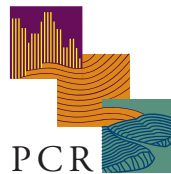


INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

ALLEN AND WALNUT TOD PROJECT

PASADENA, CALIFORNIA



OCTOBER 2013

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

ALLEN AND WALNUT TOD PROJECT

PASADENA, CALIFORNIA

PREPARED FOR:

CITY OF PASADENA

Planning and Community Development Department
175 North Garfield Avenue
Pasadena, California 91101-1704

PREPARED BY:

PCR SERVICES CORPORATION

One Venture, Suite 150
Irvine, California 92618

OCTOBER 2013

Table of Contents

	Page
ENVIRONMENTAL CHECKLIST	EC-1
ATTACHMENT A - PROJECT DESCRIPTION	
A. Introduction	A-1
B. Project Location and Surrounding Uses	A-1
C. Existing Site Conditions.....	A-1
D. Land Use and Zoning Designations.....	A-2
E. Description of the Project.....	A-8
F. Construction.....	A-22
G. Necessary Approvals	A-23
ATTACHMENT B: EXPLANATION OF CHECKLIST DETERMINATIONS	
1. Aesthetics	B-1
2. Agriculture and Forestry Resources	B-12
3. Air Quality	B-14
4. Biological Resources.....	B-23
5. Cultural Resources	B-26
6. Energy.....	B-30
7. Geology and Soils	B-32
8. Greenhouse Gas Emissions	B-36
9. Hazards and Hazardous Materials.....	B-43
10. Hydrology and Water Quality	B-53
11. Land Use and Planning	B-58
12. Mineral Resources	B-65
13. Noise.....	B-65
14. Population and Housing.....	B-79
15. Public Services	B-80
16. Recreation.....	B-92
17. Transportation/Traffic.....	B-93
18. Utilities and Service Systems	B-120
19. Mandatory Findings of Significance	B-129

Appendices

- Appendix A - Pacific Coast Civil, Inc. Walnut-Allen Mixed Use Project Memorandum
- Appendix B - Air Quality And Greenhouse Gas Assessment
- Appendix C - Tree Report

Appendices (Continued)

Appendix D - Geotechnical Investigation
Appendix E -Phase 1 (1727, 1757, And 1787 East Walnut Street)
Appendix F -Phase 2 (1727 East Walnut Street)
Appendix G -Phase 2 (1787 East Walnut Street)
Appendix H -Noise Data
Appendix I - Traffic Study

List of Figures

	Page
A-1	Regional Location and Project Vicinity Map A-3
A-2	Aerial Photograph of Project Site A-4
A-3a	Existing Site Photographs A-5
A-3b	Existing Site Photographs A-6
A-4	Subterranean Parking Level A-13
A-5	Grade Level Site Plan A-14
A-6	Typical Level Floor Plan A-15
A-7a	Building Elevations..... A-16
A-7b	Building Elevations..... A-17
A-7c	Building Elevations..... A-18
A-8	Building Sections A-19
B-1	View 1: Existing Conditions and Visual Simulation of the Project Site from North Allen Avenue B-3
B-2	View 2: Existing Conditions and Visual Simulation of the Project Site from East Walnut Street B-7
B-3	Noise Measurement Locations..... B-69
B-4	Traffic Study Area..... B-95
B-5	Existing Street System..... B-96
B-6	Existing Public Transit Routes B-101
B-7	Location of Related Projects Project Generated Traffic..... B-107

List of Tables

	Page
A-1	Project Development Summary A-9
A-2	Proposed Residential Unit Summary A-10
A-3	Project Parking Summary A-11
B-1	Project - Estimate of Construction Emissions (pounds per day)..... B-17
B-2	Project-Related Operational Emissions (pounds per day)..... B-19
B-3	Existing Project Site Tree Inventory..... B-25

List of Tables (Continued)

	Page
B-4	Construction Greenhouse Gas Emissions..... B-40
B-5	Construction and Operational Greenhouse Gas Emissions..... B-41
B-6	City of Pasadena General Plan Consistency..... B-59
B-7	City of Pasadena Interior Noise Standards..... B-66
B-8	City of Pasadena Guidelines for Noise Compatible Land Use..... B-68
B-9	Summary of Ambient Noise Measurements..... B-72
B-10	Estimates of Off-Site Construction Noise Levels (L_{eq}) from On-site Equipment..... B-73
B-11	Off-Site Traffic Noise Impacts B-75
B-12	City of Pasadena Fire Station Facilities B-82
B-13	City of Pasadena Library Facilities..... B-85
B-14	Existing Pasadena Parks and Recreational Facilities Near the Project Site..... B-88
B-15	City of Pasadena Intersection Impact Threshold Criteria B-97
B-16	City of Pasadena Street Segment Impact Threshold Criteria B-98
B-17	Existing Transit Routes..... B-99
B-18	Bicycle Routes Near Project Site B-100
B-19	Existing Traffic Volumes..... B-103
B-20	Related Projects List And Trip Generation B-105
B-21	Project Trip Generation B-109
B-22	Summary of Volume to Capacity Ratios and Levels of Service A.M. and P.M. Peak Hours B-111
B-23	Summary of Street Segment Analysis B-113
B-24	Project Parking Summary..... B-119
B-25	Estimated Wastewater Generation..... B-122
B-26	Landfills Used by Pasadena..... B-127
B-27	Projected Solid Waste Generated During Operation B-128

ENVIRONMENTAL CHECKLIST FORM

1. **Project title:** Allen and Walnut Transit-Oriented Development Project
2. **Lead agency name and address:** City of Pasadena
Planning & Community Development Department
175 North Garfield Avenue
Pasadena, California 91101-1704
3. **Contact person and phone number:** David Sinclair - Planner (626) 744-6766
4. **Project location:** The project site is located at 1727-1787 East Walnut Street and 235 North Allen Avenue, in the City of Pasadena, Los Angeles County, California. Regional access to the project site is provided via the Foothill Freeway ("I-210"), Ventura Freeway ("SR-134"), and Arroyo Seco Parkway ("SR-110") located approximately 0.15 miles to the north, 1.75 miles to the west, and 1.9 miles to the southwest of the project site, respectively. The project site is located approximately one-quarter mile south of the Allen Avenue Gold Line light rail station ("Allen Avenue Gold Line Station"). Local access to the project site is provided by North Allen Avenue, East Walnut Street, and Meridith Avenue.

Project sponsor's name and address: AMCAL Multi-Housing, Inc.
30141 Agoura Road, Suite 100
Agoura Hills, CA 91301

6. **General plan designation:**
Area 1: General Commercial; Area 2: East Colorado Boulevard Specific Plan Area
7. **Zoning:**
Area 1: Commercial, General; Area 2: East Colorado Specific Plan, Gold Line-Commercial General
8. **Description of project: (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary.)**

The Project includes the removal of four existing on-site buildings and related surface parking and the construction of 128 multi-family residential units (rental) and 5,000 square feet of ground floor commercial/restaurant uses to be housed in two buildings, including one three-level building ("western building") on Area 1 and one four-level building ("eastern building") on Area 2. The western building on Area 1 would include 15 units, the leasing office, and community room, while the eastern building on Area 2 would include 113 rental units and ground-floor commercial/restaurant space. Residential amenities would include a pool and spa, community room/fitness facility, tot lot, barbecue facilities, and a self-serve pet spa. Community open space amenities would include at-grade landscaped and hardscape open space, courtyards and gardens, the community room, rooftop view decks, and balconies on some units.

Subject to project approval and issuance of grading, construction, and other permits, project construction is anticipated to commence in 2014 and take approximately 18 months. Excavation and shoring are expected to occur over an approximately four-month period beginning in May 2014 and ending in August 2014. Building erection is expected to occur over a period of 14 months between September 2014 and October 2015. Based on the anticipated construction schedule, occupancy is anticipated in October 2015.

It is anticipated that approvals required for the Project would include, but may not be limited to, the following:

Street Vacation of Meridith Avenue: To allow vacation of the northern terminus of Meridith Avenue, between East Walnut Street and the northern boundary of the project site, to serve as the project ingress/egress driveway;

Conditional Use Permit: Required to develop housing as part of a mixed-use project on the CG-zoned Area 1 portion of the project site (west of Meridith Avenue) per Section 17.50.340, Transit-Oriented Development, of the Zoning Code, since this portion of the project site is located within one-quarter mile of the Allen Avenue Gold Line Station; and

Design Review: Required as the Project exceeds 5,000 square feet in size and is located along East Walnut Street, a City-designated Major Corridor.

9. Surrounding land uses and setting: Briefly describe the project’s surroundings:

The project site is located in a highly urbanized area of the City and is generally surrounded by a mix of retail, commercial, and residential uses. Adjacent uses include automotive repair and multi-family residential uses to the north; a coffee shop, self-storage, and automotive repair to the east; fast food, a glass shop, dental office, antique shop, real estate office, and multi-family residential uses to the south; and a stereo shop and automotive repair to the west.

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.)

N/A.

PURPOSE OF THE INITIAL STUDY

The proposed Allen and Walnut TOD Project is analyzed in this Initial Study, in accordance with the California Environmental Quality Act (CEQA), to determine if approval of the Project would have a significant impact on the environment. This Initial Study has been prepared pursuant to the requirements of CEQA, under Public Resources Code 21000-21177, of the State CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3, Sections 15000-15387) and under the guidance of the City of Pasadena. The City of Pasadena is the Lead Agency under CEQA and is responsible for preparing the Initial Study for the Project.

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

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

I find that proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one 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.

Prepared By

Date

Reviewed By

Date

Printed Name

Printed Name

Negative Declaration/Mitigated Negative Declaration adopted on: _____
Date

Adoption attested to by: _____
Signature

Date

Printed name

EVALUATION OF ENVIRONMENTAL IMPACTS:

The following CEQA Initial Study checklist provides an overview of the potential impacts that may result from project implementation. Additional information concerning each of the environmental issues listed in the checklist along with justification for each response is included in the discussion following the checklist below (Attachment B). The impact columns heading definitions in the proceeding table are as follows:

- a) “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
- b) “Significant Unless Mitigation is Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The mitigation measures must be described, along with a brief explanation of how they reduce the effect to a less than significant level.
- c) “Less Than Significant Impact” applies where the project creates no significant impacts, only Less Than Significant impacts.
- d) “No Impact” applies where a project does not create an impact in that category. 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 proposed (e.g., the project falls outside of 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).

Issues:	Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact
1. AESTHETICS – Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. AGRICULTURE AND FORESTRY 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 1220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Issues:	Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5. CULTURAL RESOURCES – Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Issues:	Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. ENERGY – Would the project:				
a) Conflict with adopted energy conservation plans?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Use no-renewable resources in a wasteful and inefficient manner?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. 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.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8. GREENHOUSE GAS EMISSIONS – Would the Project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment, based on any applicable threshold of significance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable plan, policy or regulation of an	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Issues:	Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact
---------	--------------------------------------	--	------------------------------------	--------------

agency adopted for the purpose of reducing the emissions of greenhouse gases?

9. 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? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

10. HYDROLOGY AND WATER QUALITY -

Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Violate any water quality standards or waste discharge requirements? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Issues:	Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alternation of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
11. LAND USE AND PLANNING – Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
12. MINERAL RESOURCES – Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Issues:	Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact
13. NOISE – Would the project result in:				
a) Exposure of persons to or generation of noise level in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
14. POPULATION AND HOUSING – Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
15. PUBLIC SERVICES				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, 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:				
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Issues:	Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact
16. RECREATION				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
17. TRANSPORTATION/TRAFFIC – Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities??	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
18. UTILITIES AND SERVICE SYSTEMS – Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Issues:	Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact
construction of which could cause significant environmental effects?				
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XVIII. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ATTACHMENT A: PROJECT DESCRIPTION

ATTACHMENT A – PROJECT DESCRIPTION

A. INTRODUCTION

The Project Applicant, AMCAL Equities, LLC, proposes to construct the Allen and Walnut Transit-Oriented Development (TOD) Project (“Project”), which would consist of residential, commercial, and restaurant uses on an approximately 1.92-acre site (approximately 83,594 gross square feet) on the northwest corner of the intersection of North Allen Avenue and East Walnut Street in the City of Pasadena (“City”). The Project would consist of up to 128 residential units, 5,000 square feet of commercial/restaurant space, and 203 parking spaces. The Project would also include the vacation and incorporation into the Project site of the northern terminus of Meridith Avenue between East Walnut Street and the northern Project site boundary, to provide site access. The Project site encompasses five parcels, currently occupied by vacant buildings, and the northern terminus of Meridith Avenue. The parcel on the west side of Meridith Avenue (“Area 1”) is developed with facilities associated with the former Scientific Automotive Repair Garage (“former automotive repair garage”). The four parcels on the east side of Meridith Avenue (collectively, “Area 2”) are developed with the former Davis Lumber Company lumber yard (“former lumber yard”). All existing on-site buildings and surface parking would be removed to accommodate development of the Project.

B. PROJECT LOCATION AND SURROUNDING USES

The Project site is located at 1727-1787 East Walnut Street and 235 North Allen Avenue, in the City of Pasadena, Los Angeles County, California. Regional access to the Project site is provided via the Foothill Freeway (“I-210”), Ventura Freeway (“SR-134”), and Arroyo Seco Parkway (“SR-110”) located approximately 0.15 miles to the north, 1.75 miles to the west, and 1.9 miles to the southwest of the Project site, respectively. The Project site is located approximately one-quarter mile south of the Allen Avenue Gold Line light rail station (“Allen Avenue Gold Line Station”). Local access to the Project site is provided by North Allen Avenue, East Walnut Street, and Meridith Avenue. **Figure A-1**, *Regional Location and Project Vicinity Map*, depicts the Project site in its regional and local context.

The Project site is located in a highly urbanized area of the City and is generally surrounded by a mix of retail, commercial, and residential uses. Adjacent uses include automotive repair and multi-family residential uses to the north; a coffee shop, self-storage, and automotive repair to the east; fast food, a glass shop, dental office, antique shop, real estate office, and multi-family residential uses to the south; and a stereo shop and automotive repair to the west. **Figure A-2**, *Aerial Photograph of Project Site*, provides an aerial view of the Project site and surrounding area.

C. EXISTING SITE CONDITIONS

The Project site’s Area 1, on the west side of Meridith Avenue, is approximately 0.44-acres and is developed with facilities associated with the former automotive repair garage, including a single-story, 2,735 square-foot automotive repair garage constructed in 1960 and 20 surface parking stalls. Area 2, on the east side of Meridith Avenue, is approximately 1.48 acres and is developed with three vacant buildings constructed in 1945 and totaling 12,013 square feet, and 20 surface parking stalls. The former lumber yard buildings were

used for production and storage of redwood lumber, basic building materials, and hand tools; custom milling; specialty millwork; and lumber takeoffs.¹ The approximately 125-foot segment of Meridith Avenue between Area 1 and Area 2, which is currently publicly accessible, is paved and lined with sidewalks on both sides and a planter strip on the east side adjacent to Area 2.

