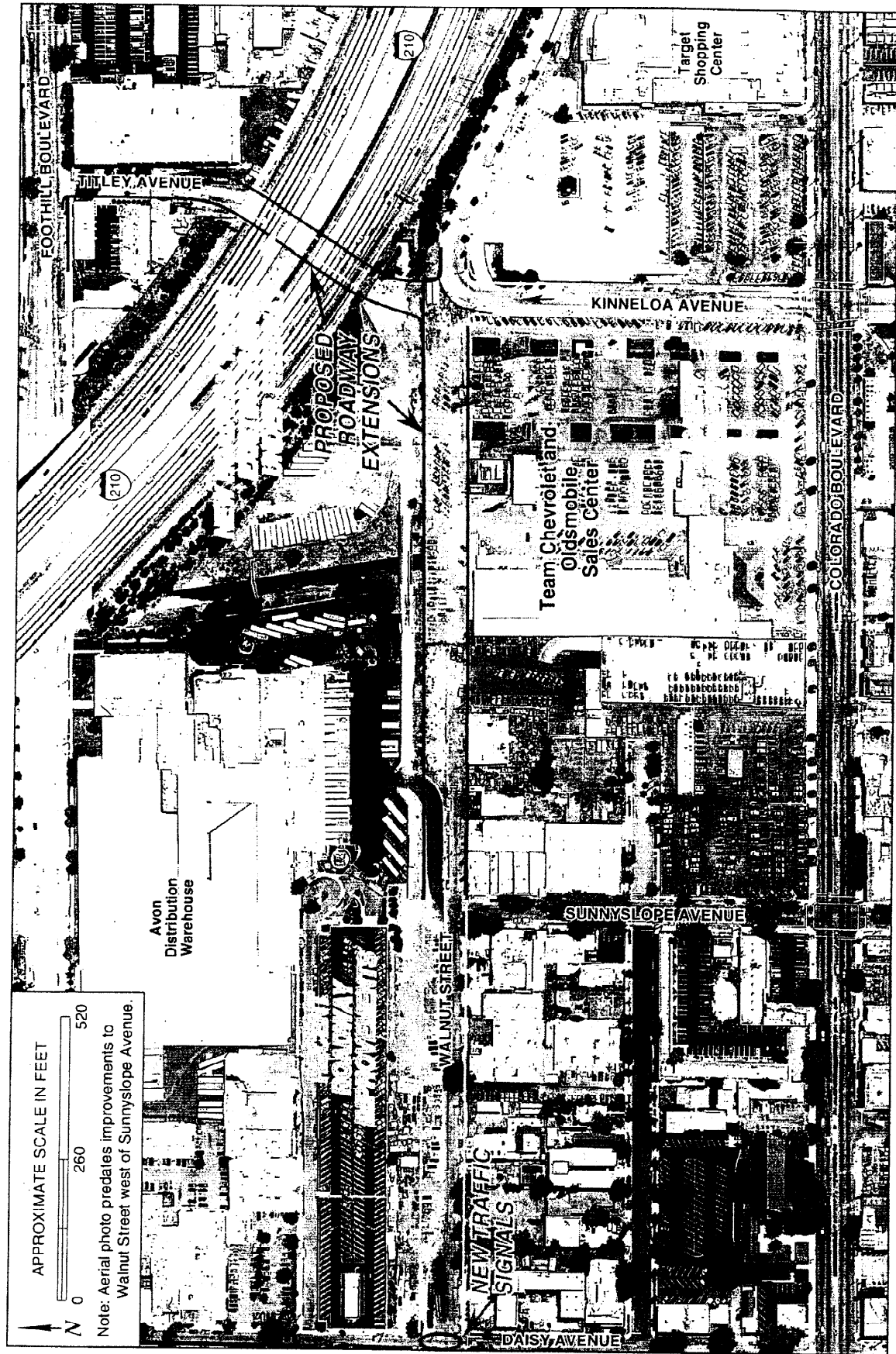


FIGURE 2a

Project Detail Area - East



As specified in the City of Pasadena General Plan, the East Pasadena Specific Plan, and the East Colorado Boulevard Specific Plan, street trees (Evergreen Pear trees [*Pyrus kawakamii*]) would be planted every 30 to 50 feet along both sides of the roadway, south of I-210. North of I-210 along Titley Avenue, street trees along the east side of the road would be preserved, with the exception of one large street tree, and new street trees installed along the street's west side. The existing signal at the intersection of Kinneloa Avenue and Colorado Boulevard may be modified. New signals will be installed at the intersections of Titley Avenue with Foothill Boulevard and Walnut Street and Kinneloa Boulevard.

