

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

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**INITIAL STUDY**

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

**SECTION I - PROJECT INFORMATION**

1. **Project Title:** Zoning Code Amendments - Expansion of Parking Credit Program in the Central District.
2. **Lead Agency Name and Address:** City of Pasadena
3. **Contact Person and Phone Number:** Denver Miller - (626) 744-6773  
dmiller@cityofpasadena.net
4. **Project Location:** The proposed Zoning Code Amendments will apply within the Central District Sub-Districts 2, 3, 4 and 5.
5. **Project Sponsor's Name and Address:** City of Pasadena
6. **General Plan Designation:** Central District
7. **Zoning:** Central District Sub-Districts - 2, 3, 4, and 5
8. **Description of the Project:** The proposed Zoning Code Amendments will extend the Zoning Credit Parking program (currently in use in Old Pasadena only) to other areas of the Central District, in particular the South Lake and the Playhouse District commercial areas. This program will allow for the intensification of uses on the ground floor of existing commercial buildings. Primarily it will allow for the establishment of a new restaurant by allowing the property owner to purchase zoning credit parking spaces as a means to meeting the required parking.

The Zoning Code will be amended to allow for an on-street parking space to be counted in the pool of Zoning Credit Parking spaces for these two areas. Additionally, the Code will be modified such that any property with zoning parking credits automatically meets the existing distance requirements of the Zoning Code. Oversubscription of parking credits which is allowed in Old Pasadena is not being proposed for these two districts. In addition to the changes to the Zoning Code, resolutions will be approved that establish the Zoning Credit Parking program boundaries and the guidelines which will govern the programs.

The Zoning Credit Parking program will have limitations as part of the guidelines. Eligibility will be limited to commercial and mixed-use buildings that existed as of July 1, 2012. Only the property owner may apply for Zoning Credit Parking spaces and only the ground floor of these buildings (and any interconnected mezzanine) will be eligible. Credits will be allowed only if a new use requires more parking spaces than what is available to the property owner. Sites which have existing parking structures or lots over a specified size, will not be eligible for zoning credit parking spaces.

In the South Lake district, parking credits will be prohibited for fast food restaurants and formula fast food restaurants (these uses are defined in the Zoning Code). In determining the number of parking spaces required for a new use, buildings will receive credits for any space which have been allocated in the Shopper's Lane parking lots.

1. Surrounding Land Uses and Setting: Varied, primarily retail, restaurant, office and multi-family residential.
2. Other public agencies whose approval is required. The proposed amendments are focused within the Central District Sub-Districts 2, 3, 4 and 5., and will change the regulations in the parking chapter of the Zoning Code. Other public agencies whose approval is required: Approval by the City Council with a recommendation from the Planning Commission is required.

**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.	X
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.	
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.	

Denver E Miller 5/2/2012  
Prepared By/Date

Jennifer Paige Saeki 5/2/12  
Reviewed By/Date

Denver Miller  
Printed Name

Jennifer Paige-Saeki  
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

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No Impact

## SECTION II - ENVIRONMENTAL CHECKLIST FORM

### 1. BACKGROUND.

Date checklist submitted: April 30, 2012  
Department requiring checklist: Planning Department  
Case Manager: Denver Miller

### 2. ENVIRONMENTAL IMPACTS. (An explanation of all answers is required.):

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No Impact

### 3. AESTHETICS. Would the project:

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

**WHY?** The proposed project is the adoption of a Zoning Credit Parking Program for South Lake Avenue and Playhouse District and an amendment to the parking provisions (Chapter 17.46) of the Zoning Code, Pasadena Municipal Code Title 17. The Zoning Code will be amended to allow for on-street parking to count for zoning credit parking spaces and allow for uses to meet their parking requirement and distance requirements with these spaces. These amendments do not have the potential to have an adverse effect on a scenic vista. The proposed development standards for the use do not change standards such as building height that could result in an adverse effect on a scenic vista. Therefore, the project 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?* ( )

**WHY?** The proposed Zoning Code Amendments would not change the height and mass restrictions established in the City's Zoning Code. There is no physical development proposed under this project, rather the establishment of a parking credit program in portions of the Central District. 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 projects is focused on parking in the Central District. This area 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. This amendment would not significantly impact any locally-recognized scenic roadway corridors.

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

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**WHY?** The proposed Zoning Code amendments would not alter the height and mass limitations of the Zoning Code or requirements for landscape plans for review and approval by the Zoning Administrator and/or Design Review Commission or staff prior to the issuance of any building permits. Therefore, approval of the proposed amendments will not lead to any demonstrable negative aesthetic impact.

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

**WHY?** The proposed Zoning Code amendments are not site specific and will not result in creating a new source of substantial light or glare. See also responses 3a and 3b. The proposed amendments will not have a significant impact on light and glare, because any new construction under the amendments 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 zoning districts are in an older, developed commercial urban area with streetlights in place, and any exterior lighting would be consistent with the surrounding area. These lights are not substantial sources of glare and are an aide to public safety. Therefore, the proposed amendments will have no impact.

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

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

**WHY?** The City of Pasadena is a developed urban area surrounded by hillsides to the north and northwest. The western portion of the City contains the Arroyo Seco, which runs from north to south through the City. It consists of commercial recreation, park, natural and open space uses. The City contains no prime farmland, unique farmland, or farmland of statewide importance, as shown on maps prepared in accordance with the Farmland Mapping and Monitoring Program of the California Resources Agency and there will be no related impacts.