Vehicular access to the Project site is currently provided by two driveways respectively accessing the former automotive repair garage and the former lumber yard from East Walnut Street. Access is further provided by driveways accessing both properties from Meridith Avenue, and a driveway accessing the former lumber yard from North Allen Avenue. **Figures A-3a** and **A-3b**, *Existing Site Photographs*, provide views of existing conditions on-site (Figure A-2 illustrates the location and direction of the photos contained in Figures A-3a and A-3b). Photograph 1 provides a north-facing view of the terminus of Meridith Avenue with the former lumber yard to the east and the former automotive repair garage to the west. Photographs 2 and 3 provide views to the northeast and northwest, respectively, from East Walnut Street of the former lumberyard. Photograph 4 provides a view west from North Allen Avenue of the former lumber yard. Photograph 5 provides a view to the northwest looking towards the northern terminus of Meridith Avenue and the former automotive repair garage and paved surface parking. Photograph 6 provides a view south of Meridith Avenue from its terminus at the northern Project site boundary. Photographs 7 and 8 provide views to the east and north, respectively, of the former lumber yard and associated paved areas and surface parking.

According to the United States Geological Survey (USGS) Pasadena, CA 7.5 Minute Series Topographic Quadrangle, the Project site is approximately 793 feet above mean sea level. The Project site gently slopes to the south with three to four feet of vertical relief across the property, and is approximately 98 percent impervious.² Stormwater runoff is discharged from the Project site via overland sheet flow into the gutters lining Meridith Avenue, East Walnut Street, and North Allen Avenue. Flows enter storm drain inlets to a catch basin near the intersection of North Allen Avenue and East Walnut Street and are conveyed to a 60-inch storm drain beneath North Allen Avenue that is maintained by the Los Angeles County Flood Control District.

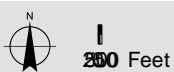
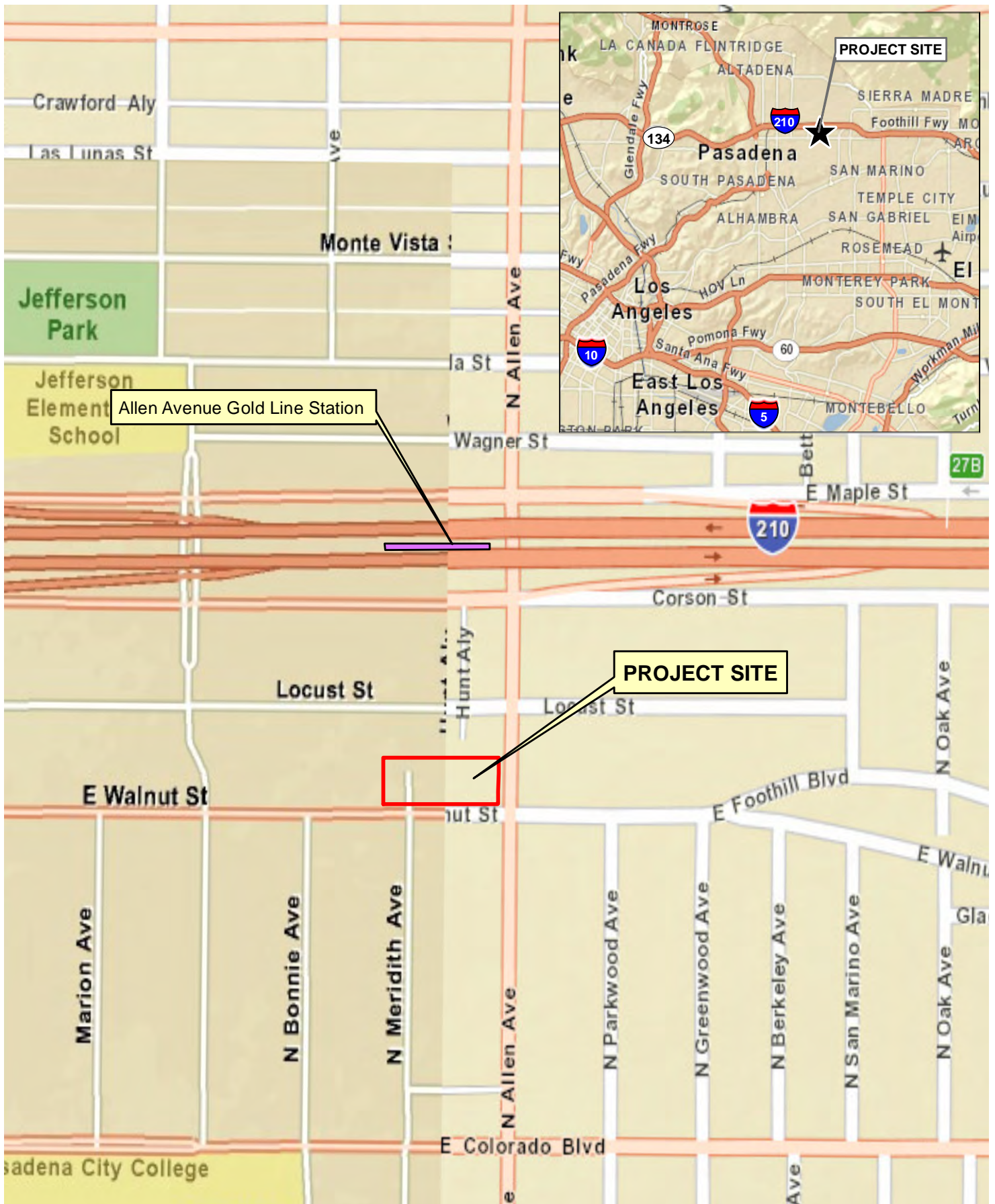
Vegetation on the Project site is largely confined to on-site planter strips along parcel perimeters and off-site City-owned parkways lining Meridith Avenue and North Allen Avenue. On-site vegetation consists of a mix of mature trees of varying heights and trunk diameters. Please refer to Section 4, *Biological Resources*, in Attachment B, for a description of the on- and off-site vegetation.

D. LAND USE AND ZONING DESIGNATIONS

The Project site comprises two areas: Area 1, the western area, which is 0.44 acres, and Area 2, the eastern area, which is 1.48 acres. Area 1 is currently designated General Commercial in the City of Pasadena General Plan (“General Plan”). According to the General Plan, the General Commercial land use designation “is a non-specialized commercial category intended to permit a broad range of retail and service businesses.”

¹ Davis Lumber Company Website, http://davislumberpasadena.com/m/index.php?option=com_content&view=frontpage&Itemid=53, accessed August 16, 2013.

² Pacific Coast Civil, Inc., *Walnut-Allen Mixed Use Project Memorandum*, July 31, 2013 (refer to Appendix A).

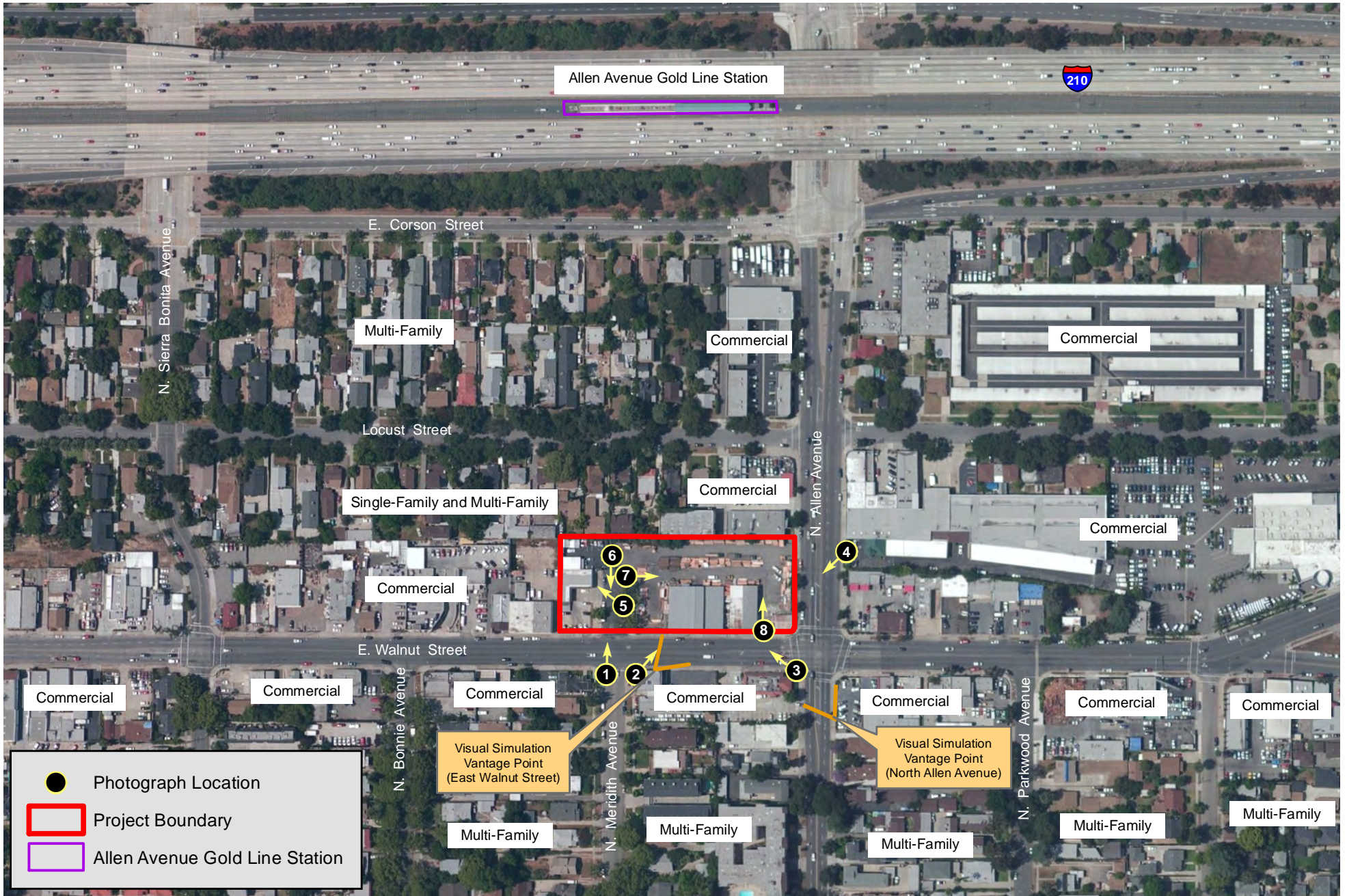


Regional Location and Project Vicinity Map

Allen and Walnut Transit Oriented Development Project
 Source: ESRI Street Map, 2009; PCR Services Corporation, 2013.

FIGURE

A-1



Aerial Photograph of Project Site and Photograph Locations

FIGURE

A-2

Allen and Walnut Transit Oriented Development Project
 Source: Microsoft, 2010; PCR Services Corporation, 2013.



Photograph 1: Northerly view of the northern terminus of Meridith Avenue.



Photograph 2: Northeasterly view of on-site vacant Davis Lumber buildings.



Photograph 3: Northwesterly view of on-site vacant Davis Lumber buildings.



Photograph 4: Westerly view of on-site vacant Davis Lumber buildings.



Photograph 5: Northwesterly view of the northern terminus of Meridith Avenue and on-site vacant auto repair garage.



Photograph 6: Southerly view of Meridith Avenue.



Photograph 7: Easterly view of on-site vacant Davis Lumber buildings.



Photograph 8: Northerly view of on-site vacant Davis Lumber buildings.

Area 2 is designated Specific Plan by the City’s General Plan and is within the East Colorado Boulevard Specific Plan Area (“East Colorado Specific Plan” or “Specific Plan Area”), which includes most properties with East Colorado Boulevard frontage between Catalina Boulevard and Sycamore Avenue as well as all parcels with frontage on North Allen Avenue between Colorado Boulevard and the Foothill Freeway. The Specific Plan Area denotes “areas that are targeted for a significant portion of projected future development while preserving and enhancing areas of historical architectural significance.” The East Colorado Specific Plan designation is intended to include properties in proximity to light rail transit stations where existing land uses can be modified to create opportunities for residents to live near employment and transit centers, to help alleviate congestion and improve the quality of air.

In 1994, the General Plan allocated 750 housing units and 650,000 square feet on non-residential development to the East Colorado Specific Plan. As of April 29, 2013, the East Colorado Specific Plan retained a General Plan allocation of 737 housing units and 243,322 square feet of non-residential development potential. The 113 rental units and 5,000 square feet of ground floor commercial/restaurant uses proposed on the Specific Plan portion of the Project site are within these allocations, leaving the Specific Plan with 624 housing units and 238,322 square feet of non-residential space.

Chapter 17.31 of the East Colorado Specific Plan, Section 17.31.020, Purposes of ECSP Zoning Districts of the City of Pasadena Zoning Code (“Zoning Code”), states that, “the purpose of the ECSP zoning districts is to implement the East Colorado Specific Plan by balancing and optimizing economic development, historic preservation, and the maintenance of local community culture”, and to:

- Promote a vibrant mix of land uses, a unified streetscape, and a series of distinctive ‘places’ along the Boulevard;
- Improve the appearance, function, and urban ambiance of East Colorado Boulevard;
- Identify areas of East Colorado Boulevard, which are appropriate locations for developing mixed-use and housing projects, and areas where commercial development should be concentrated;
- Retain the eclectic mix of uses and protect the vitality of small, independent businesses. Uphold Colorado Boulevard as a location for specialty and niche retail businesses;
- Beautify the streetscape through installation of street trees, street and median landscaping to soften the urban edge, and a consistent selection of urban furnishings;
- Create a pedestrian-friendly environment that balances the needs of pedestrians and vehicular traffic, recognizing the heavy local and regional use of Colorado Boulevard;
- Protect historic resources and honor the past of Colorado Boulevard and its surrounding communities through subarea identification and remembrance of Colorado Boulevard as Route 66; and
- Effectively plan for the utilization of the light rail stations at Allen Avenue and Sierra Madre Villa at the 210 Freeway through the establishment of special development standards in these light rail ‘nodes’.”

Area 1 is zoned CG-1 (Commercial, General, hereafter “CG District”) in the Zoning Code. Per Zoning Code Section 17.24.020, the purpose of the CG District is “to provide opportunities for the full range of retail and service businesses deemed suitable for location in Pasadena.” Because Area 1 is located within one-quarter

mile of the Allen Avenue Gold Line Station, it is subject to the development standards established in the TOD section of the Zoning Code. Per Zoning Code Section 17.50.340, *Transit-Oriented Development*, TOD standards are intended to “provide for a mixture of commercial, high-density residential, mixed-use, public, and semi-public uses in close proximity to light rail stations, encouraging transit usage in conjunction with a safe and pleasant pedestrian-oriented environment.” These standards emphasize intensification of development and reduced reliance on motor vehicles and apply to new development within 1,320 feet (one-quarter mile) of a light rail station platform. Section 17.50.34 also states that proposed new development within the CG District that is located within one-quarter-mile of the Allen Avenue Gold Line Station shall be conditionally permitted and must contain a minimum of 50 dwelling units and a maximum allowable density of 48 units per acre. With an area of 0.44 acres, the maximum allowed residential density on Area 1 is 21 units.