In order to extend Kinneloa Avenue between Walnut Street and Foothill Boulevard, the chain-link fence installed by the Team Chevrolet and Oldsmobile Dealership may be removed or relocated during construction of the roadway. North of I-210, the City would acquire property along the west side of Titley Avenue, and obtain construction easements from adjacent property owners located outside of the ROW.

Existing pavement and asphalt between Colorado Boulevard and Foothill Boulevard (approximately 2,100 cubic yards) would be removed and the new roadway would be graded (1 to 4 feet) to meet street slope requirements. Approximately 1,800 cubic yards of fill material would be used to construct the new roadway in this area. The removed pavement would be disposed of at either a recycling facility or an approved landfill, at the discretion of the city contractor. The city would also remove the discontinued spur track adjacent to the roadway and construct concrete curbs, gutters, and driveways. Landscaping currently located within the ROW, including California fan palms, bougainvillea plants, and other non-native shrubs, would be removed. North of I-210 along Titley Avenue, one large street tree would be removed along this road's east side.

1.4.2 Walnut Street; Sunnyslope to Kinneloa

The proposed extension of Walnut Street would include approximately 550 feet of street reconstruction and approximately 650 feet of new street construction between Sunnyslope Avenue and Kinneloa Avenue. The new intersection of Kinneloa Avenue and Walnut Street would include a new traffic signal. The proposed extension would include a 60-foot paved road and installation of 10-foot concrete sidewalks on both sides (totaling an 80-foot ROW). The roadbed width of 60 feet would allow for four lanes of traffic (two lanes in either direction) and parallel parking on both sides of the street. As specified in the East Pasadena Specific Plan, street trees would be planted approximately every 30 feet along the newly constructed roadway. Bronze loquat (*Eriobotrya deflexa*) would be planted on the south side of the street and Cajeput tree (*Meleleuca quinquenervia*) would be planted on the north side of the street. Plans for this segment are still under development, but provide sufficient detail to understand proposed basic grading, drainage and other improvements *is available.*

Project construction activities would be concentrated between Sunnyslope Avenue and Kinneloa Avenue and would include demolition and removal of existing public and private improvements within the ROW. From west to east, this would include removal of the existing Avon Distribution Facility access road and associated ramp and retaining wall, existing power poles and fences, including all fences and landscaping installed in the ROW by the Team

Chevrolet and Oldsmobile Dealership. Several thousand cubic yards of grading, both cut and fill, would be associated with removal of the Avon access ramp.

Roadway installation would involve grading to a depth of 1 to 4 feet to remove all existing paving and prepare the sub-grade for paving installation and to meet street grades. Estimates regarding the amount of material removed and the amount of fill to be placed in the trenched area are currently not available, but are anticipated to involve several thousand cubic yards of cut and fill. Removed concrete and asphalt would be disposed of at either a recycling facility or an approved landfill, at the discretion of the city contractor.

Eaton Wash crosses the Walnut Street ROW on the Team Chevrolet and Oldsmobile site and is contained within an approximately 20-foot wide/15-foot high box culvert. The wash runs underground at Team Chevrolet and Oldsmobile beneath the existing parking area and buildings on the lot. The depth of the wash beneath the parking area is unknown and the exact nature of improvements needed to cross this wash is still under review. In particular, it is uncertain if the existing ridge across this culvert would need improvements to accommodate a new road.

An additional construction issue involves how to address existing major utilities. The potential presence of underground utilities lines located beneath the proposed roadway extension has not been fully explored. An active clay sewer line is known to be present (at an unknown depth) beneath the proposed roadway extension. If the sewer line is encountered and damaged during excavation activities, the City would repair or replace a portion of the line. A historic (inactive) railroad embankment exists along the north side of Walnut Street. If necessary, the City would install a retaining wall between the proposed sidewalk area and the embankment to prevent erosion of sediment into the roadway. Two metal electrical towers are present just south of the 80-foot ROW near the proposed intersection with Kinneloa Avenue. The City may erect chain-link fencing around the towers to prevent pedestrian access to these towers from the proposed sidewalk.

1.4.3 Walnut Street; Altadena Drive to Daisy Avenue

Improvements to this reach of Walnut Street would vary by segment, depending upon existing conditions. Walnut Street would be reconstructed over approximately 1,200 feet between Altadena Drive and San Gabriel Boulevard to widen this segment to its full 80-foot planned width (Figure 2b). Plans for this segment are still conceptual, but are proposed to include reconstruction of a 60-foot wide asphalt roadway, curbs and gutters, two 10-foot wide concrete sidewalks and the installation of street trees (Figure 3). Removal of the railroad crossing and hump near Walnut Street's intersection with Vinedo Avenue is also planned during the reconstruction of this segment of the roadway. In addition, the City would install new street lighting on the north side of Walnut Street between Altadena Drive and Daisy Avenue, and new traffic signals at the intersections of Walnut Street with Altadena Drive and Daisy Avenue. Installation of the street lighting and traffic signal near the intersection of Walnut Street and Daisy Avenue may require the relocation of an existing power pole and fire hydrant at the corner of this intersection. The widened street would provide four through traffic lanes (two in each direction) and left-turn lanes at the intersection of Walnut Street with Alta Dena Drive and Daisy