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

**WHY?** The City of Pasadena has no land zoned for agricultural use other than commercial nurseries being allowed by right in the CG (General Commercial) and IG (General Industrial) zones and conditionally in the CO (Office Commercial), CL (Limited Commercial), OS (Open Space) and PS (Public-Semi Public) Zoning Districts. Therefore there is no potential conflict with zoning for agricultural uses.

- c. *Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220 (g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104 (g))?*

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**WHY?** There is no timberland or Timberland Production zone in the City of Pasadena; therefore the proposed project would not result in the loss of forest land, timberland or Timberland Production areas.

d. *Result in the loss of forest land or conversion of forest land to a non-forest use?* ( )

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

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

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

**WHY?** 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 2007 AQMP, adopted on June 1, 2007. This plan is the South Coast Air Basin's portion of the State Implementation Plan (SIP). This plan is designed to achieve the five 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 the expansion of the Zoning Credit Parking Program that would allow for the intensification of the ground floor of existing buildings within the Central District. It does not have the potential to promote growth since these are minor changes to the Zoning Code. These amendments do not increase the height, density, FAR or other development standards that would lead to greater intensity of development. These amendments would not interfere with the City's ability to implement its air quality plan.

Potentially Significant Impact

Significant Unless Mitigation is Incorporated

Less Than Significant Impact

No Impact

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

WHY? Pasadena is located in an air quality non-attainment area, an area that frequently exceeds national ambient air quality standards. Due to its geographical location within the area 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.

The proposed project is the expansion of the Zoning Credit Parking Program that would allow for the intensification of the ground floor of existing buildings within the Central District within existing gross floor area and density requirements. These amendments are limited to the Central District, and do not result in the approval of a specific project that would violate an air quality standard or contribute to an existing or projected air quality violation. The project does not propose any new construction and the proposed amendments would not generate a demand for new construction which would potentially lead to an air quality violation. Therefore, the proposed Zoning Code amendments will not violate and air quality standard or substantially contribute to an existing or projected air quality violation, and would have no related significant impacts.

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)? ( )

WHY? The City of Pasadena is within the South Coast Air Basin (SCAB), which is an airshed that regularly exceeds ambient air quality standards (AAQS) - i.e., a non-attainment area. The SCAB is designated a non-attainment area for respirable particulate matter (PM<sub>10</sub>), fine particulate matter (PM<sub>2.5</sub>), and ozone (O<sub>3</sub>). The SCAB is currently designated an attainment area for the remaining criteria pollutants, which include carbon monoxide (CO), nitrogen oxides (NO<sub>x</sub>), and sulfur dioxide (SO<sub>2</sub>).

The proposed project is the expansion of the Zoning Credit Parking Program that would allow for the intensification of the ground floor of existing buildings within the Central District within existing gross floor area and density requirements. The proposed amendments will not result in an increase in criteria pollutants as the amendments are minor and don't result in changes in the overall development standards within the Zoning Code and no new construction is proposed.

Section 5.b, SCAQMD's Thresholds for Significance will not be exceeded as a result of the proposed Zoning Code amendments. The SCQAMD 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? ( )

Potentially Significant Impact

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Less Than Significant Impact

No Impact

WHY? The proposed project is the expansion of the Zoning Credit Parking Program that would allow for the intensification of the ground floor of existing buildings within the Central District. These amendments are not site specific. The proposed amendments will not result in exposing sensitive receptors to substantial pollutant concentrations as the amendments are minor in nature and do not result in changes in the overall development standards within the Zoning Code. Therefore, the proposed project would not expose sensitive receptors to substantial pollutant concentrations, and the project would have no associated impacts.

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

WHY? The proposed project is the expansion of the Zoning Credit Parking Program that would allow for the intensification of the ground floor of existing buildings within the Central District. The Zoning Code amendments will not result in objectionable odors. New projects will be reviewed in accordance with the City's Zoning Code and will be required to meet the performance standards for odors contained in Section 17.40.090. Therefore, the proposed project would not create objectionable odors, and would have no associated 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? ( )

WHY? The proposed amendments will expand the City's Zoning Credit Parking Program and will apply only in the Central District. No new development or changes to development standards will be proposed that would affect sensitive species. Therefore, there will be no significant impacts related to habitat modifications on any rare or endangered 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? 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. There are no proposed changes that would affect biological resources or sensitive natural communities within the City. Therefore, there will be no significant impacts on riparian habitat or other sensitive natural community.

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? ( )

Potentially Significant Impact

Significant Unless Mitigation is Incorporated

Less Than Significant Impact

No Impact

**WHY?** 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. Pasadena is located in a developed urban area. There is no known naturally occurring wetland habitat. Therefore, the proposed project would have no impact to federally protected wetlands as defined by Section 404 of the Clean Water Act.

- 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?* ( )

**WHY?** Pasadena is a developed urban area and these Zoning Code Amendments do not involve the dispersal of wildlife. There is no physical development proposed under this project, rather the project consists of the expansion of the Zoning Credit Parking Program to other portions of the Central District, an areas that is heavily urbanized. Therefore, there will be no impacts to wildlife, their habitat or their movement.

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

**WHY?** The proposed Zoning Code amendments are an expansion of the existing Zoning Credit Parking Program and will only apply to existing buildings in the Central District. The only local regulation protecting biological resources in the City of Pasadena is PMC Section 8.52 "City Trees and Tree Protection Ordinance." There are no proposed changes to Section 8.52 as part of these amendments, and any future projects developed would be required to adhere to adopted standards for the protection of trees. The amendments consist of the expansion of the Zoning Credit Parking Program and will not impact the Tree Protection Ordinance.