The four parcels comprising the Project’s Area 2 are zoned ECSP-CG-3 (“East Colorado Specific Plan, Gold Line-Commercial, General”) in the Zoning Code. The maximum allowable residential density for mixed-use projects within the East Colorado Specific Plan Area within one-quarter mile of the Allen Avenue Gold Line Station is 60 units per acre. With an area of 1.48 acres, the maximum permitted residential density on Area 2 is 89 units. Similar to Area 1, Area 2 is located within one-quarter mile of the Allen Avenue Gold Line Station and is subject to the development standards in the TOD section of the Zoning Code.

A total of 110 units are therefore permitted under existing zoning. However, the Project Applicant intends to invoke the Density Bonus provisions of the Zoning Code for affordable housing projects (Chapter 17.43, Density Bonus, Waivers, and Incentives), which would permit up to a 33 percent increase in the number of allowable residential units. Please refer to the Development Program subsection below for a description of the Project’s proposed residential units.

E. DESCRIPTION OF THE PROJECT

Development Program

The Project includes the removal of four existing on-site buildings and related surface parking and the construction of 128 multi-family residential units (rental) and 5,000 square feet of ground floor commercial/restaurant uses to be housed in two buildings, including one three-level building (“western building”) on Area 1 and one four-level building (“eastern building”) on Area 2. As discussed above, a total of 110 units are permitted under existing zoning. However, the Project Applicant intends to invoke the Density Bonus provisions of the Zoning Code for affordable housing projects (Chapter 17.43, Density Bonus, Waivers, and Incentives), which would permit up to a 33 percent increase in the number of allowable residential units. The Project Applicant proposes to increase the overall unit count by 21 percent to 128. The western building on Area 1 would include 15 units, the leasing office, and community room, while the eastern building on Area 2 would include 113 rental units and ground-floor commercial/restaurant space.

Residential amenities would include a pool and spa, community room/fitness facility, tot lot, barbecue facilities, and a self-serve pet spa. Community open space amenities would include at-grade landscaped and hardscape open space, courtyards and gardens, the community room, rooftop view decks, and balconies on some units. **Table A-1, *Project Development Summary***, summarizes the Project’s total proposed square footage. Total Project development would have a maximum floor-area ratio (FAR) of 1.89. The East Colorado Specific Plan and CG District allow a maximum FAR of 2.25 and 0.80, respectively.

Table A-1

Project Development Summary

Western Building (Area 1)

Multi-Family Residential (Rental)	8,475 square feet (15 units)
Commercial	0 square feet
Restaurant	0 square feet
Community Room/Fitness Facility	4,000 square feet
Community Open Space (Outdoor Space/View Decks/Pool/Spa/Self-Serve Pet Spa)	10,300 square feet
Private Open Space	900 square feet ^a
Mechanical/Electrical Storage	2,625 square feet
Parking	0 stalls

Eastern Building (Area 2)

Multi-Family Residential (Rental)	87,875 square feet (113 units)
Commercial	2,500 square feet
Restaurant	2,500 square feet
Community Open Space (Outdoor Space/Courtyards/Gardens/View Decks)	16,200 square feet
Private Open Space	6,780 square feet ^a
Mechanical/Electrical Storage	7,065 square feet
Parking	203 stalls

TOTAL PROJECT

Multi-Family Residential (Rental)	96,350 square feet (128 units)
Commercial	2,500 square feet
Restaurant	2,500 square feet
Community Room/Fitness Facility	4,000 square feet
Community Open Space	26,500 square feet
Private Open Space	7,680 square feet
Mechanical/Electrical Storage	9,690 square feet
Parking	203 stalls

^a 60 square feet of private open space (balcony) to be provided per residential unit.

Source: Allen and Watson T.O.D. Conceptual Design Review, prepared by Withee Malcolm Architects, LLP, August 8, 2013.

The residential unit mix would include 21 studios, 64 one-bedroom units, and 43 two-bedroom units ranging in size from 565 square feet (studios) to 1,065 square feet (two-bedroom units); refer to **Table A-2, Proposed Residential Unit Summary**. The Project would include ten affordable units (two studios, five one-bedroom units, and three two-bedroom units) to comply with the City's inclusionary affordable unit requirements.

All Project parking, including 203 parking stalls to serve Project residents, guests, and commercial/restaurant employees and patrons, would be located on-site within a single subterranean level and an at-grade podium level. The subterranean parking level would accommodate 134 resident parking

Table A-2

Proposed Residential Unit Summary

Floor Plan	Description	Quantity	Area (Square Feet)	Total Area (Square Feet)
Western Building (Area 1):				
1-A	Studio, 1 BA	15	565	8,475
Total:	-	15	-	8,475
Eastern Building (Area 2):				
1-B	Studio, 1 BA	6	565	3,390
2-A	1 BR, 1 BA	40	630	25,200
2-B	1 BR, 1 BA	3	650	1,950
2-C	1 BR, 1 BA	3	600	1,800
3-A	1 BR, 1 BA	6	730	4,380
3-B	1 BR, 1 BA	12	715	8,580
4-A	2 BR, 2 BA	12	930	11,160
4-B	2 BR, 2 BA	3	925	2,775
5-A	2 BR, 2 BA	22	1,025	22,550
5-B	2 BR, 2 BA	3	965	2,895
5-C	2 BR, 2 BA	3	1,065	3,195
Total:	-	113	-	87,875
Project Total	-	128	-	96,350

BR = bedroom; BA = bath.

Source: Allen and Watson T.O.D. Conceptual Design Review, prepared by Withee Malcolm Architects, LLP, August 8, 2013.

stalls. The at-grade podium level would accommodate 26 resident and guest parking stalls, 43 commercial and restaurant parking stalls, and 27 bicycle racks and storage, as well as a mechanical/electrical room and trash collection facilities. The parking mix would include 153 standard stalls, 41 tandem stalls, and nine handicap stalls. Project parking code requirements are summarized below in **Table A-3, Project Parking Summary**. Per Section 17.50.340 of the City of Pasadena Municipal Code (“Municipal Code”), the Project is subject to mandatory parking reductions for TOD projects. As shown therein, the Project would meet the City’s Municipal Code parking requirements.

Figure A-4, Subterranean Parking Level, illustrates the subterranean parking level beneath the eastern building. **Figure A-5, Grade Level Site Plan**, illustrates the first (“at-grade”) levels for the eastern and western buildings. The eastern building would include eight residential units facing East Walnut Street, ground-floor commercial and restaurant uses facing North Allen Avenue, and garden/courtyard open space including fountain features and seating. The first level within the western building would include two residential units facing East Walnut Street, the leasing office, the community room/fitness facility (approximately 4,000 square feet), a pool and spa, self-service pet spa, and community open space. The second levels would include 37 residential units and two courtyards within the eastern building and seven residential units within the western building; refer to **Figure A-6, Typical Level Floor Plan**. The third level would include 34 residential units and a view deck within the eastern building and six residential units and a view deck within

Table A-3

Project Parking Summary

Parking Use	Code Requirement	Parking Spaces Required	Parking Spaces Provided
Residential	<i>Per PMU 17.50.340.D.3.a:</i> 1.0 space per unit under 650 sq.ft. and 1.5 space per unit over 650 sq.ft.	160 ^a	160
Commercial	<i>Per PMU 17.46.040 Table 4-6:</i> 3.0 spaces per 1,000 sq.ft. of office	8 ^b	
Restaurant	<i>Per PMU 17.46.040 Table 4-6:</i> 10 spaces per 1,000 sq.ft. of restaurant	25 ^c	
TOD	<i>Per PMU 17.50.340.D.1.b:</i> TOD ten percent reduction	-3 ^d	43
Guest	<i>Per PMU 17.46.040 Table 4-6:</i> 1 space per every 10 units	13 ^e	
Total Community Parking		203	203

^a 64 residential units X 1.0 parking spaces = 64 parking spaces; 64 residential units X 1.5 parking spaces = 96 parking spaces. 64 parking spaces + 96 parking spaces = 160 parking spaces.

^b 2,500 sq.ft. of commercial space/1,000 sq.ft. = 2.5 X 3 parking spaces = 7.5 parking spaces (rounded up to 8).

^c 2,500 sq.ft. of restaurant space/1,000 sq.ft. = 2.5 X 10 parking spaces = 25 parking spaces.

^d 8 commercial parking spaces + 25 restaurant spaces = 33 spaces X 10 percent = 3.3 parking spaces (rounded down to 3).

^e 128 residential units/10 parking spaces = 12.8 parking spaces (rounded up to 13).

Source: Allen and Watson T.O.D. Conceptual Design Review, prepared by Withee Malcolm Architects, LLP, dated August 8, 2013.

the western building. The fourth level would include 34 residential units within the eastern building. All levels would have stairway and elevator access.

Operational Characteristics

Two commercial/restaurant spaces of 2,500 square feet each, totaling 5,000 square feet are proposed in the southeast corner of the Project site within the eastern building, in Area 2. One space intends to house Project and neighborhood serving uses such as professional, and business support (i.e., banks and financial services, research and development) or retails uses. The remaining space is intended for restaurant use. The placement of commercial and restaurant uses at the intersection of East Walnut Street and North Allen Avenue is meant to enliven this intersection and accommodate pedestrians passing the Project site on North Allen Avenue on their way to and from the Gold Line Station, as well as pedestrians on East Walnut Street. The hours of operation for the commercial and restaurant uses would be between 7:00 AM and 10:00 PM.

Parking and Vehicular and Pedestrian Access

As previously discussed, Meridith Avenue north of East Walnut Street would be vacated and incorporated into the Project site. With the street vacation, access to the Project site would be provided via a single driveway following the current alignment of Meridith Avenue. The Project driveway would provide access to both the subterranean and the at-grade parking stalls and accommodates full access to and from East Walnut

Street (i.e., left and right turning movements for Project site ingress and egress); refer to Figures A-4 and A-5, previously referenced.

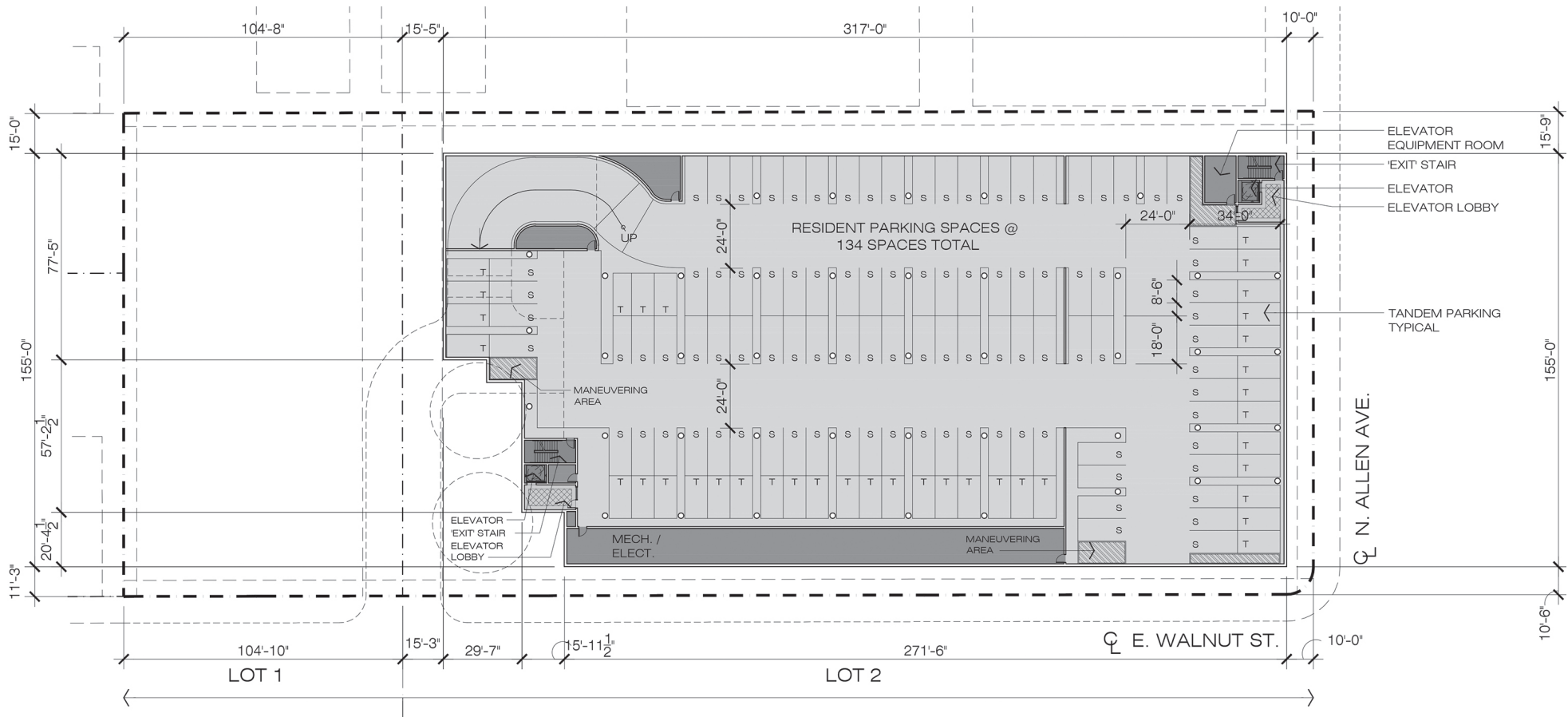
Trash pick-up trucks would enter at the East Walnut Street (Meridith Avenue) driveway entrance and the bins would be pulled to the trash trucks with a smaller vehicle or by hand. Within the at-grade level parking structure, adjacent to the commercial/restaurant space, a designated commercial/restaurant loading and unloading delivery area would be provided. Similar to trash pick-up trucks, delivery trucks would enter at the East Walnut Street (Meridith Avenue) entrance and proceed through the parking structure to the designated loading/unloading area. The loading/unloading area is ten feet by 20 feet, with a 12-foot vertical clearance. The parking structure would provide a 25-foot turning radius allowing trash pick-up trucks and delivery trucks to reverse safely into the designated area.

Pedestrian access would be provided from various at-grade sidewalks along East Walnut Street and North Allen Avenue. Residential access to parking would be provided via stairs and elevator. Pedestrian access to residential units would be restricted through the use of electronic access cards.

Building Height and Design

The western building would be three stories and a maximum of 45 feet in height above adjacent grade and the eastern building would be four stories and a maximum height of 60 feet above adjacent grade (through the City's Design Review process, these heights may be modified but would be limited to 45 feet for the western building and 60 feet for the eastern building); refer to **Figure A-7a, Building Elevations** and **Figure A-7b, Building Elevations**. The buildings would have articulated facades facing East Walnut Street and North Allen Avenue, including courtyards and other open space visible from East Walnut Street, and would incorporate varying rooflines, recessed bays, arches, colonnades, and varying vertical elements that would break up the exterior façade and reduce visual massing. Conceptual building design plans propose light-colored stucco cladding, tile roofs, and a range of earth-tone building materials and paint colors. Accents such as recessed tile elements, heavy timber trellises, profiled stucco-encased window sills, precast stone trim and surrounds, wrought iron or other metal railings, and enhanced vinyl casement window trim would also be incorporated throughout the exterior; refer to **Figure A-7c, Building Elevations** and **Figure A-8, Building Sections**.