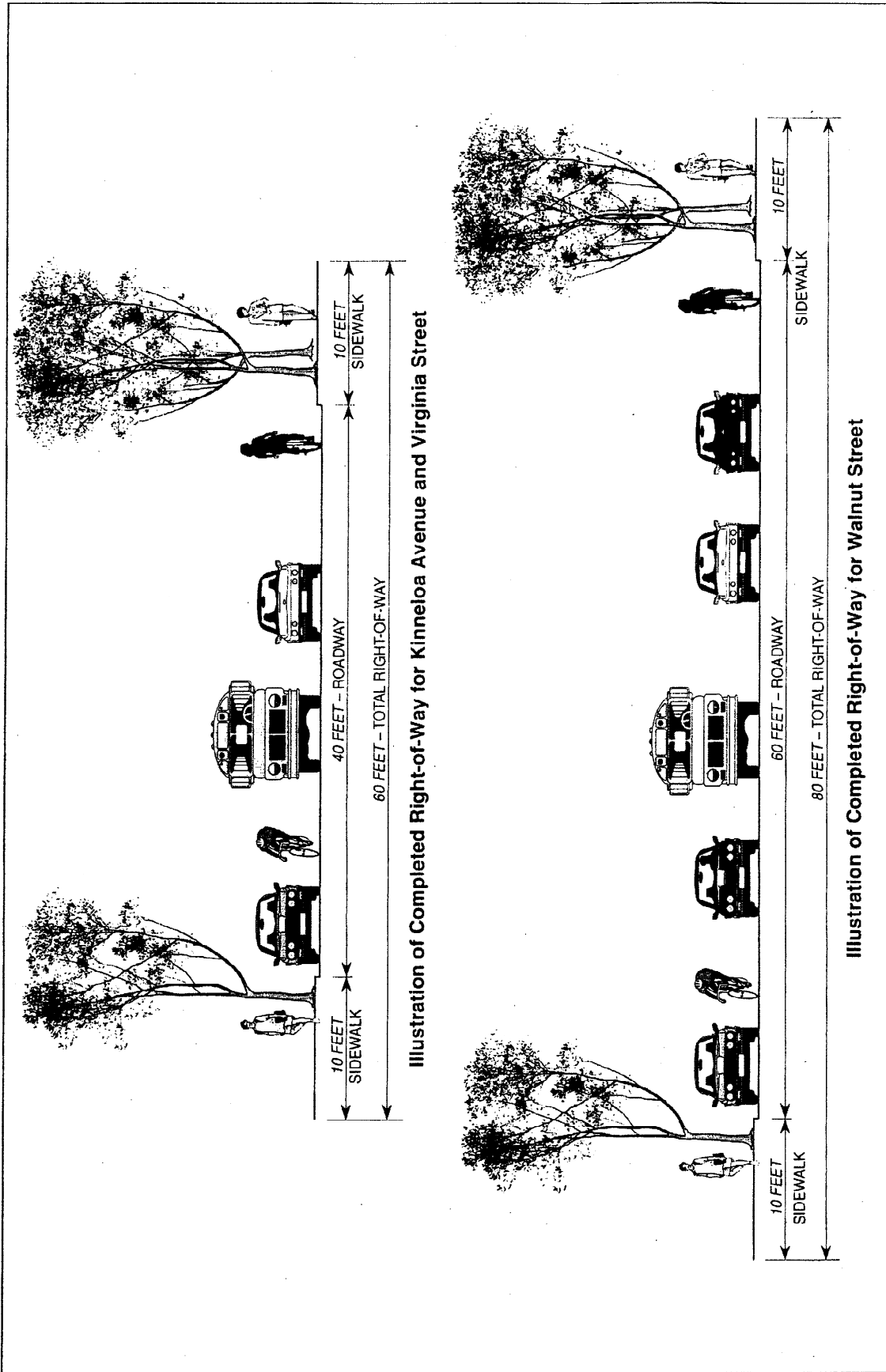


FIGURE
3

Right-of-Way Illustrations



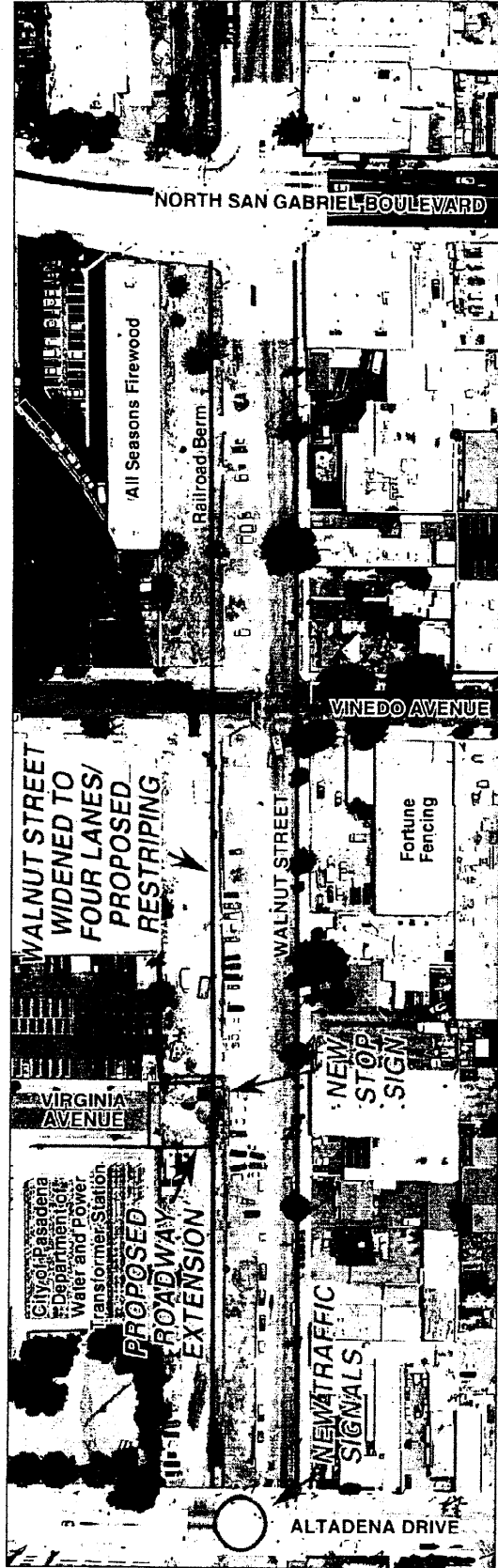
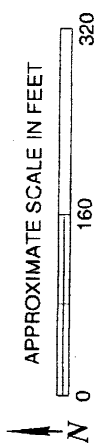


FIGURE 2b

Project Detail Area - West



The proposed new segment of Virginia Avenue is currently unimproved and unpaved. Roadway installation would involve excavation to a depth of 1 to 3 feet to prepare the sub-grade for paving installation. The City currently has no plans to improve the existing portion of Virginia Avenue north of the extension area. Estimates regarding the amount of material removed and the amount of fill to be placed in the trenched area are currently not available, but would involve several hundred cubic yards of cut and fill. Removed concrete would be disposed of at either a concrete recycling facility or an approved landfill, at the discretion of the city contractor. Any hazardous materials or soils associated with the railroad hump would be removed and disposed of at an appropriate hazardous waste site according to state and local regulations.

1.5 Project Construction Details

1.5.1 Schedule

Construction is expected to occur spring and summer 2008. The proposed project schedule is illustrated in the table below.

Activity	Date
Draft Initial Study	November 2006
Final Initial Study	December 2006
Design and R.O.W.	Fall 2006 to Fall 2007
Begin Construction	Winter/Spring 2008
End Construction	Summer 2008

1.5.2 Construction Vehicles

Construction vehicles are anticipated to include: 1 loader, 1 dozer, 1 grader, haul trucks, and 1 paving machine. Construction vehicles would remain on-site for the duration of construction, with the exception of haul trucks used to haul material to an approved landfill or recycling facility. Construction vehicles would be maintained in good condition and equipped with noise muffling devices and standard emission control devices.

Avenue. The City would also provide driveways for property owners located on the north side of Walnut Street and may improve the existing driveways leading to properties on the south side of Walnut Street. Eleven large trees that are currently present on the south side of Walnut Street would remain in place as street trees. As specified in the East Pasadena Specific Plan street trees would be planted approximately every 30 feet along the north side of the widened roadway. Cajeput trees (*Meleleuca quinquenervia*) would be planted on the widened side of the street. Following completion of the street widening, parallel parking would be allowed on both sides of the street.

Roadway installation would involve excavation to a depth of 1 to 3 feet to remove all existing paving and prepare the sub-grade for paving installation. Because plans are still conceptual, estimates regarding the amount of material removed and the amount of fill to be placed in the trenched area are currently not available, but would involve several thousand cubic yards of cut and fill. Removed concrete would be disposed of at either a concrete recycling facility or an approved landfill, at the discretion of the city contractor. Grade differences between the old railroad bed along the north side of Walnut Street and the new sidewalk would primarily be resolved by grading out a gentle slope and controlling erosion and sloughing off through hydro-seeding; although if necessary, the City may erect a retaining wall.