- 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?* ( )

**WHY?** Currently, there is no adopted Habitat Conservation or Natural Community Conservation Plans within the City of Pasadena or on property abutting the City. There are also no approved local, regional or state habitat conservation plans. Therefore, the proposed amendments will have no impact on an adopted habitat conservation plan or community conservation plan.

**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?* ( )

Potentially Significant Impact

Significant Unless Mitigation is Incorporated

Less Than Significant Impact

No Impact

WHY? These amendments will not cause a substantial adverse change in the significance of any historical resource. The proposed project is an expansion of the Zoning Credit Parking Program and does not include changes to the City's Historic Preservation ordinance. The project will allow existing buildings in the Central District to intensify the uses on the ground floor by purchasing parking credits. This may assist some cultural resources by promoting adaptive reuse of a building. Therefore, the proposed project would not cause a substantial adverse change in the significance of a historical resource, and the project would have no related impacts.

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

WHY? The proposed project is the expansion of the Zoning Credit Parking Program that would allow for the intensification of the ground floor of existing buildings within the Central District. These proposed amendments are not site specific. They would have no impact to archaeological resources and would not alter the way subsequent development proposals are reviewed for archaeological resource impacts. Therefore, the proposed project would have no impacts to archaeological resources.

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

WHY? The proposed project consists of the expansion of the Zoning Credit Parking Program to allow the ground floor of existing buildings to have more intensive uses by purchasing parking credits. Therefore, the proposed Zoning Code Amendments would not directly or secondarily destroy a unique paleontological resource or unique geologic feature, and would have no related impacts. Therefore, the proposed project would not destroy a unique paleontological resource or unique geologic feature, and would have no related impacts.

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

WHY? The proposed project consists of the expansion of the Zoning Credit Parking Program to allow the ground floor of existing buildings to have more intensive use by purchasing zoning credit parking spaces. The proposed project is not site specific and the parking credit program would not apply to new building construction. There are no known cemeteries within the City limits of Pasadena. Therefore, the proposed amendments will not disturb any human remains, including those interred outside of formal ceremonies.

8. ENERGY. Would the proposal:

a. Conflict with adopted energy conservation plans? ( )

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No Impact

**WHY?** The proposed project consists of the expansion of the Zoning Credit Parking Program to allow the ground floor of existing buildings to have more intensive use by purchasing parking credits and do not conflict with Energy related goals contained in the General Plan. In order to promote energy conservation, the City has adopted an amended California Green Building Standards Code (14.04.500). The Code does not apply to nonresidential structures with new floor area of less than 50,000 square feet nor to tenant improvements of less than 25,000 square feet. Further, since the proposed project does not propose any new development projects, it will not introduce a use that conflicts with adopted energy conservation plans.

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

**Why?** The proposed project consists of the expansion of the Zoning Credit Parking Program to allow the ground floor of existing buildings to have more intensive use by purchasing parking credits. This code change will not result in the use of non-renewable resources in a wasteful and inefficient manner.

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?** According to the 2002 adopted Safety Element of the City of Pasadena's General Plan, the San Andreas Fault is a "master" active fault and controls seismic hazard in Southern California. This fault is located approximately 21 miles north of Pasadena. The County of Los Angeles and the City of Pasadena are both affected by Alquist-Priolo Earthquake Fault Zones. Pasadena is in four USGS Quadrants, the Los Angeles, and the Mt. Wilson quadrants were mapped for earthquake fault zones under the Alquist-Priolo Act in 1977. The Pasadena and Condor Peak USGS Quadrangles have not yet been mapped per the Alquist-Priolo Act.

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 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.

Since the City of Pasadena is within a larger area traversed by active fault systems, 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

Potentially Significant Impact

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Less Than Significant Impact

No Impact

bedrock. The risk of earthquake damage is minimized because new structures are required to be built according to the Uniform Building Code and other applicable codes, and are subject to inspection during construction. Conforming to these required standards will ensure the proposed project would not directly or secondarily result in significant impacts due to strong seismic ground shaking. The proposed Zoning Code Amendments are minor in nature (i.e., they propose to expand the parking credit program) and will not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving the rupture of a known fault. Therefore, the proposed Zoning Code amendments will not expose persons or structures to potential substantial adverse impacts of rupture of a known fault.

ii. Strong seismic ground shaking? ( )

WHY? See 9.a.i.

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

WHY? The proposed project consists of the expansion of the Zoning Credit Parking Program to allow the ground floor of existing buildings in the Playhouse and So. Lake Districts to have uses that require additional parking by purchasing parking credits. These amendments are not specific to a site, but are focused within the Central District. There are no specific projects associated with the amendments. Any future development projects must continue to be reviewed to ensure there are no seismic related risks. Therefore, the project will 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? ( )

WHY? The proposed project consists of the expansion of the Zoning Credit Parking Program to allow the ground floor of existing buildings to have uses that require additional parking by purchasing zoning credit spaces. Projects will be reviewed on a case by case basis to determine that they meet the building code and other requirements that ensure that they are safe and to determine if they are located within and Earthquake Induced Landslide area as shown on the State of California Seismic Hazard Zone Maps for the City. The proposed amendments will not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides. Therefore, the project will have no impacts from seismic induced landslides.