The Project is sited at the southeast corner of the Project site with an emphasis given to the corner building design with the incorporation of the heavily glazed ground-floor commercial and restaurant component. The architectural details/elements, articulated building base, stoop entry, canopy at the residential entry, courtyard/building breaks, and commercial and restaurant storefront reflect the scale of the street. The Project would be constructed with insulated walls with recessed dual-glazed windows, canopies, and large overhangs in the southern exposure of the buildings. Due to the lack of existing stylistic architectural trends with adjacent uses (auto repair, collision, lubrication, muffler, parts/service/suppliers, and vacant retail spaces), the Project proposes a modern interpretation of Mediterranean-inspired design. The Project would comply with the applicable design guidelines of the *Citywide Design Principles & Criteria* in the General Plan, the *Design Guidelines for Neighborhood Commercial & Multi-Family Districts*, and the *East Colorado Specific Plan Guidelines*.



PARKING REQUIRED (PER PMU 17.50.340 D.3.a)

1.0 space per unit under 650 sf		
64 units x 1.0 space	=	64 spaces
1.5 spaces per unit over 650 sf		
64 units x 1.5 spaces	=	96 spaces
TOTAL RESIDENTIAL PARKING REQUIRED	=	160 spaces

RESIDENTIAL PARKING PROVIDED

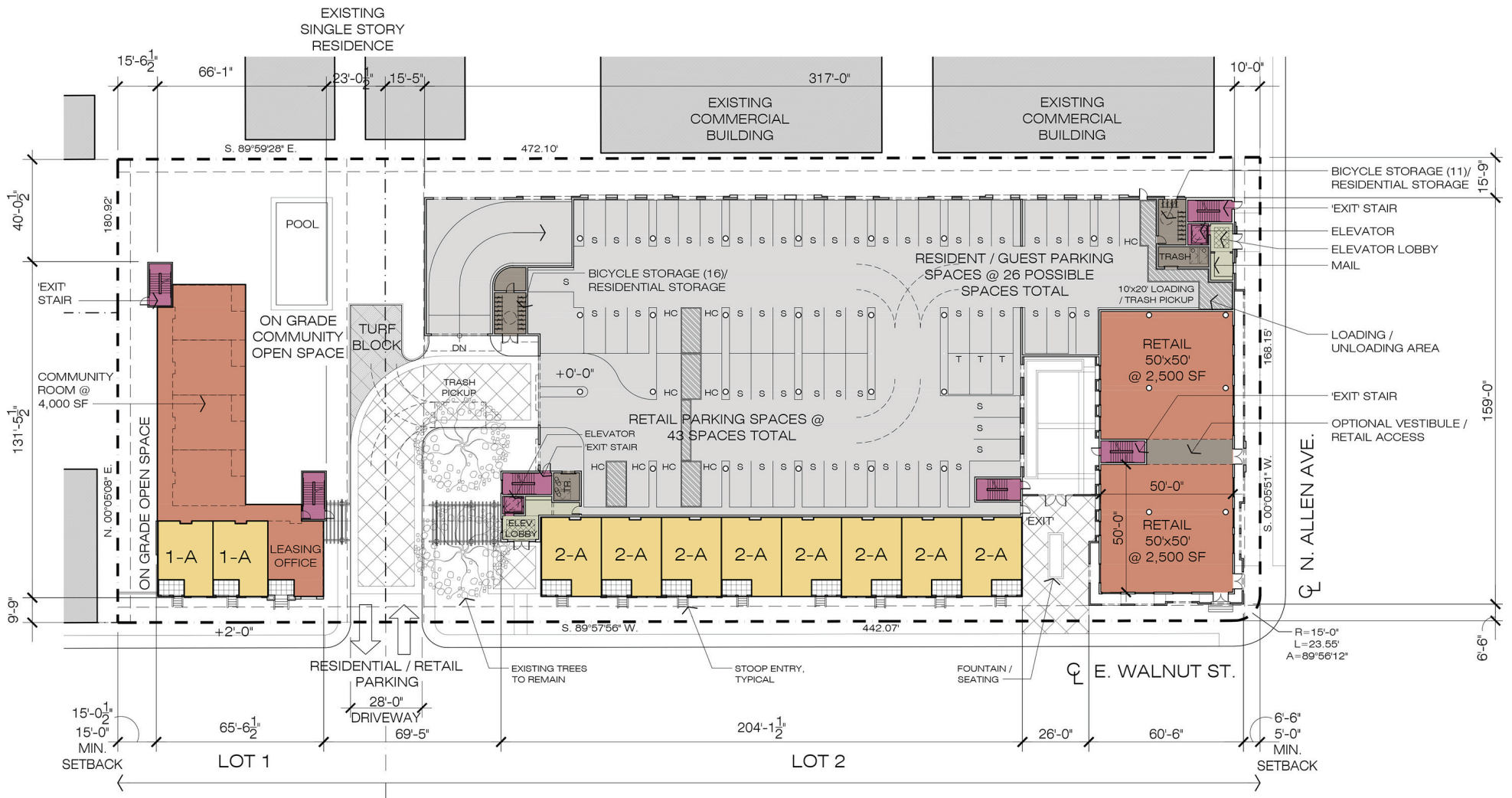
STANDARD (ON GRADE)	=	16 spaces
STANDARD (SUBTERRANEAN)	=	96 spaces
TANDEM (ON-GRADE)	=	3 spaces
TANDEM (SUBTERRANEAN)	=	38 spaces
ACCESSIBLE (ON GRADE)	=	7 spaces
TOTAL RESIDENTIAL PARKING PROVIDED	=	160 spaces



Subterranean Parking Level

Allen and Walnut Transit Oriented Development Plan
 Source: Withee Malcolm Architects, LLP, 2013.

FIGURE
A-4



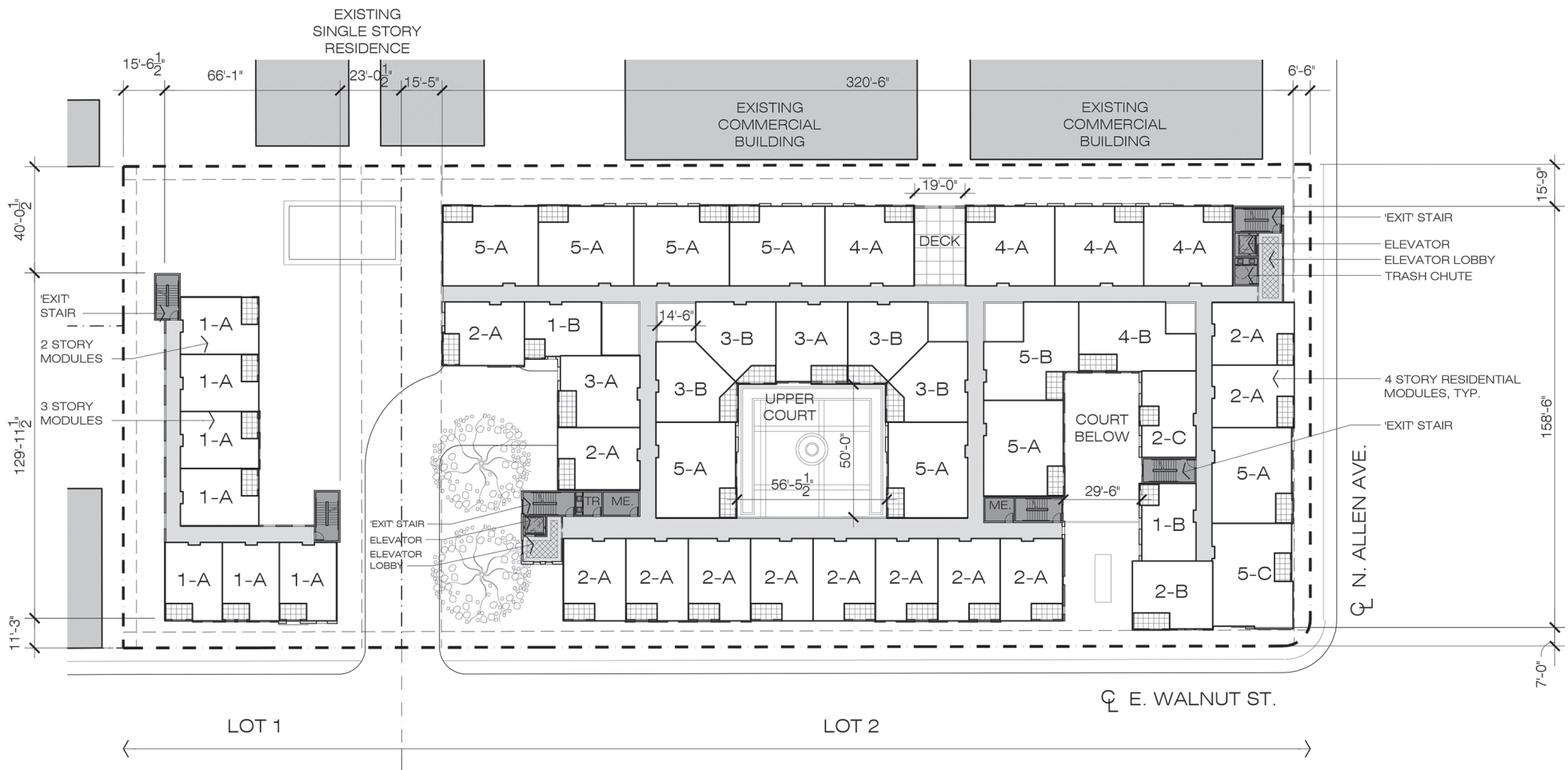
PARKING TYPE PROVIDED	
STANDARD	= 153 spaces
TANDEM	= 41 spaces
ACCESSIBLE	= 9 spaces
TOTAL PARKING SPACES PROVIDED	= 203 spaces



Grade Level Site Plan

Allen and Walnut Transit Oriented Development Plan
 Source: Withee Malcolm Architects, LLP, 2013.

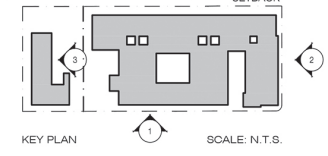
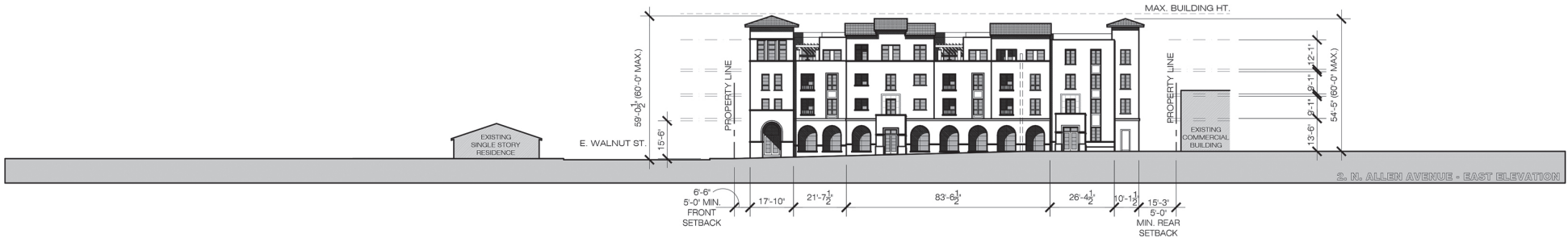
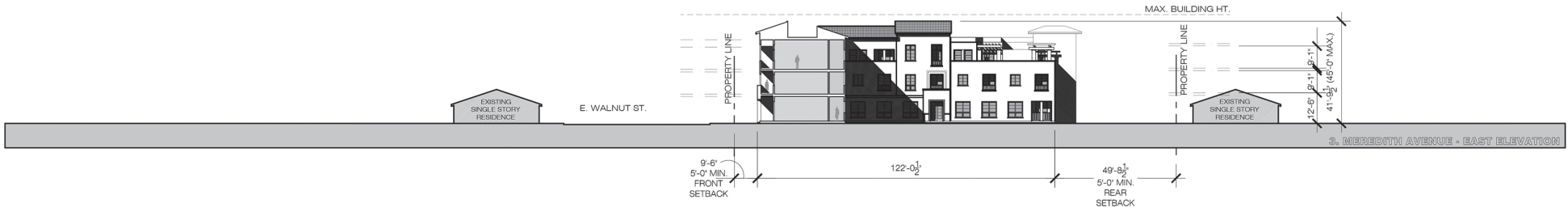
FIGURE
A-5



Typical Floor Plan

Allen and Walnut Transit Oriented Development Plan
 Source: Withee Malcolm Architects, LLP, 2013.

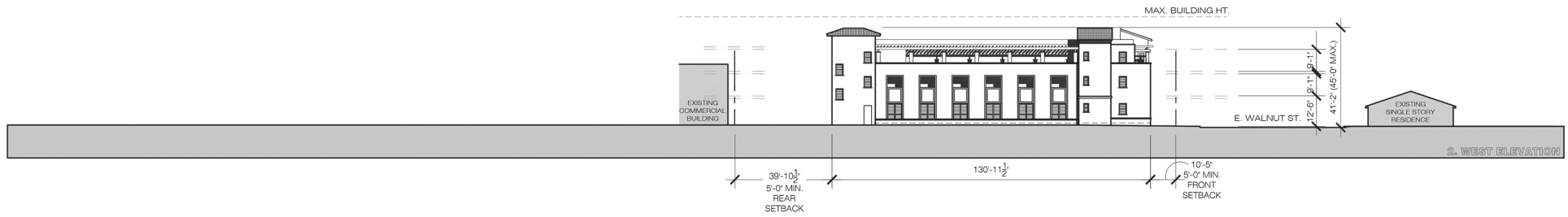
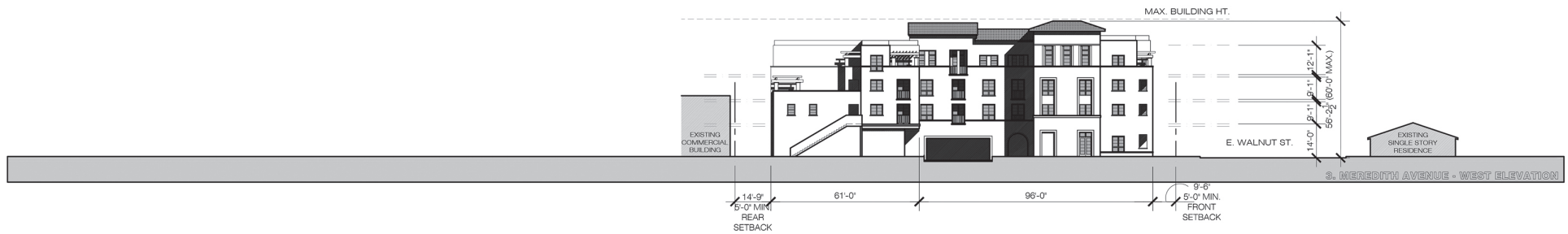
FIGURE
A-6



Building Elevations

Allen and Walnut Transit Oriented Development Plan
 Source: Withee Malcolm Architects, LLP, 2013.