Re-Striping of Walnut Street

The proposed re-striping of Walnut Street would involve the area between Altadena Drive and Madre Street. Currently, the segment of Walnut Street between Kinneloa Avenue and Madre Street is two one-way lanes, heading eastbound. Existing portions of the segment of Walnut Street between Kinneloa Avenue and Altadena Drive are currently two lanes, one heading in each direction. Although these plans are still conceptual, the proposed project would generally involve re-striping Walnut Street to create a four lane road, two lanes in each direction, along the entire 3,500 foot section of Walnut Street to Kinneloa Avenue. This project would be implemented after the completion of the previously described Walnut Street extension and widening-reconstruction projects.

1.4.4 Extension of Virginia Avenue

The proposed extension of Virginia Avenue would provide a connection from Walnut Street across the old railroad berm north to industrial and commercial properties along Virginia Avenue and Bersa Street. Proposed improvements would include approximately 60 feet of new street construction across an existing, inactive 60-foot wide railroad berm on the north side of Walnut Street. A stop sign would be installed at the new terminus of Virginia Avenue onto Walnut Street to direct the flow of traffic. The proposed extension would include a 40-foot wide asphalt concrete roadway and installation of two 10-foot wide sidewalks (totaling a 60-foot ROW). The proposed project would also include removal of the railroad hump on Virginia Avenue and the construction of concrete curbs and gutters. Two large trees on the property may be removed as a result of the proposed project, if it is determined that they fall within the footprint of the plant roadway extension.

MITIGATION MONITORING AND REPORTING PROGRAM

3330 EAST FOOTHILL BOULEVARD (SMV/A NOISE WITHIN)

This Mitigation Monitoring and Reporting Program (MMRP) for PAC2006-00018, located at 3330 East Foothill Boulevard, has been prepared pursuant to the California Environmental Quality Act (CEQA – Public Resources Code, Section 21000 *et seq.*), the CEQA Guidelines (Cal. Code Regs., Title 14, Chapter 3, Sections 15074 and 15097) and the City of Pasadena CEQA Guidelines. The mitigation measures included herein are considered conditions of approval for the project. A master copy of this MMRP shall be kept in the office of the Zoning Administrator and shall be available for viewing upon request. A copy also will be available at the office of the Condition/Mitigation Monitoring Coordinator.

PROJECT DESCRIPTION: The proposed project consists of: 1) the retrofit of an existing historically significant building into a 350 seat live stage theater and the new construction of a four-story 212 unit residential podium building above two levels of semi-subterranean parking; 2) the improvement to and the extension of Kinneloa Avenue between Colorado Boulevard and Foothill Boulevard; improvement to and extension of Walnut Street between Sunnyslope Avenue and Kinneloa Avenue; widening of Walnut Street between Altadena Drive and San Gabriel Boulevard; striping of Walnut Street from Altadena Drive to Madre Street; and extension of Virginia Avenue across the historic railroad hump to the north side of Walnut Street.

This MMRP includes mitigation measures for the the retro-fit of the historically significant building and the new construction of the 212-unit apartment building. A separate MMRP will be prepared for the portion of the project that includes roadway improvement portion of the project.

This MMRP includes mitigation measures in the Mitigation Monitoring and Reporting Matrix on the following pages that correspond to the final Mitigated Negative Declaration (MND) for the project. The matrix lists each mitigation measure or series of mitigation measures by environmental topic. For each mitigation measure, the frequency of monitoring and the responsible monitoring entity is identified. Mitigation measures may be shown in submittals and may be checked only once, or they may require monitoring periodically during and/or after construction. Once a mitigation measure is complete, the responsible monitoring entity shall date and initial the corresponding cell, and indicate how effective the mitigation measure was.

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) forfeiture of security bonds or other guarantees; (6) revocation of permits or other entitlements.

Monitoring Program Cost:

**Mitigation Monitoring (SMV/A Noise Within) and Reporting Program
Matrix**

PAC2006-00018

3330 EAST FOOTHILL BOULEVARD

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity	Mitigation Measure Complete?	Effectiveness
Impact 1 – Cultural Resources				
<p>1. <u>Mitigation Measure for Design Review and Construction Monitoring CR1</u> – Work in the front yard setback will be limited to that noted in concept layout as described herein, and will be undertaken in conformance with the Secretary's Standards for Rehabilitation. With exception of proposed work, significant features of the front yard setback (historic garden) including gridded planting beds, retaining walls, walkways, reflecting pool, parking area, driveways and curbs will be retained. Any material variations between the concept layout designs reviewed herein and the final project design plans shall be reviewed, commented on and approved for conformance with Secretary's Standards by a preservation architect meeting the Secretary of the Interior's Professional Qualifications Standards in historic architecture. The preservation architect shall also be on-call to provide as needed historic preservation consulting for any unforeseen issues or conditions discovered during design development and construction document preparation as well as during construction work. Modifications recommended by the preservation architect shall be incorporated in the design and/or construction to ensure project conformance with the Secretary's Standards. A letter summarizing the qualified preservation architect's findings shall be submitted to the lead agency as necessary. The</p>		<p>Planning and Development Department</p>		