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

WHY? The proposed project consists of the expansion of the Zoning Credit Parking Program to allow the ground floor of existing buildings to have more intensive parking required uses by purchasing parking credit parking spaces. When an applicant applies to construct any building, the specific impacts on soil erosion

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will be reviewed. 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.

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

**WHY?** The proposed project consists of the expansion of the Zoning Credit Parking Program in the Central District to allow the ground floor of existing buildings to have uses that require additional parking by purchasing zoning credit parking spaces. 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 that the City rests upon. 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 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. Therefore, there will be no significant impact as a result of the approval of the proposed amendments.

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

**WHY?** According to the 2002 adopted Safety Element of the City's General Plan Pasadena 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. The proposed Zoning Code amendments would have no expansive soil-related impacts and would not alter the way subsequent development proposals are reviewed for expansive soil-related impacts. However, any future projects must conform to adopted regulations, and no changes are proposed to these existing regulations. Therefore, no significant impacts related to expansive soil 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?** The proposed project consists of the expansion of the Zoning Credit Parking Program to allow the ground floor of existing buildings to have more intensive uses by purchasing zoning credit parking spaces. These amendments include minor changes to the code as detailed on Pages 1 and 2 of this document. These amendments will not impact the ability of the City to review a project to determine if the soil is incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems.

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Therefore, there are no significant impacts related to soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems.

**10. GREENHOUSE GAS EMISSIONS.** Would the project:

- a. *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*

**WHY?** The proposed project consists of the expansion of the Zoning Credit Parking Program to allow the ground floor of existing buildings to have uses that require additional parking. This parking would be able to be met by purchasing parking credits. These amendments include minor changes to the code as detailed on Pages 1 and 2 of this document. The changes to the code would not result in changes to greenhouse gas emissions. There is no construction proposed, and the density and allowable square footage for uses is not changing. The code amendment could assist in the adaptive reuse of existing structures which could have beneficial impact on greenhouse gas emissions.

- b. *Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases? ( )*

**WHY?** See response 10a. above. The proposed Zoning Code amendments are not site-specific but are amendments that are limited to the Central District. These amendments include minor changes to the code as detailed on Pages 1 and 2 of this document. These amendments do not conflict with either AB 32 and the AB 32 Scoping Plan or with the ARB Early Action Strategies.

**11. HAZARDS AND HAZARDOUS MATERIALS.** Would the project:

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

**WHY?** The proposed Zoning Code amendments as described on Pages 1 and 2 and do not change the mechanisms by which the City regulates the transport, use or disposal of hazardous materials. All new projects would be continued to be reviewed for such impacts.

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

**WHY?** The proposed Zoning Code amendments do not involve hazardous materials. Therefore, there is no significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions, which could release hazardous material. In addition, the proposed Zoning Code amendments would not alter the way subsequent development proposals are reviewed for hazard-related impacts and would not change any regulations governing the handling of hazardous materials. Therefore, there is no

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significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions that could release hazardous material.

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

**WHY?** The proposed Zoning Code amendments do not involve hazardous emissions or the handling of hazardous materials, substance, or waste. Therefore, the proposed project would have no hazardous material related impacts to schools. In addition, the proposed Zoning Code amendments would not alter the way subsequent development proposals are reviewed for hazardous material-related impacts and would not change any regulations governing the handling of hazardous materials. 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? ( )*

**WHY?** The proposed Zoning Code amendments are not site specific thus there can't be a determination that a project will be located on a site included on a list of hazardous materials site. Any proposed project would be reviewed to determine whether they are on a list of hazardous materials sites. The proposed amendments would not alter the way subsequent development proposals are reviewed for hazardous material-related impacts and would not change any regulations governing hazardous material sites. Any future projects would be required to adhere to adopted standards including those related to being located on an identified site. Therefore, no significant impact will result.

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?** Pasadena is not within an airport land use plan or within two miles of a public airport or publicly used 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 amendments 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? ( )*

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WHY? Pasadena is not within the vicinity of a private airstrip. Therefore, the proposed amendments 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? These amendments would not result in any permanent or temporary physical barriers on any existing public streets. To ensure compliance with zoning, building and fire codes, any future 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. Adherence to these requirements ensures that there will not be a significant impact on emergency response and evacuation plans.

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

WHY? The proposed amendments will expand the City's Zoning Credit Parking Program and will apply only in the Central District, an area that is fully developed. The project does not propose any new development and will apply only to existing buildings and will not expose people or structures to a significant risk or loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with 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.

12. HYDROLOGY AND WATER QUALITY. Would the project:

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

WHY? 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

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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.

The proposed amendments are not site specific and do not amend the Zoning Code in such a way to violate any water quality standards. In addition, the proposed Zoning Code amendments would not alter any waste discharge requirements, and would not change any water quality-related plans or programs. 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)? ( )*

**WHY?** The proposed Zoning Code Amendments would not result in the installation of any groundwater wells, and would not otherwise directly withdraw any groundwater. Therefore, the proposed Zoning Code Amendments would not physically interfere with any groundwater supplies. Any project that is the result of these amendments 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, future projects could indirectly withdraw groundwater. However, future projects will be evaluated as they become known.