FIGURE
A-7a

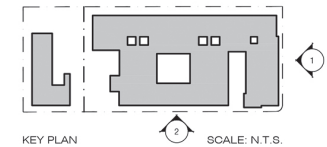


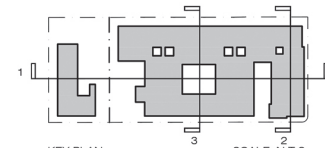
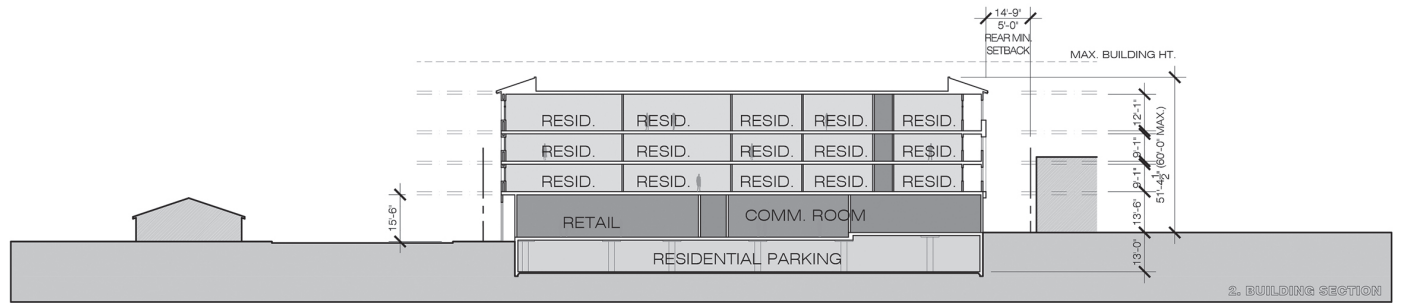
Building Elevations

Allen and Walnut Transit Oriented Development Plan
 Source: Withee Malcolm Architects, LLP, 2013.

FIGURE

A-7b





Building Sections

Allen and Walnut Transit Oriented Development Plan
 Source: Withee Malcolm Architects, LLP, 2013.

FIGURE
A-8

This page is intentionally blank.

Open Space and Landscaping

The Project would include outdoor open space areas to enhance the residential and commercial/restaurant environments and would maintain the existing trees on North Allen Avenue and would provide new street trees on East Walnut Street, to enhance the pedestrian experience on those roadways. As mentioned above, the Project would include outdoor landscaped areas, courtyards and gardens, fountain features with seating, outdoor furniture, view decks, a barbecue area, and a pool and spa, as well as private open space for residents in the form of balconies and community rooms. The public open space areas located between the commercial/restaurant and residential edges are intended to be used as pedestrian linkages to the community. Identifiable markers through portals or arcades would be provided to serve as invitations for public use. Landscaping for the Project would be provided in accordance with standard City requirements per Chapter 17.44, Landscaping, in the Zoning Code.

The Project proposes comprehensive new landscaping throughout the interior areas of the Project site (e.g., planters along building exteriors and within the outdoor courtyard and garden areas) and along the Project site's East Walnut Street and North Allen Avenue frontages. Decorative paving would be used on-site to enhance the pedestrian environment. Project landscaping would adhere to a drought-tolerant palette with various species of trees and an array of ornamental shrubs, vines, and groundcovers.

The Project site includes 13 trees, eight within the Project site and five located in the public right-of-way adjacent to the site. All eight trees on-site are proposed to be removed and the five street trees are to be retained. Of the eight trees proposed for removal, only one, a Sawleaf Zelkova, with a trunk diameter of eight inches, is on the City's list of protected species. However, the minimum trunk size for protection is 15 inches; it therefore does not qualify for protection under Chapter 8.52, City Trees and Tree Protection Ordinance, of the Municipal Code. The remaining seven trees do not qualify for protection under the "mature tree" definition as they fall below the 19-inch trunk diameter required for preservation. As part of the Project, the Project Applicant would be required to plant and maintain on the East Walnut Street frontage, for a period of three years, a maximum of nine (9) officially designated street trees in accordance with the City's master street tree plan (Chinese pistache, *Pistacia chinensis*). Any other trees greater than 8 inches in diameter to be removed would require replacement in kind.

Lighting and Signage

Proposed outdoor lighting on the Project site would consist of wall-mounted building security lighting; lighting at building entrances; lighting of the courtyard, garden and eastern building lobby entrance on East Walnut Street; illuminated bollards along pedestrian walkways; lighting of the pool, spa, tot lot, and barbecue area in the northwest corner of the Project site to the rear of the western building; and decorative uplighting in landscaped areas. Pedestrian areas would be well-lit for security. Some nighttime illumination of lighted residential units would also be visible from off-site.

The Project would also include illuminated signage used for building identification and commercial/restaurant tenant advertising/branding. Signage would be designed and located to be compatible with the architecture and landscaping of the Project. The proposed light sources would be shielded and directed on-site to preclude the nighttime illumination from spilling over onto adjacent uses. All lighting and signage would conform to applicable City standards contained in Chapter 13.08, Energy Use Conservation and Chapter 17.48, Signs, of the Municipal Code. Furthermore, compliance with City and State

energy conservation measures currently in place would limit the amount of unnecessary interior illumination during evening and nighttime hours.

With respect to glare, the Project is not expected to create unusual or isolated glare impacts. The proposed buildings would primarily consist of light sand stucco cladding, flat cement tile roofs, low-reflective glass vinyl cased windows, earth-tone building materials and paint colors with other low reflectivity building materials. The use of neon or glare-generating materials are not proposed.

Security

The Project would include the presence of a full-time on-site manager during Project operation to ensure the safety of its residents and site visitors. The on-site manager would monitor entrances and exits of buildings; manage and monitor fire/life/safety systems; and patrol the property. The buildings would include controlled access to the parking garage and the community room/fitness facility by the issuance of electronic access cards. Access to commercial and restaurant uses would be unrestricted during business hours, with public access discontinued after businesses have closed. Project design also includes features to enhance site security including such items as lighting of entry-ways and public areas, nighttime security lighting, video surveillance, and locks and alarms on the commercial and restaurant uses.

F. CONSTRUCTION

Construction Activities and Staging

Project implementation would involve the demolition of the four existing on-site buildings and paved areas and removal of existing vegetation including on-site trees and existing infrastructure including three existing on-site power poles. Project construction would include shoring and excavation for the subterranean parking structure and site grading for building erection. Permanent dewatering systems would not be anticipated during Project construction as historical groundwater levels exceed 100 feet. If groundwater is encountered, the Project Applicant would obtain the necessary permits from the City. Temporary dewatering may be needed during Project construction prior to installation and testing of a permanent storm water system.

Heavy equipment (i.e. excavators, trucks, drilling rigs, cement trucks, backhoes, and front-end loaders) is anticipated to be used during initial Project construction. Beyond initial construction, anticipated standardized equipment to be used includes forklifts, hammers, and trucks delivering lumber and building materials. The anticipated primary truck haul route would be along North Allen Street to the Foothill Freeway via the Lake Avenue or Sierra Madre Boulevard ramps.

Construction ingress/egress for the Project site would be on East Walnut Street. While it is intended that construction parking would be on-site during the majority of construction activities, it would be necessary during some phases of Project construction for workers to park off-site at nearby parking facilities. In such cases, it is anticipated that the Project Applicant would rent spaces for construction workers within available nearby parking lots, at a location to be determined. The Project Applicant anticipates intermittent parking and/or traffic lane closures primarily along East Walnut Street and North Allen Street during City-approved construction hours. The Project Contractor would be required to obtain permission for limited street parking adjacent to the site during construction work hours only, if necessary. Per the City's Municipal Code

Section 9.36.070, *Construction Projects*, Project construction work and the operation of construction equipment are only permitted to take place only Monday through Friday, 7:00 AM to 7:00 PM, and Saturday, 8:00 AM to 5:00 PM. Construction is prohibited on Sundays and federal holidays.

Construction Schedule

Subject to Project approval and issuance of grading, construction, and other permits, Project construction is anticipated to commence in 2014 and take approximately 18 months. Excavation and shoring are expected to occur over an approximately four-month period beginning in May 2014 and ending in August 2014. Building erection is expected to occur over a period of 14 months between September 2014 and October 2015. Based on the anticipated construction schedule, occupancy is anticipated in October 2015.

G. NECESSARY APPROVALS

It is anticipated that approvals required for the Project would include, but may not be limited to, the following:

- Street Vacation of Meridith Avenue: To allow vacation of the northern terminus of Meridith Avenue, between East Walnut Street and the northern boundary of the Project site, to serve as the Project ingress/egress driveway;
- Conditional Use Permit: Required to develop housing as part of a mixed-use project on the CG-zoned Area 1 portion of the Project site (west of Meridith Avenue) per Section 17.50.340, Transit-Oriented Development. of the Zoning Code, since this portion of the Project site is located within one-quarter mile of the Allen Avenue Gold Line Station; and
- Design Review: Required as the Project exceeds 5,000 square feet in size and is located along East Walnut Street, a City-designated Major Corridor.

ATTACHMENT B: EXPLANATION OF CHECKLIST DETERMINATIONS

ATTACHMENT B: EXPLANATION OF CHECKLIST DETERMINATIONS

1. AESTHETICS

Would the project:

a. Have a substantial adverse effect on a scenic vista?

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

Less Than Significant Impact. A scenic vista generally provides focal views of objects, settings, or features of visual interest, or panoramic views of large geographic areas of scenic quality, from a fixed vantage point or linear corridor such as a roadway or trail. Scenic vistas are generally associated with public vantage points. A significant impact may occur if a Project introduces incompatible visual elements within a field of view containing a scenic vista, or substantially alters a view of a scenic vista through removal of important visual elements.

The City of Pasadena (“City”) is located on a broad, sloping alluvial plain abutting the San Gabriel Mountains to the north. The San Rafael Hills border the northern part of the City to the west. The Arroyo Seco crosses from north to south through the western portion of the City, east of the San Rafael Hills. The Project site is located on the northwest corner of the intersection of North Allen Avenue and East Walnut Street, approximately 0.15 miles south of the Foothill Freeway (“I-210”) and one-quarter mile south of the Allen Avenue Gold Line light rail station (“Allen Avenue Gold Line Station”). Figure A-1 depicts the Project site in its regional and local contexts.

The Project site is located in a highly urbanized area of the City and is generally surrounded by a mix of retail, commercial, and residential uses with minimal landscaping and generally lacking in architectural distinction. Adjacent uses include automotive repair and multi-family residential uses to the north; a coffee shop, self-storage, and automotive repair to the east; fast food, a glass shop, dental office, antique shop, real estate office, and multi-family residential uses to the south; and a stereo shop and automotive repair to the west. The buildings housing these uses are characterized by an eclectic variety of architectural styles, materials, and/or color, but generally do not display a coherent architectural theme or aesthetic or constitute valued visual resources. There are, however, limited views of the San Gabriel Mountains to the north, partially obstructed by intervening development, trees, and the elevated I-210 Freeway. Figure A-2 provides an aerial view of the Project site and surrounding area.

The Project site is relatively flat and slopes gently to the south. There are no hills, waterways, or other natural features on-site. Vegetation on-site is largely confined to on-site planter strips along parcel perimeters and off-site City parkways lining Meridith Avenue, which bisects the Project site, and North Allen Avenue. On-site vegetation consists of a mix of mature trees of varying heights and trunk diameters. The portion of the Project site on the west side of Meridith Avenue (“Area 1”, labeled as Lot 1 in Figure A-5) is

developed with facilities associated with the former Scientific Automotive Repair Garage (“former automotive repair garage”), including a single-story 2,735 square-foot automotive repair garage and 20 surface parking stalls. The portion of the Project site on the east side of Meridith Avenue, which comprises four separate assessed parcels (collectively, “Area 2”, labeled as Lot 2 in Figure A-5), is developed with the former Davis Lumber Company lumber yard (“former lumber yard”) which includes three vacant buildings totaling 12,013 square feet and 20 surface parking stalls. The approximately 125-foot segment of Meridith Avenue between Area 1 and Area 2 is paved and lined with sidewalks on both sides and a planter strip bordering Area 2. Figures A-3a and A-3b, Existing Site Photographs, provide views of existing conditions on the Project site (Figure A-2 illustrates the location and direction of the photos contained in Figures A-3a and A-3b). Photograph 1 provides a north-facing view of the terminus of Meridith Avenue with the former lumber yard to the east and the former automotive repair garage to the west. Photographs 2 and 3 provide views to the northeast and northwest, respectively, from East Walnut Street of the former lumberyard. Photograph 4 provides a view west from North Allen Avenue of the former lumber yard. Photograph 5 provides a view to the northwest looking towards the northern terminus of Meridith Avenue and the former automotive repair garage and paved surface parking. Photograph 6 provides a view south of Meridith Avenue from its terminus at the northern Project site boundary. Photographs 7 and 8 provide views to the east and north, respectively, of the former lumber yard and associated paved areas and surface parking. Thus, views of the site from off-site vantage points in the Project vicinity are not considered valued resources.

The Project proposes the removal of the four existing on-site buildings and related surface parking on Areas 1 and 2 and the construction of 128 multi-family residential units (rental) and 5,000 square feet of ground floor commercial/restaurant uses to be housed in two buildings, including one three-level building (“western building”) on Area 1 and one four-level building (“eastern building”) on Area 2; refer to Figures A-5 and A-6. Photos of the existing Project site and visual simulations of proposed development from two off-site vantage points are provided in **Figure B-1** and **Figure B-2** and are discussed below.

Short-term aesthetic impacts associated with construction activities, such as the storage of equipment (e.g., small cranes, pickup trucks) and stockpiled materials, and the presence of construction fencing surrounding active construction sites, would be visible off-site. Construction activities would not constitute a significant aesthetic impact, since they would be short-term (approximately 18 months in duration) and limited to the Project site, and would not obstruct any scenic views.

Figure B-1, View 1: Existing Conditions and Visual Simulation of the Project Site from North Allen Avenue, depicts motorists’ future view of the Project site’s Area 2 from a vantage point just south of the intersection of North Allen Avenue and East Walnut Street (see View 1 vantage point location in Figure A-2). As shown therein, the San Gabriel Mountains in the distance are most clearly visible along the North Allen Avenue roadway alignment, which continues north of Walnut Street toward the mountain front, largely uninterrupted except for the I-210 overpass. While a glimpse of the upper the San Gabriel Mountains and skyline is visible beyond the Project site, this view is largely obstructed by on-site buildings, above-ground utilities (i.e., electrical power poles and electrical lines), streetlights, and off-site trees. In general, long-range, panoramic views that could be characterized as scenic vistas are generally not available from this vantage, and by extension, the immediate Project vicinity.



Existing View



Proposed View



Existing Conditions and Visual Simulation of the Project Site from North Allen Avenue

Allen and Walnut Transit Oriented Development Plan
Source: Vision Scape Imagery, 2013.

This page is intentionally blank.

As shown in the Proposed View, this vantage would offer short-range views of the ground-floor commercial/restaurant component and upper levels of the residential uses within the eastern building. The proposed eastern building would be four stories with a maximum height of 60 feet per the height restrictions of the ECSP-CG-3 zoning designation (East Colorado Specific Plan, Gold Line-Commercial, General) of the Zoning Code. Through the City's Design Review process, these heights may be modified, but would be limited to 60 feet. The proposed eastern building would therefore be taller than the existing 12- and 30-foot buildings on-site within Area 2 and would therefore obstruct views of the mountains in the distance. However, distant mountain views beyond the Project site are already largely obstructed under existing conditions and would nevertheless remain visible to motorists and pedestrians looking north on North Allen Avenue. Therefore, the Project would not significantly impact north-facing views of the San Gabriel Mountains from Allen Avenue.