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity	Mitigation Measure Complete?	Effectiveness
<p>qualified preservation architect shall hold a valid license to practice architecture in the State of California and have a minimum of 10 years specific experience rehabilitating historic buildings and applying the Secretary's Standards to such projects.</p>				
<p>2. <u>Mitigation Measure for Lighting in Historic Garden CR2</u> – Although lighting in the historic garden is anticipated, current concept layout does not identify lighting requirements in historic garden. Prior to issuance of building permits for theater, a lighting plan for historic garden shall be prepared and reviewed by qualified preservation architect. The plan will seek to balance use requirements with the historic character of Stuart Building and the historic garden.</p>		<p>Planning and Development Department</p>		
<p>3. <u>Mitigation Measure for Design Review and Construction Monitoring for the western portion of the Stuart Building CR3</u> – Same as Mitigation Measure No. 1 above</p>		<p>Planning and Development Department</p>		
<p>4. <u>CR4</u> - If archaeological resources are encountered during project construction, all construction activities in the vicinity of the find shall halt until an archeologist certified by the Society of Professional Archeologists examines the site, identifies the archaeological significance of the find, and recommends a course of action. Construction shall not resume until the site archaeologist states in writing that the proposed construction activities will not significantly damage archaeological resources.</p>		<p>Planning and Development Department</p>		

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity	Mitigation Measure Complete?	Effectiveness
<p>5. <u>CR5</u>- If paleontological resources are encountered during project construction, all construction activities in the vicinity of the find shall halt until a paleontologist meeting the satisfaction of the Natural History Museum of Los Angeles County identifies the paleontological significance of the find, and recommends a course of action. Construction shall not resume until the site paleontologist states in writing that the proposed construction activities will not significantly damage paleontological resources.</p>		<p>Planning and Development Department</p>		
Impact 2 – Air Quality				
<p>1. <u>AQ1</u> - Construction equipment shall be properly maintained to ensure low operating emissions.</p>	<p>Periodically during construction (at least once per month)</p>	<p>Building Division</p>		
<p>2. <u>AQ2</u> - Compliance with SCAQMD rule 403 and 1113 regarding the control of fugitive dust emissions, and architectural coatings.</p>	<p>Periodically during construction (at least once per month)</p>	<p>Building Division</p>		
Impact 3 – Noise				
<p>1. <u>NO1</u> - A Construction Related Noise Plan is required as part of the Construction Staging Plan. This plan must show the location of any construction equipment and how the noise from this equipment will be mitigated by such methods as: temporary noise attenuation barriers; preferential location of equipment; and use of current technology and noise suppression equipment.)</p>	<p>Prior to the issuance of a Building Permit for the Project.</p>	<p>Building Division</p>		

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity	Mitigation Measure Complete?	Effectiveness
<p>2. <u>NO2</u> - The interior noise levels attributable to any exterior source shall not exceed 45 dB in any habitable room. Construction materials, including but not limited to, double-paned windows and wall insulation, shall be utilized. Prior to the issuance of a Certificate of Occupancy, a noise test shall be conducted to verify the interior noise levels comply with the 45 dB requirement as required by the California Noise Insulation standards Title 24.</p>		<p>Building Division</p>		
Impact 4 – Hydrology and Water Quality				
<p>1. <u>HW1</u> – This project will require the preparation of a Standard Urban Storm water Mitigation Plan</p>	<p>Prior to the issuance of a Building Permit for the Project.</p>	<p>Planning and Development Department</p>		
Impact 5 – Hazards and Hazardous Materials				
<p>1. <u>HMM1</u> – Prior to issuance of a Final sign off of the Grading Permit and to the satisfaction of the Building Department, the applicant shall prepare and implement a nickel remediation plan for the project site. The City shall not issue final sign off of the Grading Permit until there are no concentrations of nickel on the project site that exceed the USEPA Region 9 Residential Preliminary Remediation Goal of 150 milligrams per kilogram. The applicant shall provide evidence that this standard has been met, to the satisfaction of applicable City departments including the Pasadena Fire Department.</p>	<p>Prior to the issuance of a Building Permit for the Project.</p>	<p>Building Division</p>		