As noted in response 8 b, over the past several years, Pasadena Water and Power (PWP) has been impacted by several factors that have restricted local and regional water supply. PWP's groundwater rights in the Raymond Basin have been curtailed in order to mitigate groundwater depletion experienced over the last half century. With respect to imported supplies, a decade-long drought has reduced the ability to replenish regional groundwater supplies; drought conditions in the American southwest have reduced deliveries of water from the Colorado River, and legal and environmental issues have resulted in reduced water deliveries through the State Water Project. The City accounted for these conditions in its current Water Integrated Resources Plan (adopted January, 2011) and Urban Water Management Plan (adopted June, 2011). As of April of 2011, the Metropolitan Water District (MWD) has lifted allocation restrictions as a result of improvements in Southern California's water reserves.

The Pasadena Municipal Code Chapter 13.10 establishes thirteen permanent mandatory restrictions on wasteful water use activities. In addition, there are also statewide water demand reduction requirements such as the 20x2020 Water Conservation Plan ("20x2020"), and the current work being done by the California Department of Water Resources, the State Water Resources Control Board, and other state agencies to implement the Governor's 20x2020 Water Conservation Initiative Program.

In September 2008, Council directed PWP to develop a Comprehensive Water Conservation Plan (CWCP) with a variety of approaches and recommendations for achieving 10%, 20% and 30% reductions in water consumption as well as an analysis of the financial impacts on the Water Fund if those conservation targets

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were achieved. On April 13, 2009, Council voted to approve the CWCP presented by PWP and to replace the Water Shortage Procedure Ordinance with a new Water Waste Prohibition and Water Shortage Plan Ordinance (PMC 13.10). As a long term goal, the CWCP presupposes an initial target of reducing per-capita potable water consumption 10% by 2015 and 20% by 2020.

The new Water Waste Prohibitions and Water Supply Shortage Plan Ordinance (PMC 13.10) became effective on July 4, 2009 and established thirteen permanent mandatory restrictions on wasteful water use activities. In addition, statewide water demand reduction requirements began in 2009, as a result of Governor Arnold Schwarzenegger's 20x2020 Water Conservation Plan from April 30, 2009 ("20x2020"), and the current work being done by the California Department of Water Resources, the State Water Resources Control Board, and other state agencies to implement the Governor's 20x2020 Water Conservation Initiative Program.

The proposed project is an administrative amendment to the Zoning Code to establish a parking credit program. There is no new construction proposed or changes in development standards that could result in changes to water and groundwater supply. There will be no related significant impacts.

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

**WHY?** The proposed amendments will expand the City's Zoning Credit Parking Program and will apply only in the Central District. The project does not propose any new development and will apply only to existing buildings. Any project that requires a building permit will be reviewed to determine if there is an alteration of the existing drainage patterns. Future projects will be evaluated to determine if they are subject to NPDES requirements, including the County-wide MS4 permit and the City's SUSMP ordinance. In accordance with these requirements, the applicant would be 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 any subsequent development projects would not result in significant erosion or siltation impacts due to changes to drainage patterns.

The project's zoning districts have slopes that are very gently sloping, and runoff drains generally from north to south. The project's zoning districts do not contain any discernible streams, rivers, or other drainage features. Determination of specific sites for emergency shelters to be permitted under the proposed Zoning Code amendments is speculative as no new construction is proposed at this time. However, development of specific sites within the districts will not substantially alter the drainage pattern of the site or surrounding area.

The drainage of surface water from specific development project sites 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, an 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 would not be permitted to channel runoff on exposed soil, to direct flows over unvegetated soils, or to otherwise increase the erosion or siltation potential of development project sites or any downstream areas. Therefore, the proposed project would not result in significant erosion or siltation impacts from changes to drainage patterns.

- d. *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a*

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*manner, which would result in flooding on- or off-site? ( )*

**WHY?** The proposed Zoning Code amendments are not site specific thus it is not possible to determine if the amendments will result in a substantial alteration of the existing drainage patterns. Any project that requires a building permit will be reviewed to determine if there is an alteration of the existing drainage patterns.

Regardless, the 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. There is no new development proposed, or changes to development standards that would affect drainage. Therefore, the proposed project would not cause flooding and would have no associated impacts.

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

**WHY?** The proposed Zoning Code amendments do not propose any new development. Projects are required to comply with the City's SUSMP ordinance would ensure that post-development peak storm water runoff rates to not exceed pre-development peak storm water runoff rates. This ensures subsequent development projects would not exceed the City's existing storm drain system.

Similarly, any future project would generate only typical, non-point source, urban stormwater pollutants. These pollutants are covered by the County-wide MS4 permit, and the project, through the City's SUSMP ordinance, is 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.

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

**WHY?** As discussed above, any development proposed because of these Zoning Code amendments will not be a point-source generator of water pollutants. The only long-term water pollutants expected to be generated onsite are typical urban stormwater pollutants. Compliance with the City's SUSMP ordinance will ensure these stormwater pollutants would not substantially degrade water quality. The proposed amendments would not change the applicability or substance of these requirements, and would have no impact to water quality.

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. Non-storm water runoff from equipment and vehicle washing and any other activity shall be contained at the project site. 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 events; planting and maintenance of vegetation on slopes; and covering erosion susceptible slopes.

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

**WHY?** The project consists of Zoning Code amendments as described on Pages 1 and 2. These amendments will not allow for housing to be located within a flood hazard area or dam inundation area, and the project would have no related impacts. However, 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, most of the entire City is in Zone X. A few scattered areas are located in Zone D. Both Zone X and Zone D are located outside of the "Special Flood Hazard Areas Subject to Inundation by the 1 percent Annual Chance of Flood" (100 year floodplain) and 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 zoning districts are not located in a dam inundation area.