Figure B-2, View 2: *Existing Conditions and Visual Simulation of the Project Site from East Walnut Street*, depicts eastbound motorists' future views of the Project site's Area 2 from a vantage point near the intersection of East Walnut Street and Meridith Avenue (see View 2 vantage point location in Figure A-2). Existing on-site buildings, infrastructure, and off-site trees almost entirely block long-range views beyond the Project site of the San Gabriel Mountains.

As shown in the Proposed View, this vantage would provide short-range views of the eastern building's frontage on East Walnut Street. Although not shown in this view, the proposed western building on Area 2 of the Project site would be three stories with a maximum height of 45 feet per the height restrictions of the CG (Commercial, General, hereafter "CG District") zoning designation of the Zoning Code. Through the City's Design Review process, these heights may be modified, but would be limited to 45 feet. While the western building would therefore be taller than the existing 20-foot former automotive repair garage on Area 1, views of San Gabriel Mountains ridgelines, which are already limited, would not be substantially different compared to existing conditions.

As discussed above, the proposed new buildings would be taller than the existing buildings on-site. The proposed buildings would have articulated facades facing East Walnut Street and North Allen Avenue, with courtyards/gardens, fountain features with seating, barbeque areas and other open space visible from East Walnut Street, and would incorporate such features as varying rooflines, recessed bays, arches, colonnades, and varying vertical elements that would serve to break up the exterior façade and reduce visual massing. Conceptual building design plans propose light, sand-colored stucco cladding, flat cement tile roofs, and a range of earth-tone building materials and paint colors. Accents such as recessed tile elements, heavy timber trellises, profiled stucco-encased window sills, precast stone trim and surrounds, wrought iron or other metal railings, and enhanced vinyl casement window trim would also be incorporated throughout the exterior; refer to Figures A-7a, A-7b, A-7c, and A-8. Furthermore, the driveway access proposed at the location of the Meridith Avenue alignment on the Project site would create a break in the building mass.

The Project is sited at the southeast corner of the Project site with emphasis given to the building's corner treatment through the incorporation of heavily glazed ground-floor commercial and restaurant spaces. The architectural details/elements, articulated building base, stoop entry, canopy over the building's residential entry, courtyard/building breaks, and commercial and restaurant storefront are intended to respect the scale of the street and enhance the pedestrian environment. The Project would be constructed with insulated walls with recessed dual-glazed windows, canopies, and large overhangs along the building's southern exposure. The Project proposes a modern interpretation of Mediterranean-inspired architectural

design; as previously noted, there is no particular prominent or coherent architectural theme embodied in the other buildings in the Project vicinity, which are stylistically eclectic.

The Project would include outdoor open space areas to enhance the residential and commercial/restaurant environments and would maintain the existing trees on North Allen Avenue and would plant new street trees on East Walnut Street to enhance the pedestrian experience on those roadways. The public open spaces between the commercial/restaurant and residential edges are intended to be accessible to retail patrons and pedestrians. Identifiable markers through portals or arcades would be provided to indicate public use. Landscaping for the Project would be provided in accordance with standard City requirements per Chapter 17.44, Landscaping, in the Zoning Code.

As discussed in Section 11, *Land Use and Planning*, the Project would be consistent with the General Commercial and East Colorado Specific Plan land use designations for the Project site. In addition, the Project use is permitted under the existing zoning designation of ECSP-CG-3 and conditionally permitted in the CG, and would comply with the development standards established in Chapter 17.50.160, Mixed-Use Projects, and Chapter 17.50.340, TOD, of the Zoning Code. The Project's design constitutes a mixed-use, transient-oriented development that is compatible with the existing diverse uses in the Project area. The Project's design would enhance the pedestrian environment through its corner treatment, which unifies the Project site's frontages on East Walnut Street and North Allen Avenue.

As described above, the available views of and across the Project site are not considered unique scenic vistas and do not contain valued visual resources. While the views of the Project site from the above-mentioned vantage points would be altered, scenic views of the San Gabriel Mountains would not be substantially diminished compared to existing conditions. The Project's use of varying footprints, vertical elements, accent features and varying roof lines would serve to break up the scale and massing of the proposed buildings and would create the appearance of a collection of separate buildings, rather than a single massive development. The Project would comply with the applicable design guidelines of the *Citywide Design Principles & Criteria* in the General Plan, the *Design Guidelines for Neighborhood Commercial & Multi-Family Districts*, and the *East Colorado Specific Plan Guidelines*. Further, in accordance with Chapter 17.61.030, Design Review, of the Zoning Code, the Project's design, including its obstruction of any scenic vista or view, would be reviewed by the Design Commission. Therefore, impacts to views from the above-mentioned vantage points and other similar vantage points in the Project vicinity would be less than significant.

b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a city-designated scenic highway?

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

Less Than Significant Impact. The Project site is located approximately 0.15 miles south of the I-210 corridor, which was identified in the 1987 Environmental Quality Element of the City's General Plan as a Los Angeles County Recommended Scenic Highway. The Project is located approximately 6.25 miles southeast of



Existing View



Proposed View



Existing Conditions and Visual Simulation of the Project Site from East Walnut Street

Allen and Walnut Transit Oriented Development Plan
Source: Vision Scape Imagery, 2013.

This page is intentionally blank.

the Angeles Crest Highway (State Highway 2), which is a designated State scenic highway in the City. The Project site is not within the view shed of the I-210 or State Highway 2 and is not located along a scenic roadway corridor as identified in the General Plan. Therefore, the Project would have no impacts to State or City-designated scenic highways.

Project implementation would include the removal of four existing on-site buildings and related surface parking. The on-site buildings and structures were determined by the City not to be individually eligible for historic designation, nor are they contributors to a historic district.¹ Further, these buildings are not considered historic resources per Section 15064.5(a)(3) of the CEQA Guidelines, which defines historic resources as those listed or eligible for listing on the California Register of Historical Resources, listed in a local register, or otherwise deemed historically significant to the architectural or other cultural annals of California, based on the lead agency’s determination and supported by substantial evidence. Thus, the Project would have no impact on historic resources.

No scenic rock outcroppings are present on the Project site or in the surrounding area. Arbor Essence conducted a Tree Report (“Tree Report”), provided in Appendix C, which included the results of a tree survey conducted on the Project site in January 2013 (refer to Section 4, *Biological Resources*). According to the Tree Report, there are 13 trees on and adjacent to the Project site. Eight trees on the Project site are proposed for removal, and five trees located in the public right-of-way adjacent to the Project site are to be retained. Of the eight trees proposed for removal, only one, a sawleaf zelkova, with a trunk diameter of eight inches, is on the City’s list of protected tree species, as stated in Chapter 8.52, City Trees and Tree Protection Ordinance, of the Municipal Code. However, to be afforded protection, specimens of protected tree species must be defined as a minimum of 15 inches in diameter at breast height (“dbh”), and therefore the zelkova specimen tree does not qualify. The remaining seven on-site trees do not qualify as protected trees or as mature trees, a City designation intended to protect trees greater than 19 inches dbh. As part of the Project, the Project Applicant would be required to plant and maintain on the East Walnut Street frontage, for a period of three years, a maximum of nine (9) officially designated street trees in accordance with the City’s master street tree plan (Chinese pistache, *Pistacia chinensis*). New mature trees and landscaping on the perimeter of the Project site would be planted to enhance the aesthetic quality of the site and would complement the existing landscaping within the Project vicinity.

Based on the above, Project implementation would not substantially damage scenic resources or other locally recognized desirable aesthetic natural features within a City-designated scenic highway and less than significant impacts would occur in this regard.

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

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

¹ City of Pasadena Planning & Community Development Department, *Predevelopment Plan Review Comments, Design and Historic Preservation Comments*, dated February 14, 2013.

Less Than Significant Impact. The Project is intended to be a mixed-use, transient-oriented development that is compatible with existing land uses in the Project area. The Project site is located in a highly urbanized area of the City and is generally surrounded by a mix of retail, commercial, and residential uses. Land uses fronting on East Walnut Street and North Allen Avenue generally lack distinctive architectural elements or substantial landscaping. The Project design concept is intended to unify the development's North Allen Avenue frontage, which faces the pedestrian corridor between the Allen Avenue Gold Line Station to the north and Pasadena City College to the south, and East Walnut Street through the placement of commercial/restaurant uses that would serve as anchors, while providing pedestrian-scaled arcades and patios and glazing to allow views into interior spaces. The design includes ground floor retail uses along North Allen Avenue, including courtyards fronting Allen that would serve as active spaces as well as inviting passages.

As discussed in Response 1.a, the buildings would incorporate such features as varying rooflines, recessed bays, arches, colonnades, and varying vertical elements that would break up the exterior façade and reduce visual massing. Conceptual building design plans propose light-colored stucco cladding, tile roofs, and a range of earth-tone building materials and paint colors. The architectural details/elements, articulated building base, stoop entry, canopy at the residential entry, courtyard/building breaks, and commercial and restaurant storefront are intended to reflect the low-rise scale of existing development on Walnut and Allen in the Project area. The Project is subject to the Pasadena Public Art Program, which requires at least one percent of the building valuation costs be allocated by the Project Applicant to incorporate a public art component into Project design. Signage would be integrated into the architecture of the buildings and outdoor lighting would be limited per the City's standards. All Project parking, including 203 parking stalls to serve Project residents, guests, and commercial/restaurant employees and patrons, would be located on-site within a single subterranean level and an at-grade podium level. Parking in the subterranean garage would not be visible and parking at-grade would be entirely shielded by the building's exterior walls.

Shading of sensitive uses, such as routinely usable outdoor spaces associated with residential, recreational, or institutional (e.g., schools, convalescent homes) land uses, can be considered a significant impact because sunlight is important to function and physical comfort. Shade-sensitive uses in the Project vicinity are limited to the existing single- and multi-family residential uses along Locust Street, north of the western portion (Area 1) of the Project site. The eastern portion of the Project site (Area 2) abuts commercial uses along most of the northern property line, east of Meridith Avenue. The Project's western building, closest to residential uses to the north, would be a maximum of three stories and 45 feet above grade, and the building setback from the northern property line would be maximized (i.e., 40 feet compared to the required five-foot minimum) by siting on-site communal open space including a pool and spa in the northwestern portion of the Project site. The tallest Project building components, up to four stories and 60 feet above adjacent grade, would be sited in the eastern, less sensitive portion of the Project site (Area 2) with respect to off-site shading, with a 15'3" setback from the northern property line (i.e., 10 feet more than the required five-foot minimum setback). The direction, or bearings, of building shadows in Los Angeles (i.e., approximately 34 degrees latitude) varies seasonally, ranging from 85 degrees to the east and west during a summer solstice, when shadows are shortest, to 45 degrees east and west at the winter solstice, when shadows are longest. The maximum building shadow length during the year in Los Angeles is 3.3 times the height of the building. Hence, a 45-foot building will cast a maximum shadow of approximately 148.5 feet and a 60-foot building will cast a maximum shadow of 198 feet.

Because of incorporation of building setbacks from the northern property line that exceed the minimum requirement, and the presence of commercial uses north of Area 2, Project buildings would not cast shadows on off-site shade-sensitive land uses for lengthy periods of time (i.e., 3 hours or more).

The Project would comply with the applicable design guidelines of the *Citywide Design Principles & Criteria* in the General Plan, the *Design Guidelines for Neighborhood Commercial & Multi-Family Districts*, and the *East Colorado Specific Plan Guidelines*. Further, as required Section 17.61.030, Design Review, of the Zoning Code, the design of the Project would be reviewed and approved by the Design Commission. Based on the above, the Project would not substantially degrade the existing visual character or quality of the site and its surroundings, and related impacts on aesthetics would therefore be less than significant.

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

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

Less Than Significant Impact. Although presumably lighted during at least some evening hours in the past, the Project site is presently vacant and therefore not lighted at night, except for a minimal amount of building and security lighting, and existing street lights along East Walnut Street, North Allen Avenue, and Meridith Avenue. The Project vicinity is characterized by relatively high ambient nighttime illumination levels as the result of the densely developed, predominantly commercial nature of East Walnut Street and North Allen Avenue, especially at the intersection of the two roadways. Artificial light sources in the Project vicinity include interior and exterior building lighting, surface parking lot light standards, some architectural highlighting, incidental landscape lighting, and illuminated signage. Automobile headlights, streetlights, and traffic signals contribute to overall ambient lighting levels as well.

The Project would introduce new low to moderate levels of interior and exterior lighting for security, wayfinding, and architectural and landscape highlighting. Proposed outdoor lighting on the Project site would consist of wall-mounted building security lighting; lighting at building entrances; lighting of the courtyard, garden, and eastern building lobby entrance on East Walnut Street; illuminated bollards along pedestrian walkways; lighting of the pool, spa, tot lot, and barbecue area in the northwest corner of the Project site to the rear of the western building; and decorative uplighting in landscaped areas. Pedestrian areas would be well-lit for security. The Project would also include illuminated signage used for building identification and commercial/restaurant tenant advertising/branding.

New light sources would be shielded and directed on-site to prevent light spillover onto adjacent uses. While illuminated residential unit interiors would be at least partially visible from off-site, such lighting would not be bright enough to cast illumination onto light-sensitive properties such as the residential uses to the north. Additionally, it is reasonably expected that window treatments employed for privacy would reduce light emanating from the buildings. Given the degree of ambient lighting that currently exists in the Project area, the proposed lighting would not substantially alter ambient night light levels. All lighting and signage would conform to applicable City standards contained in Chapter 13.08, Energy Use Conservation and Chapter

17.48, Signs, of the Municipal Code. Compliance with City and State energy conservation measures currently in place would limit the amount of unnecessary interior illumination during evening and nighttime hours. Further, in accordance with Chapter 17.61.030, Design Review, of the Zoning Code, the Project's design, including its light potential, would be reviewed by the Design Commission. Daytime and nighttime impacts related to Project lighting would be less than significant.

The Project is not expected to introduce substantial sources of glare. Since glare is a temporary phenomenon that changes with the movement of the sun, receptors other than motorists are generally less sensitive to glare impacts than to light impacts. Glare-sensitive receptors are therefore limited to motorists on East Walnut Street and North Allen Avenue, adjacent to the Project site. The proposed buildings would primarily consist of light sand stucco cladding, flat cement tile roofs, low-reflective glass vinyl cased windows, earth-tone building materials and paint colors with other low reflectivity building materials. The use of neon or glare-generating materials is not proposed. Further, in accordance with Chapter 17.61.030, Design Review, of the Zoning Code, the Project's design, including its glare potential, would be reviewed by the Design Commission. Therefore, the Project is not anticipated to create a substantial new source of glare which would adversely affect day or nighttime views in the area, and impacts would be less than significant.