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity	Mitigation Measure Complete?	Effectiveness
<p>2. <u>HMM2</u> – Prior to the issuance of a grading permit and to the satisfaction of the City, the applicant shall have a Phase II environmental site assessment or equivalent documentation of hazardous material conditions on site conducted on the project site to determine the presence and extent of any chemicals remnant of the previous laboratory use of the site including but not limited to alcohol, ethanol, methanol, chlorinated solvents such as carbon tetrachloride, TCE, and 1,1,1- TCA. Should the Phase II reveal contamination of the project site in excess of any residential health based standards or preliminary remediation goals, the City shall not issue Final sign off of the Grading Permit until the applicant has prepared and implemented a respective remediation plan for the contamination identified on site. The City shall not issue final sign off of the Grading Permit until there are no concentrations of the identified contamination on the project site that exceed the respective residential health based standards or preliminary remediation goals. The applicant shall provide evidence that such standards have been met, to the satisfaction of applicable City departments including the Pasadena Fire Department.</p>		<p>Planning and Development Department</p>		

MITIGATION MONITORING AND REPORTING PROGRAM

3330 EAST FOOTHILL BOULEVARD (PUBLIC WORK IMPROVEMENTS)

This Mitigation Monitoring and Reporting Program (MMRP) for PAC 2006-00018, located at 3330 East Foothill Boulevard, has been prepared pursuant to the California Environmental Quality Act (CEQA – Public Resources Code, Section 21000 *et seq.*), the CEQA Guidelines (Cal. Code Regs., Title 14, Chapter 3, Sections 15074 and 15097) and the City of Pasadena CEQA Guidelines. The mitigation measures included herein are considered conditions of approval for the project. A master copy of this MMRP shall be kept in the office of the Zoning Administrator and shall be available for viewing upon request. A copy also will be available at the office of the Condition/Mitigation Monitoring Coordinator.

PROJECT DESCRIPTION: The proposed project consists of: 1) the retrofit of an existing historically significant building into a 350 seat live stage theater and the new construction of a four-story 212 unit residential podium building above two levels of semi-subterranean parking; 2) the improvement to and the extension of Kinneloa Avenue between Colorado Boulevard and Foothill Boulevard; improvement to and extension of Walnut Street between Sunnyslope Avenue and Kinneloa Avenue; widening of Walnut Street between Altadena Drive and San Gabriel Boulevard; striping of Walnut Street from Altadena Drive to Madre Street; and extension of Virginia Avenue across the historic railroad hump to the north side of Walnut Street.

This MMRP includes mitigation measures for the roadway improvement portion of the project. A separate MMRP will be prepared for the portion of the project that includes the retro-fit of the historically significant building and the new construction of the 212-unit apartment building

This MMRP includes mitigation measures in the Mitigation Monitoring and Reporting Matrix on the following pages that correspond to the final Mitigated Negative Declaration (MND) for the project. The matrix lists each mitigation measure or series of mitigation measures by environmental topic. For each mitigation measure, the frequency of monitoring and the responsible monitoring entity is identified. Mitigation measures may be shown in submittals and may be checked only once, or they may require monitoring periodically during and/or after construction. Once a mitigation measure is complete, the responsible monitoring entity shall date and initial the corresponding cell, and indicate how effective the mitigation measure was.

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) forfeiture of security bonds or other guarantees; (6) revocation of permits or other entitlements.

Monitoring Program Cost:

**Mitigation Monitoring (Public Works) and Reporting Program Matrix
PAC2006-00018**

3330 FOOTHILL BOULEVARD

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity	Mitigation Measure Complete?	Effectiveness
Impact 1 – Aesthetics				
<p>1. AES-1 - To ensure no significant impacts to cultural resources occur during project construction, the edge of the ROW in this area of the Walnut Street extension shall be fenced with temporary construction fencing to protect the bridge from construction activities. Should construction activities be anticipated to affect or alter the bridge, prior to the initiation of such activities, the City shall conduct a phase I cultural resource assessment to assess and identify the historical importance of the bridge and adopt any needed measures to protect the bridge, including using a qualified cultural resources specialist to monitor construction and demolition activities for the duration of the period activity occurs adjacent to the bridge. All modifications or alterations to the bridge shall be conducted in accordance with the Secretary of the Interior's Standards. Prior to the initiation of any work near the bridge, the proposed work shall be reviewed/approved by the appropriate City staff/commissions</p>				
Impact 2 – Biological Resources				
<p>1. BIO1- During project construction, run-off into Eaton Creek shall be controlled through the use of sedimentation control techniques, such as hay bales or sand bags, to intercept and prevent run-off and debris from entering the stream channel. In</p>				