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

**WHY?** See response to 12.g above. 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? ( )

**WHY?** No portion of the City of Pasadena is 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 P-2, of the adopted 2002 Safety Element of the City's General Plan) the East Pasadena Specific Plan area is not located in a dam inundation area. Therefore, the proposed Zoning Code amendments would not have any impacts related to exposing people or structures to flooding risks, including flooding as a result of the failure of a levee or dam.

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

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

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13. LAND USE AND PLANNING. Would the project:

a. Physically divide an existing community? ( )

WHY? The proposed amendments will expand the City's Zoning Credit Parking Program and will apply only in the Central District. They are not related to a specific development project and will not physically divide an existing community. Further, there is no physical development proposed under this project, rather the establishment of a Zoning Credit Parking Program to allow for the ground floor of existing buildings to have uses that require additional parking to meet the parking through the purchase of Zoning Credit Parking Spaces. There are no changes to permitted land uses and no changes to development standards that would result physically dividing a 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? ( )

WHY? The proposed amendments will expand the City's Zoning Credit Parking Program and will apply only in the Central District. They are not related to a specific development project and will not physically divide an existing community. Any amendments to the Zoning Code require that the City Council adopt a finding that the proposed amendments are consistent with the City's General Plan. The proposed parking credit program will promote the reuse of existing buildings and is conformance with the following General Plan principles, goals or policies in that it is consistent with the Guiding Principle that, "Economic Vitality will be promoted to provide jobs, services, revenues, and opportunities." In particular, this amendment is consistent with Policy 10.3 - Business Expansion and Growth: Support the continuation or expansion of existing businesses in harmony with their surroundings and provide new spaces for growth and changing business requirements.

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

WHY? Currently, there is 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. Therefore, there will be no impact as a result of this Zoning Code amendment.

14. 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? 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. There is no specific project associated with these Zoning Code amendments therefore, there will be no impact.

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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?** 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 Zoning Code amendments would not have significant impacts from the loss of a locally-important mineral resource recovery site. See also Section 14.a of this document.

15. **NOISE.** Will the project result in:

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

**WHY?** The proposed amendments will expand the City's Zoning Credit Parking Program and will apply only in the Central District. The proposed Zoning Code amendments are not site specific therefore it is not possible to identify specific noise impacts. The proposed amendments do not include any new development or changes in development standards that conflict with adopted noise regulations. The proposed Zoning Code amendments would also not expose persons to excessive noise. The 2002 adopted Noise Element of the Comprehensive General Plan contains objectives and policies to help minimize the effects of noise from different sources. The proposed Zoning Code amendments will not lead to a significant increase in ambient noise. As noted above, any future development must continue to comply with adopted standards for noise; therefore, adhering to these established City regulations will ensure that projects would not generate noise levels in excess of standards.

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

**WHY?** The proposed amendments will expand the City's Zoning Credit Parking Program and will apply only in the Central District. The proposed Zoning Code amendments will not result in a generation of excessive groundborne vibration or noise levels. See responses 15.a and b above. The proposed Zoning Code amendments will not change development standards to expose persons to, or to generate, excessive ground-borne vibration or noise levels.

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

**WHY?** See response to 15.a. The proposed Zoning Code amendments will not lead to a significant permanent increase in ambient noise, and there will be no related significant impacts. See response to

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14.a. In Pasadena, many urban environmental noises, such as leaf-blowing and amplified sounds, are subject to restrictions by Chapter 9.36 of the Pasadena Municipal Code.

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

**WHY?** The proposed amendments will expand the City's Zoning Credit Parking Program and will apply only in the Central District; there is no new development proposed with the amendments. Adhering to established City regulations will ensure that any project constructed as a result of these amendments will not generate noise levels in excess of standards. Any future construction projects would be required to adhere to adopted noise standards. Therefore, adhering to established City regulations will ensure that these projects would not result in a substantial temporary or periodic increase in noise levels.

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

**WHY?** 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 ten 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. The proposed Zoning Code amendments 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?** There are no private-use airports or airstrips within or near the City of Pasadena. There will be no related impacts.

**16. POPULATION AND HOUSING.** Would the project:

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

**WHY?** The proposed amendments will expand the City's Zoning Credit Parking Program and will apply only in the Central District. The project does not propose any new development and will apply only to existing buildings and would allow for a new use with a higher parking requirement to meet the current parking requirement by purchasing Zoning Credit Parking Spaces. There is no new development that would induce substantial population growth. Therefore, the proposed project would not induce substantial population growth, and would have no related significant impacts.

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

**WHY?** The proposed amendments will expand the City's Zoning Credit Parking Program and will apply only in the Central District. This program will only apply to existing commercial buildings. The amendments do not propose any new development that would displace existing housing or necessitate the construction of replacement housing. The proposed Zoning Code amendments would not displace substantial numbers of housing units and would have no related impacts. See response 16.c below.

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

**WHY?** The proposed amendments will expand the City's Zoning Credit Parking Program and will apply only in the Central District. This program will only apply to existing commercial buildings. The project does not propose any new development and will apply only to existing buildings. The proposed amendments would not displace substantial numbers of people necessitating the construction of replacement housing.