2. AGRICULTURE AND FORESTRY RESOURCES

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

Would the project:

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

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

No Impact. The Project site is located in a highly urbanized area of the City and is surrounded by a mix of retail, commercial, and residential uses. The Project site is currently developed with facilities associated with the former automotive repair garage, former lumber yard, and surface parking, and does not contain agricultural uses or related operations. The Project site is not located on designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program. Therefore, the Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural uses. Project implementation would have no impact on farmland.

b. Conflict with existing zoning for agricultural use, or a Williamson Act Contract?

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

No Impact. The Project is zoned CG (Area 1) and ECSP-CG-3 (Area 2). No portion of the Project site or surrounding land uses are zoned for agriculture and no nearby lands are enrolled under the Williamson Act. As such, the Project would not conflict with existing zoning for agricultural use or a Williamson Act contract and no impact would occur in this regard.

c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 1220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

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

No Impact. The Project site is zoned CG (Area 1) and ECSP-CG-3 (Area 2). No forest land or timberland zoning is present on the Project site or in the surrounding area. As such, the Project would not conflict with existing zoning for forest land or timberland and no impact would occur in this regard.

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

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

No Impact. No forest land exists on the Project site or in the surrounding area. As such, the Project would not result in the loss of forest land or conversion of forest land to non-forest use and no impact would occur in this regard.

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

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

No Impact. Since there are no agricultural uses or related operations on or near the Project site, the Project would not involve the conversion of farmland to other uses, either directly or indirectly. No impacts to agricultural land or uses would occur.

3. AIR QUALITY

The significance criteria established by the South Coast Air Quality Management District (“SCAQMD”) may be relied upon to make the following determinations.

Would the project:

a. Conflict with or obstruct implementation of the AQMP or Congestion Management Plan?

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

Less Than Significant Impact. The Project site is located within the 6,745-square-mile South Coast Air Basin (“SoCAB”). The SCAQMD is required, pursuant to the Clean Air Act, to reduce emissions of criteria pollutants for which the Basin is in non-attainment, specifically ozone and particulate matter (“P.M.”), including PM₁₀, and PM_{2.5}. The Project would be subject to the SCAQMD’s Air Quality Management Plan (“AQMP”). The AQMP contains a comprehensive list of pollution control strategies directed at reducing emissions and achieving ambient air quality standards. These strategies are developed, in part, based on regional population, housing, and employment projections prepared by the Southern California Association of Governments (“SCAG”).

SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino and Imperial Counties and addresses regional issues relating to transportation, the economy, community development and the environment.² With regard to air quality planning, SCAG has prepared the Regional Comprehensive Plan and Guide (“RCPG”), which includes Growth Management and Regional Mobility chapters that form the basis for the land use and transportation control chapters of the AQMP and are used in the preparation of the air quality forecasts and consistency analysis included in the AQMP. Both the RCPG and AQMP are based on projections derived from county and city General Plans.

A project is consistent with the AQMP if it is consistent with the population, housing and employment assumptions that were used in the development of the AQMP. The approximate 1.92-acre Project site currently carries two zoning designations: CG (Commercial, General) and ECSP-CG-3 (East Colorado Specific Plan, Gold Line-Commercial, General). Although the CG designation does not permit mixed-use residential buildings, the Project site’s proximity to light rail stations allows it to qualify for Transit-Oriented Development (“TOD”) standards, which give conditional permitting to buildings that promote transit usage through the introduction of high-density residential and pedestrian-oriented commercial development. Therefore, the Project would be consistent with local zoning ordinances. The SCAQMD has incorporated the projections described above into the AQMP; thus, it is concluded that the Project would be consistent with

² SCAG serves as the federally designated metropolitan planning organization (MPO) for the southern California region.

the projections in the AQMP. In addition, as further discussed below, Project implementation would not exceed any ambient air quality standards or thresholds. Therefore, the Project is not anticipated to conflict with or obstruct implementation of the SCAQMD’s AQMP.

The Congestion Management Program (“CMP”) was enacted by the Metropolitan Transportation Authority (“Metro”) to address traffic congestion issues that could impact quality of life and economic vitality. The intent of the program is to provide an analytical basis for transportation decisions throughout the State. An analysis is required at all CMP monitoring intersections for which a project is projected to add 50 or more trips during any peak hour. In addition, analysis is required for all freeway segments for which a project is projected to add 150 or more hourly trips, in each direction, during the peak hours analyzed.

The Project is expected to generate fewer than 50 trips during any peak hour.³ As a result, the Project would not exceed any CMP thresholds, and no impact to the CMP network would occur. Thus, the Project would not conflict with or obstruct implementation of the CMP.

Based on the above discussion of applicable air quality plans, implementation of the Project would result in less than significant impacts.

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

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

Less Than Significant Impact. The Project site is located within the SoCAB, which is characterized by relatively poor air quality. State and federal air quality standards are sometimes exceeded in many parts of the SoCAB, including those monitoring stations nearest to the Project location. The Project would contribute to local and regional air pollutant emissions. SCAQMD regional and local significance thresholds for construction and operation were used. Based on the following analysis, implementation of the Project would result in less than significant impacts relative to the daily significance thresholds for criteria air pollutant emissions established by the SCAQMD.

Construction

Construction has the potential to create regional air quality impacts through the use of heavy duty construction equipment and through vehicle trips generated by construction workers and haul trips traveling to and from the Project site. In addition, fugitive dust emissions would result from site preparation and construction activities. Mobile source emissions, primarily PM10, PM2.5, and nitrogen oxides (“NOx”), would be generated by the use of construction equipment such as bulldozers, backhoes and loaders. During the finishing phase of construction, paving operations and the application of architectural coatings (i.e., paints) and other building materials would release volatile organic compounds (“VOCs”). Construction

³ East Walnut Street Mixed-Use Project Traffic Impact Study, prepared by Linscott, Law & Greenspan, Engineers, dated March 19, 2013

emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation and, for dust, the prevailing weather conditions.

As mentioned above, the Project proposes the construction of up to 128 residential units, 5,000 square feet of commercial/restaurant space, and 203 subterranean parking spaces. Construction activities would entail demolition of existing buildings, grading and excavation, paving, and interior finishing. Regional emission estimates also include mobile sources such as worker commute trips soil haul and delivery trucks. Details are provided in the Air Quality and Greenhouse Gas Assessment Appendix B). Project implementation would involve demolition and removal of the four existing on-site buildings (totaling approximately 11,750 square feet combined).

Proposed grading consists of the trenching and excavation necessary for utilities and construction of the subterranean parking structure, which would be approximately 12 feet lower than the pad elevation (approximately 24,600 cubic yards of soil export). Relatively minor grading of the building pad is proposed in order to create a level finished grade for on-site development. In addition, minor construction activities to install drainage improvements would take also place within the open space area on-site.

During construction, a variety of heavy-duty diesel powered equipment would be operated on-site. Equipment used during demolition and excavation activities includes graders, loaders, backhoes, dozers, and industrial saws. Building construction and finishing activities would require equipment such as forklifts, concrete trucks and pumps, cranes, air compressors, and paving equipment. In addition to on-site equipment, trucks exporting soil and importing concrete would also be required. A detailed listing of equipment and trucks to be used during Project construction is provided in Appendix B.

Regional Impacts

Regional construction-related emissions associated with construction equipment were calculated using the SCAQMD-recommended California Emissions Estimator Model (CalEEMod). Model results are provided in Appendix B. The analysis assumed that all construction activities would comply with SCAQMD Rule 403 regarding the control of fugitive dust. A summary of maximum daily regional emissions resulting from construction of the Project is presented in **Table B-1, Project - Estimate of Construction Emissions**, along with the regional significance thresholds for each air pollutant. Maximum daily NO_x and CO emissions are attributed to construction equipment exhaust and vehicle trips. Maximum daily regional VOC emissions are due to architectural coatings. The majority of regional PM₁₀ and PM_{2.5} emissions are due to road dust from off-site soil haul truck travel. As shown therein, maximum regional emissions would not exceed the thresholds for VOCs, carbon monoxide (CO), sulfur dioxide (SO_x), PM₁₀, PM_{2.5} or NO_x. Therefore, regional construction impacts are less than significant.

Localized Impacts

The SCAQMD's Localized Significance Threshold (LST) Methodology provides screening-level thresholds (in the form of a look-up table) for construction and operational emissions based on the emission rate, location within the South Coast Air Basin, and distance from the nearest sensitive receptors. Additionally, it provides a methodology for air dispersion modeling to evaluate whether construction or operation could cause a violation of an ambient air quality standard. The LST lookup tables are applicable to sites that are five acres

Table B-1

Project - Estimate of Construction Emissions (pounds per day)^a

Individual Phases	Regional Emissions					
	VOC	NOx	CO	SOx	PM ₁₀ ^b	PM _{2.5} ^b
Demolition	4	32	24	<1	3	2
Grading	6	42	28	<1	45	13
Building Construction	6	25	25	<1	3	12
Paving	2	15	10	<1	1	<1
Architectural Coatings	28	3	3	<1	<1	<1
Maximum Overlapping Regional Emissions	36	43	38	<1	45	13
SCAQMD Daily Significance Thresholds	75	100	550	150	150	55
Over/(Under)	(39)	(57)	(512)	(150)	(105)	(42)
Exceed Threshold?	No	No	No	No	No	No
Individual Phases	Localized Emissions					
	VOC	NOx	CO	SOx	PM ₁₀ ^b	PM _{2.5} ^b
Demolition	3	32	23	<1	2	2
Grading	2	23	15	<1	3	2
Building Construction	4	23	15	<1	2	2
Paving	1	15	9	<1	<1	<1
Architectural Coatings	28	3	2	<1	<1	<1
Maximum Overlapping Localized Emissions	33	40	26	<1	3	3
Localized Significance Thresholds ^c	-	98	812	-	6	4
Over/(Under)	-	(58)	(786)	-	(3)	(1)
Exceed Threshold?	-	No	No	-	No	No

^a Numbers may not add up exactly, due to rounding. Worksheets and modeling output files are provided in Appendix B.

^b PM₁₀ and PM_{2.5} fugitive dust emissions assume compliance with SCAQMD Rule 403.

^c The SCAQMD LSTs are based on Source Receptor Area 8 (West San Gabriel Valley) for a 2-acre site within a 25-meter receptor distance.

Source: AMCAL Air Quality and Greenhouse Gas Assessment, Eilar Associates, Inc., 2013.

or less in size. Since the Project site is approximately 1.92 acres, SCAQMD's LST lookup tables were used to determine the significance of localized construction impacts on receptors in the Project vicinity. The LST Methodology only applies to impacts on NO₂, CO, and PM₁₀ concentrations. The SCAQMD has also adopted LSTs for PM_{2.5} (SCAQMD 2006).

According to the LST Methodology, the Project is located in Source Receptor Area 8, the West San Gabriel Valley. Based on a review of the site location and aerial maps of the vicinity, the distance to the nearest receptor is estimated to be 25 feet. For conservative purposes, the LSTs for a two-acre site and 25-meter

distance in SRA No. 8 were used to evaluate the potential significance of impacts. Although the closest residential uses are within 25 feet of the site, a 25-meter receptor distance is the closest threshold available under SCAQMD LST lookup tables.

The results of the LST analysis are presented in Table B-1. As mentioned previously, the majority of PM₁₀ and PM_{2.5} emissions from construction activities are due to road dust from off-site truck travel. Localized emissions from on-site excavation activities represent a smaller percentage of total PM₁₀ emissions. CalEEMod output files which provide further details on source contribution (excavation, road dust, equipment exhaust) are provided in Appendix B. It should be noted that the results listed below are maximum values and do not represent relative average pollutant concentrations. As shown therein, the Project's incremental contribution to the background concentration for all pollutants modeled would be below ambient standards. Therefore, the Project's localized construction impacts would be less than significant.

Emissions from the Project's construction activities would fall below both localized and regional SCAQMD significance thresholds without mitigation. As mentioned previously, Project construction would comply with SCAQMD Rule 403 for dust control during construction. Therefore, Project construction would not violate any air quality standard or contribute significantly to an existing or projected air quality violation, and impacts would be less than significant.

Operational Impacts

The SCAQMD has separate significance thresholds to evaluate potential impacts associated with the incremental increase in criteria air pollutants associated with long-term Project operations. Operational emissions related to baseline and Project conditions were computed using the CalEEMod emissions inventory model.

As mentioned above, the Project involves the construction and operation of a mixed use development consisting of residential and retail uses. Long term operational emissions resulting from the Project would consist of vehicle trips to and from residential uses and retail uses, energy usage (electricity and natural gas), water usage, and waste generation.

Regional Impacts

Pollutant emissions resulting from Project operational activities were calculated using the CalEEMod model. Mobile source emission calculations utilize the vehicle miles traveled, or VMT, rate calculated by CalEEMod based on the proposed land use and intensity. The daily rate is based on the number of daily trips for each land use and applied to a commute percentage and an average trip length, both of which are land use specific values derived from the CalEEMod model. These values account for variations in trip frequency and length associated with commuting to the Project. Emission factors specific to the buildout year are projected based on Basin-specific fleet turnover rates and the impact of future emission standards and fuel efficiency standards.

The consumption of fossil fuels to provide power, heat, and ventilation was considered in the calculations as stationary point source emissions. Future fuel consumption rates are estimated based on land use specific

energy consumption rates. Natural gas and electricity usage factors derived from the California Commercial End Use Survey database and the Residential Appliance Saturday Survey were used to project fuel consumption rates.⁴ The emission factors used in this analysis represent a State-wide average of known power producing facilities, utilizing various technologies and emission control strategies, and do not take into account any unique emissions profile. At this time, these emission factors are considered conservative and representative. Area source emissions were calculated using CalEEMod.2013.2, and include emissions from natural gas and landscape fuel combustion, consumer products, and architectural coatings (e.g., future maintenance). Conservatively, existing emissions were not subtracted from project-related emissions, and the entirety of the project-related emissions was considered “net new” for this analysis. As shown in **Table B-2, Project-Related Operational Emissions**, pollutant concentrations resulting from Project operation would not exceed SCAQMD regional thresholds. As mentioned previously, since the Project site is currently unoccupied, it was conservatively assumed that Project operational emissions are considered net new. Therefore, regional air quality impacts would be less than significant.

Table B-2

Project-Related Operational Emissions (Pounds per Day)^a

Regional Project Emissions	VOC	NOx	CO	SO2	PM₁₀	PM_{2.5}
Mobile	13	13	53	<1	7	2
Area ^b	4	<1	11	<1	<1	<1
Energy	<1	<1	<1	<1	<1	<1
Total Project	17	13	64	<1	7	2
SCAQMD Significance Threshold	55	55	550	150	150	55
Over/(Under)	(38)	(42)	(486)	(150)	(143)	(53)
Significant?	No	No	No	No	No	No
Localized Project Emissions	VOC	NOx	CO	SO2	PM₁₀	PM_{2.5}
Area ^b	4	<1	11	<1	<1	<1
Energy	<1	<1	<1	<1	<1	<1
Total	4	<1	11	<1	<1	<1
Localized Significance Threshold ^c	-	98	812	-	2	1
Over/(Under)	-	(98)	(801)	-	(2)	(1)
Significant?	No	No	No	No	No	No

^a Numbers may not add up exactly, due to rounding. Worksheets and modeling output files are provided in Appendix B. All Project operational emissions are considered net new.