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity	Mitigation Measure Complete?	Effectiveness
<p>addition, when the extent of possible disturbance to Eaton Creek is better defined, the City should perform early consultation with CDF&G, RWQCB and the USACE to refine possible project permit requirements and better define and required Best Management Practices.</p>				
<p>2. BIO2 - During project construction, run-off into Eaton Creek shall be controlled through the use sedimentation control techniques such as hay bales or sand bags to intercept and minimize pollution and debris from entering the stream channel. If demolition of the entire section over Eaton Creek is required, the City would implement measures to ensure that no concrete or asphalt debris enters the stream channel. In addition, when the extent of possible disturbance to Eaton Creek is better defined, the City should perform early consultation with the CDF&G, RWQCB and the USACE to refine possible project permit requirements and identify any additional BMPs that may be required.</p>				
<p>3. BIO3 - The proposed project would include the planting of street trees every 30 feet along both roadways as specified in the East Pasadena and East Colorado Boulevard Specific Plans. The size the type of tree shall be approved by Urban Forestry staff. Public trees are protected trees; therefore UFAC shall review the proposed removal of the trees.</p>				

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity	Mitigation Measure Complete?	Effectiveness
Impact 3 – Hydrology and Water Quality				
Impact 3 – Hydrology and Water Quality				
<p>1. HWQ1 – If streambed alteration is required, a Streambed Alteration Agreement would be required from the CDF&G pursuant to Section 1600 of the CDF&F code and a flood permit would be required from the Los Angeles County Department of Public Works, which maintains jurisdiction over the channel. In addition to implementation of the mitigation measure described in Section 6b, mitigation measures would be required as part of the Stream Alteration Agreement.</p> <p>2. HWQ2 - The applicant shall implement mitigation measure 6b and any additional mitigation measures that may be required by the Streambed Alteration Agreement from the California Department of Fish and Game, and any other jurisdictional agency with oversight of the channel.</p> <p>3.HWQ3 - Construction activities near the Eaton Creek channel shall occur during summer months when Eaton Creek would be at its lowest volume.</p>				
Impact 4 – Hazardous materials				
<p>1. HM1 - Prior to issuance of a Final sign off of the Grading Permit and to the satisfaction of the Building Department, the applicant shall prepare and implement a nickel remediation</p>		<p>Planning & Development Department</p>		

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity	Mitigation Measure Complete?	Effectiveness
<p>plan for the project site. The City shall not issue final sign off of the Grading Permit until there are no concentrations of nickel on the project site that exceed the USEPA Region 9 Residential Preliminary Remediation Goal of 150 milligrams per kilogram. The applicant shall provide evidence that this standard has been met, to the satisfaction of applicable City departments including the Pasadena Fire Department.</p> <p>2. HM2 Prior to the issuance of a grading permit and to the satisfaction of the City, the applicant shall have a Phase II environmental site assessment or equivalent documentation of hazardous material conditions on site conducted on the project site to determine the presence and extent of any chemicals remnant of the previous laboratory use of the site including but not limited to alcohol, ethanol, methanol, chlorinated solvents such as carbon tetrachloride, TCE, and 1,1,1- TCA. Should the Phase II reveal contamination of the project site in excess of any residential health based standards or preliminary remediation goals, the City shall not issue Final sign off of the Grading Permit until the applicant has prepared and implemented a respective remediation plan for the contamination identified on site. The City shall not issue final sign off of the Grading Permit until there are no concentrations of the identified</p>				

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity	Mitigation Measure Complete?	Effectiveness
<p>contamination on the project site that exceed the respective residential health based standards or preliminary remediation goals. The applicant shall provide evidence that such standards have been met, to the satisfaction of applicable City departments including the Pasadena Fire Department. With the incorporation of these mitigation measures, the project will not create a significant hazard to humans or the environment due to hazardous materials.</p> <p>3. HM3: Prior to grading or construction activities occurring, the applicant shall receive confirmation that no release has occurred at 233 N. Altadena Avenue, Pasadena CA. If such information cannot be verified or obtained, prior to excavation and grading the City shall have a Phase II Environmental Site Assessment or equivalent documentation of hazardous materials conditions of the site (including soil sampling) to determine the presence and extent of any hazardous materials associated with the site. Should the Phase II reveal contamination of any portion of the project site, the City shall prepare and implement a remediation plan for the identified contamination. The City shall not conduct grading or excavation activities until remediation has been completed according to all city and state regulations.</p>				

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity	Mitigation Measure Complete?	Effectiveness
<p>4. HM4: Answer – Hazardous materials and petroleum products commonly associated with railroads and rail-yards include creosote, pentachlorophenol (PCP), and copper chromate arsenic (CCA) which could leach from railroad ties or bridge timbers. Prior to excavation and grading the City shall have obtain documentation that no contamination is present, or they must prepare a Phase II Environmental Site Assessment or equivalent documentation of hazardous materials conditions of the site (including soil sampling) to determine the presence and extent of any hazardous materials associated with the railroad on the project site. Should the Phase II reveal contamination of any portion of the project site, the City shall prepare and implement a remediation plan for the identified contamination. The City shall not conduct grading or excavation activities until remediation has been completed according to all city and state regulations.</p>				