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

a. Fire Protection? ( )

**WHY?** The proposed amendments will expand the City's Zoning Credit Parking Program and will apply only in the Central District. The project does not propose any new development and will apply only to existing buildings by allowing them to have uses that have a higher parking requirement. This additional parking requirement will be met through the purchase of Zoning Credit Parking Spaces. Any future project applicants are 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. 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 project itself (i.e., the Zoning Code amendments), will not require the development of additional Fire Department facilities. Therefore, the proposed project would not significantly impact fire protection services. See also Section 11.h of this document for wildfire-related impacts. See also Section 10h of this document for wildfire-related impacts.

b. Libraries? ( )

**WHY?** The proposed amendments will expand the City's Zoning Credit Parking Program and will apply only in the Central District and do not induce any growth by changing the density or other development

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standards. The City as a whole is well served by its Public Information (library) System; and the project would not significantly impact library services. See response in 16a.

c. Parks? ( )

**WHY?** The proposed amendments will expand the City's Zoning Credit Parking Program and will apply only in the Central District, and that do not induce increases in the need for park uses as described on Pages 1 and 2. Nevertheless, 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.

d. Police Protection? ( )

**WHY?** The proposed amendments will expand the City's Zoning Credit Parking Program and will apply only in the Central District. 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. Furthermore, applicants for future projects are required to pay the City's development fees, which are established to offset incremental increases to police service demand and mitigate any potential impact. Therefore, the proposed project would not significantly impact police protection services. The project itself will not require the development of additional Police facilities. Therefore, the proposed project would not significantly impact police protection services.

e. Schools? ( )

**WHY?** The proposed amendments will expand the City's Zoning Credit Parking Program and will apply only in the Central District. Further, 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.

f. Other public facilities? ( )

**WHY?** The proposed amendments will expand the City's Zoning Credit Parking Program and will apply only in the Central District. The project does not propose any new development and will apply only to existing buildings. Further, with the projected revenue to the City in terms of impact fees, increased property taxes and development fees this impact is not significant. There is no new construction proposed that would impact public facilities.

**18. 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?* ( )

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**WHY?** The proposed amendments will expand the City's Zoning Credit Parking Program and will apply only in the Central District. The project does not propose any new development and the proposed program will apply only to existing buildings. The City collects a fee for new construction. These fees are used to fund the City's park maintenance and improvement program as well as acquisition. Therefore, future projects will not lead to substantial physical deterioration of any recreational facilities, and would have no related significant impacts. The project itself 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?** The proposed project will not include recreational facilities and will not require the construction or expansion of recreational facilities because the proposed amendments are not site specific and are related to establishing a Zoning Credit Parking Program. Therefore, the proposed project and future related projects will not involve the development of recreational facilities that would have an adverse effect on the environment, and would have no associated impacts.

**19. TRANSPORTATION/TRAFFIC.** Would the project:

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

**WHY?** The proposed amendments will expand the City's Zoning Credit Parking Program and will apply only in the Central District. The project does not propose any new development and the proposed program will apply only to existing buildings. The project does change parking requirements. The project consists of Zoning Code amendments to allow parking credits to be used towards code required parking. The amendments will not result in a significant impact to the traffic load and capacity of the street system.

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

**WHY?** The 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 state that the following changes in LOS due to a project are considered a significant traffic impact:

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**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

The proposed amendments will expand the City's Zoning Credit Parking Program and will apply only in the Central District and in particularly in the So. Lake Ave. business district and the Playhouse district. The project does not propose any new development and the proposed program will apply only to existing buildings. There is no development proposed as part of the amendments and no changes are proposed to development standards. The project will not result in a significant impact to the traffic load and capacity of the street system, and there will be no related significant impacts.

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

**WHY?** The City of Pasadena 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.

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

**WHY?** The proposed amendments will expand the City's Zoning Credit Parking Program and will apply only in the Central District. The project does not propose any new development and the proposed program will apply only to existing buildings. The proposed Zoning Code amendments are not related to a specific project that will have design features that will result in an increase in hazards. No changes to such standards are proposed under these amendments and development projects will continue to be evaluated to ensure there are no design features that may cause a hazard. The project will not substantially increase hazards due to a design feature.

e. Result in inadequate emergency access? ( )

**WHY?** The proposed amendments will expand the City's Zoning Credit Parking Program and will apply only in the Central District. The project does not propose any new development and the proposed program will apply only to existing buildings. The proposed Zoning Code amendments are not related to a specific project that will have design features that will result in inadequate emergency access. See also response 18 d. The project will not result inadequate emergency access. Therefore, there will be no significant impacts related to inadequate emergency access.

f. Result in inadequate parking capacity? ( )

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**WHY?** The parking firm, Linscott, Law & Greenspan conducted a study of the Central District to determine if there was adequate parking to establish a Zoning Credit Parking Program (see Attachment A). This study looked at the capacity of the Playhouse District and South Lake District to accommodate the conversion of existing buildings to land uses that require more parking. The study included an analysis of the on-street parking, private off-street parking, and public off-street parking available to serve the proposed parking credit boundaries. The study concluded that based on the capacity of the parking, the Playhouse area could accommodate approximately 203,070 square feet of converted restaurant space, and the South Lake Ave. area could accommodate 112,060 square feet of converted restaurant space.

The recommendation for parking credits would result in the potential conversion of far less square footage of restaurant uses than what this study concluded could be accommodated. For the South Lake Parking District, only the 235 on-street parking spaces will be used as Zoning Credit Parking spaces. This will allow for the conversion of 23,500 square feet to restaurant use (this includes a 6,000 square feet restaurant which is already being converted). This is only 21 percent of the 112,060 square feet the report indicates could be parked with the existing supply in this proposed parking credit boundary. For the Playhouse District, the number of zoning credit parking spaces will be determined at a later date.

It should be noted that the residential areas directly to the east and west of the South Lake District have parking time limits of two hours from 9 am to 6 pm. There is a preferential parking district just south of California and east of Lake Avenue. This district limits street parking to residents from 8 am to 8 pm. Hudson Avenue, south of California has an on-street parking time limit of one hour from 9 am to 6 pm. This occurs in the north portion of the block. For the southern end of the block the on-street parking limitation is two hours from 9 am to 6 pm. There are no changes in parking restrictions proposed and these existing regulations reduce the potential of parking related impacts in adjacent single-family districts.

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

**WHY?** The proposed amendments will expand the City's Zoning Credit Parking Program and will apply only in the Central District. The project does not propose any new development and the proposed program will apply only to existing buildings. There is no change proposed in the City's Trip Reduction Ordinance (Section 17.46.290) or bicycle parking requirements (Section 17.46.230). Proposed restaurants within the Central District Transit Oriented Development area are subject to a 10 percent parking reduction. This is consistent with Objective 3.2.2 of the City's 2004 Mobility Element ("Encourage Non-Auto Travel") because the parking reduction factors in that less parking is needed because customers will use the Gold Line Rail System.

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

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

**WHY?** The proposed amendments will expand the City's Zoning Credit Parking Program and will apply only in the Central District. The project does not propose any new development and would not involve the release of unique or unusual sewage into the wastewater treatment system. Therefore, the project would

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not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board, and would have no associated impacts. In any event, any development in the Central District would generally be considered urban infill, and currently the City does not have a sewer capacity problem. Accordingly, the project will not exceed applicable wastewater treatment requirements.

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

WHY? The proposed project does not create any further demand on wastewater treatment facilities. Therefore, 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. In any event, any development would generally be considered urban infill, and currently the City does not have a water or wastewater facilities capacity problem. Accordingly, the project will not require or result in the construction of new wastewater treatment facilities or the expansion of existing facilities.

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

WHY? The proposed project will not require the construction of new storm water drainage facilities or the expansion of existing facilities because the project consists of amending the Zoning Code to allow for the establishment of a Zoning Credit Parking Program in the Playhouse District and So. Lake Ave. Regardless, any future 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. In any event, any development would generally be considered infill, and currently the City does not have a storm water drainage capacity problem. Accordingly, the project will not require or result in the construction of new wastewater drainage facilities or the expansion of existing facilities.

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

WHY? 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. The proposed amendments will expand the City's Zoning Credit Parking Program and will apply only in the Central District. Any subsequent project will be examined for its impact on the water supply in accordance with the City's standard development review procedures. In any event, any development in the Central District would generally be considered infill, and currently the City does not have water supply problem. Accordingly, the project will not require new or expanded entitlements of water.

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? ( )

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**WHY?** The proposed amendments will expand the City's Zoning Credit Parking Program and will apply only in the Central District and will not result in an increase in the demand for wastewater treatment. In addition, the facilities currently maintained by the service purveyor are adequate to serve a proposed increase in demand. 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?* ( )

**WHY?** The proposed Zoning Code Amendments would not necessarily require any additional 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 re-permitted in 2003 for 10 years. All subsequent projects will be located in a developed urban area and within the City's refuse collection area. They will not result in the need for a new or substantial alteration to the existing system of solid waste collection and disposal. Therefore, this project would cause no impacts under this topic.

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

**WHY?** 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 percent 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 percent on both a monthly basis and annual basis. The project, by itself, will have no impact on solid waste. Subsequent projects will be 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, subsequent projects will need to comply with the City's Construction and Demolition Ordinance (PMC Section 8.62) and design requirements for refuse storage areas (PMC Section 17.64.240). The proposed project consists of expanding the Zoning Credit Parking Program to allow for existing ground floors in existing buildings to meet their parking requirement. Therefore, this project would not cause any significant impacts from conflicting with statutes or regulations related to solid waste.

**21. EARLEIR ANALYSIS.**

Earlier analysis may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. See CEQA Guidelines Section 15063(c)(3)(D).

a) The following document was used for analysis of the project's environmental effects:

- *General Plan and Final Program EIR*

These documents are available for review at the Permit Center, 175 North Garfield Avenue between the hours of 8:00 a.m. and 5:00 p.m. on Monday through Thursday and from 8:00-12:00 p.m. every Friday and the City Clerk's Office Monday through Thursday from 7:30 a.m. to 5:30 p.m. and every other Friday during the same hours.

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- 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. None.

**21. MANDATORY FINDINGS OF SIGNIFICANCE.**

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

**WHY?** The proposed amendments will not have the potential to degrade the quality of the environment, substantially reduce the habitat 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 because the proposed amendments are not site specific but Citywide. No specific project is part of the proposed amendments and no new development is proposed. This amendment will permit existing buildings with limited amounts of parking to meet the parking requirement by purchasing Zoning Credit Parking Spaces. Therefore, 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? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future project? ( )*

**WHY?** The project, by itself, does not involve any new construction. The project consists of amendments that are Citywide. Regardless, the proposed Zoning Code Amendments will not contribute to any significant cumulative impacts.

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

**WHY?** 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. Section 9 of this document explains that although residents of the City 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. Therefore, the proposed project would