^b Area source emissions are calculated using the CalEEMod emissions model. Area sources include natural gas consumption, landscape fuel consumption, consumer products and miscellaneous sources (e.g., commercial solvent usage, architectural coatings).

^c The SCAQMD LSTs are based on Source Receptor Area 8 (West San Gabriel Valley) for a 2-acre site within a 25-meter receptor distance.

Source: AMCAL Air Quality and Greenhouse Gas Assessment, Eilar Associates, Inc., 2013.

⁴ <http://www.energy.ca.gov/ceus/> and <http://www.energy.ca.gov/appliances/rass/>

Localized Impacts from On-site Emissions

The localized effects of daily operational emissions were evaluated for sensitive receptor locations potentially impacted by the Project according to the SCAQMD's LST methodology. As mentioned previously, LSTs can be applied to project sites that are five acres or smaller. Since the Project falls within this criterion, the use of LSTs for operation-related impacts is appropriate. The closest sensitive receptors to the Project are single- and multi-family residential uses, approximately 25 feet north of the Project site.

Table B-2 shows that the emissions associated with the operational activities of the Project would be minimal and would not exceed the daily significance thresholds for NO_x, CO, PM₁₀, or PM_{2.5}. Therefore, localized air quality impacts would be less than significant.

- 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?)**

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

Less Than Significant Impact. The SoCAB is currently in nonattainment for ozone, PM₁₀, and PM_{2.5}. The SCAQMD's approach for assessing cumulative impacts related to operations is based on attainment of ambient air quality standards in accordance with the requirements of the Federal and State Clean Air Acts. As discussed earlier, the SCAQMD has adopted a comprehensive plan, the 2012 AQMP, which addresses the region's cumulative air quality condition.

A significant impact may occur if a project were to add a cumulatively considerable contribution of a federal or State non-attainment pollutant. Cumulative impacts to air quality are evaluated under two sets of thresholds for CEQA and the SCAQMD. In particular, *CEQA Guidelines* Sections 15064(h)(3) provides guidance in determining the significance of cumulative impacts. Section 15064(h)(3) states in part that:

"A lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program which provides specific requirements that will avoid or substantially lessen the cumulative problem (e.g., water quality control plan, air quality plan, integrated waste management plan) within the geographic area in which the project is located. Such plans or programs must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency..."

For purposes of the cumulative air quality analysis with respect to CEQA Guidelines Section 15064(h)(3), the Project's incremental contribution to cumulative air quality impacts is determined based on compliance with the SCAQMD adopted 2012 AQMP. The 2012 AQMP includes demographic growth forecasts for various

socioeconomic categories (e.g. population, housing, employment), developed by SCAG for their 2012 Regional Transportation Plan (RTP).

A Project is deemed inconsistent with air quality plans if it results in population and/or employment growth that exceeds growth estimates in the applicable air quality plan. In turn, the AQMP relies upon growth projections adopted by the SCAG, which in turn relies upon adopted General Plan growth projections. Consequently, compliance with the City’s General Plan typically results in compliance with the AQMP.

As stated above, the Project would result in growth that is anticipated and permitted under the current zoning designation. The Project would introduce 128 multi-family residential units that would generate a new residential population of approximately 310 persons. These residents represent an inconsequential 0.23 percent increase in the existing population (137,122 persons) in the City.⁵ Therefore, Project residents would not exceed employment growth assumptions in the AQMP.

The SCAQMD recommends that Project-specific air quality impacts be used to determine the potential cumulative impacts to regional air quality. As discussed above, peak daily emissions of operation-related pollutants would not exceed SCAQMD regional significance thresholds. Applying SCAQMD’s cumulative air quality impact methodology, implementation of the Project would not result in an addition of criteria pollutants such that cumulative impacts would occur, in conjunction with related projects in the region. Therefore, the emissions of non-attainment pollutants and precursors generated by Project operation in excess of the SCAQMD Project-level thresholds would be less than significant.

d. Expose sensitive receptors to substantial pollutant concentrations?

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

Less Than Significant Impact. Certain population groups are especially sensitive to air pollution and are afforded special consideration when evaluating potential air quality impacts. These population groups include children, the elderly, persons with pre-existing respiratory or cardiovascular illness, and athletes and others who engage in frequent exercise. As defined in the SCAQMD *CEQA Air Quality Handbook*, a sensitive receptor to air quality is defined as any of the following land use categories: (1) long-term health care facilities; (2) rehabilitation centers; (3) convalescent centers; (4) retirement homes; (5) residences; (6) schools; (7) parks and playgrounds; (8) child care centers; and (9) athletic fields. The nearest sensitive receptors to the Project site are multi-family residential uses, located within 25 feet north of the Project boundary.

As described in Response No. 4.3.b, above, construction and operation of the Project would not result in any substantial localized air pollution impacts, and therefore would not expose nearby sensitive receptors to substantial pollutant concentrations. In addition, construction activities would comply with SCAQMD

⁵ U.S. Census Bureau, 2010 Census, http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=DEC_10_DP_DPDP1.

Rule 403 regarding the control of fugitive dust and other specified dust control measures. As such, impacts to off-site sensitive receptors from criteria pollutants would be less than significant and no mitigation measures would be necessary. Due to the relatively short construction duration and low demand for heavy duty diesel construction equipment (e.g., limited earthmoving activities) needed to complete the Project, toxic air contaminants (TAC) emissions from construction activities would not result in long-term health risks to existing off-site sensitive populations.

Typical sources of acutely and chronically hazardous toxic air contaminants include industrial manufacturing processes, automotive repair facilities, and dry cleaning facilities. The Project would not include any of these potential sources, although minimal emissions may result from the use of consumer products.

With regard to on-site residential receptors, the Project would not place residential uses near sources of TACs. The Project site is located over 700 feet south of the I-210 freeway. Since freeways and high-traffic roads are considered sources of TAC emissions, the California Air Resources Board (CARB) recommends siting residential uses at least 500 feet from such sources.⁶ As the Project is located more than 500 feet from the I-210 freeway, on-site sensitive receptors would be exposed to less than significant concentrations of TACs.

As such, the Project would not release substantial amounts of toxic contaminants, and no significant impacts on human health would occur to on-site or off-site receptors. As the Project would result in minimal TAC emissions, the Project does not warrant the need for a detailed health risk assessment, and potential air toxic impacts would be less than significant.

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

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

Less Than Significant Impact. Potential sources of odors during construction activities include architectural coatings and solvents. According to the SCAQMD *CEQA Air Quality Handbook*, construction equipment is not a typical source of odors. SCAQMD Rule 1113 limits the amount of volatile organic compounds from architectural coatings and solvents. Through mandatory compliance with SCAQMD Rules, no construction activities or materials are proposed which would create objectionable odors. The nearest sensitive receptors to construction activities are located within 25 feet north of the Project. Given the proximity of the site from the nearest sensitive receptors and the required compliance with SCAQMD Rule 1113, construction activities would not create objectionable odors.

According to the SCAQMD *CEQA Air Quality Handbook*, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting,

⁶ *Air Quality and Land Use Handbook: A Community Health Perspective*. California Air Resources Board. April 2005.

refineries, landfills, dairies, and fiberglass molding. The Project includes residential and retail uses which may include a restaurant. The Project would be expected to implement proper housekeeping procedures for trash collection areas. If restaurant uses are constructed in the retail space, it is expected that exhaust hoods would be designed to release cooking emissions away from on-site residential uses. As a result, no potential odors are associated with typical operation of the Project. Therefore, potential objectionable odor impacts are at a less than significant level and no mitigation measures are necessary.

4. BIOLOGICAL RESOURCES

Would the project:

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

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

No Impact. The Project site is located in a highly urbanized area of the City and is developed with facilities associated with the former automotive repair garage, former lumber yard, and surface parking. The Project site does not include suitable habitat for candidate, sensitive, or special status species. Due to the high levels of human activity and density of development in the Project area, there is no potential for sufficient natural habitat to support candidate, sensitive, or special status species on the Project site. As such, the Project would not have a substantial adverse effect on candidate, sensitive, or special status species and no impact would occur in this regard.

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

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

No Impact. As discussed under Response 4.a, the Project site is already developed with urban uses. No designated riparian habitat or natural communities exist on the Project site or in the surrounding area. Vegetation on and adjacent to the Project site is confined to on-site planter strips within parcel perimeters and off-site City-owned parkways lining Meridith Avenue and North Allen Avenue, and includes a mix of native and ornamental trees and ornamental shrubs. The Project site and surrounding area does not include any vegetation that constitutes a plant community. As such, the Project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community and no impact would occur in this regard.

- c. Have a substantial adverse effect on 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
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact. As discussed under Response 4.a, the Project site is already developed. It does not contain any federally protected wetlands as defined by Section 404 of the Clean Water Act. As such, the Project would not have a substantial adverse effect on federally protected wetlands and no impact would occur in this regard.

- 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?

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

No Impact. The Project site is already developed and located in an urbanized area of the City, surrounded by commercial and residential land uses, and contains only limited landscaping. No wildlife corridors or native wildlife nursery sites are present on the Project site or in the surrounding area. Further, due to the urbanized nature of the Project area, the potential for native resident or migratory wildlife species movement through the site is negligible.

As such, the Project would not interfere with the movement of native resident or migratory fish or wildlife species or use of wildlife nursery site. Thus, no impacts would occur in this regard.

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

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

Less Than Significant Impact. Vegetation on the Project site is largely confined to trees and shrubs on-site planter strips along parcel perimeters and off-site City-owned parkways lining Meridith Avenue and North Allen Avenue. A Tree Report prepared for the Project (provided in Appendix C) included a tree survey of the Project site on January 9, 2013. According to the Tree Report, there are 13 trees on or adjacent to the Project

site, including eight within the Project site and five in the public rights-of-way adjacent to the site; refer to **Table B-3, Existing Project Site Tree Inventory**, and the Tree Map within the Tree Report.

Table B-3

Existing Project Site Tree Inventory

Tree #	Scientific Name	Common Name	Diameter (inches)	Height (feet)	Spread (feet)	Proposed Status: X = Remove R = Remain	Tree Location: Y = Project Site Z = Public right-of-way
88	<i>Ailanthus altissima</i>	Tree of Heaven	12	15	10	X	Y
89	<i>Zelkova serrata</i>	Zelkova	8	15	10	X	Y
90	<i>Fraxinus uhdei</i>	Evergreen Ash	11	20	12	X	Y
91	<i>Fraxinus uhdei</i>	Evergreen Ash	10	20	12	X	Y
92	<i>Fraxinus uhdei</i>	Evergreen Ash	11	22	12	X	Y
93	<i>Fraxinus uhdei</i>	Evergreen Ash	3-6	25	20	X	Y
94	<i>Fraxinus uhdei</i>	Evergreen Ash	3-12	35	20	X	Y
95	<i>Fraxinus uhdei</i>	Evergreen Ash	1-2.5	12	8	X	Y
96	<i>Quercus agrifolia</i>	Coast Live Oak	11	25	20	R	Z
97	<i>Quercus agrifolia</i>	Coast Live Oak	10	20	20	R	Z
98	<i>Cinnamomum camphora</i>	Camphor	19	35	40	R	Z
99	<i>Cinnamomum camphora</i>	Camphor	27	35	40	R	Z
100	<i>Cinnamomum camphora</i>	Camphor	11	25	25	R	Z

Source: Kerry Norman, *Arbor Essence*, January 16, 2013.

All eight on-site trees are proposed for removal; the five street trees are to be retained. Of the eight trees proposed for removal, only one, a Sawleaf Zelkova, with a trunk diameter of eight inches, is on the City's list of protected species. However, the minimum trunk size for protection is 15 inches; it therefore does not qualify for protection under Chapter 8.52, City Trees and Tree Protection Ordinance, of the Municipal Code. The remaining seven trees do not qualify for protection under the "mature tree" definition as they are below the 19-inch trunk diameter required for preservation. As part of the Project, the Project Applicant will plant and maintain on the East Walnut Street frontage, for a period of three years, a maximum of nine (9) officially designated street trees in accordance with the City's master street tree plan (Chinese pistache, *Pistacia*

chinensis). Any other trees greater than 8 inches in diameter to be removed would likewise require replacement with City-designated street trees. With implementation of this compliance measure, a less than significant impact would occur in this regard.

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?

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

No Impact. As discussed above, no designated riparian habitat or natural communities exist on the Project site or in the surrounding area. Additionally, there is no adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other approved local, regional, or State habitat conservation plan in place for the Project site or the City. Thus, no impact would occur in this regard.

5. CULTURAL RESOURCES

Would the project:

a. Cause a substantial adverse change in significance of a historical resource as defined in State CEQA Section 15064.5?

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

No Impact. The portion of the Project site comprising Area 1, located at 1727 East Walnut Street, was developed sometime prior to 1921 with a single-family residential dwelling. Sometime between 1947 and 1949, the residence was demolished and a new commercial building was constructed on the central portion of the site. This appears to be the same building that is presently located on-site. The structure was occupied by Reliable Sheet Metal Works from approximately 1949 until 1960. From 1960 to the present day, the site has been used for automobile repair purposes and occupied by Scientific Automotive Repair Service. Additionally, from sometime prior to 1928 until the late 1980s, the northern portion of the site was developed with railroad tracks owned and operated by the Atchison, Topeka, and Santa Fe Railway Company.⁷

The Project site's Area 2, located at 1757 and 1787 East Walnut Street, was developed in 1927 with the same three commercial/lumber storage structures that are still present on-site, in addition to a smaller lumber storage shed and a cement storage structure which were located on the west side of the site and demolished

⁷ Phase I Environmental Site Assessment Report performed at 1727, 1757, and 1787 East Walnut Street, prepared by Anderson Environmental, dated July 16, 2012 (provided in Appendix D of this Draft EIR).

on an unknown date. The first known occupant of the site was Sierra Lumber Company at least as early as 1927. From 1929 until 1943 the site was occupied by the Fox Woodsum Lumber Company, and from 1943 to present day, the site has been occupied by the Davis Lumber Company. No on-site operations other than the storage and sales of lumber and lumber supplies were identified during the Phase I investigation.⁸ Additionally, as with Area 1, the northern portion of the Project site was developed with railroad tracks sometime prior to 1928 until the late 1980s.

Demolition of a designated or eligible historic structures must be reviewed by the City as part of an environmental study or as an application for a Certificate of Appropriateness (permit) for demolition. The on-site buildings and structures were determined by the City not to be individually eligible for historic designation, nor are they contributors to a historic district.⁹ Further, these buildings are not considered historic resources per Section 15064.5(a)(3) of the CEQA Guidelines, which defines historic resources as those listed or eligible for listing on the California Register of Historical Resources, listed in a local register, or otherwise deemed historically significant to the architectural or other cultural annals of California, based on the lead agency’s determination and supported by substantial evidence. Thus, the Project would have no impact on historic resources and a Certificate of Appropriateness is not required for demolition of the existing on-site buildings.¹⁰ As a result, the Project would not cause a substantial adverse change in the significance of a known historical resource as defined in Section 15064.5 of the State *CEQA Guidelines* and no impact would occur in this regard. As discussed under Response 1.c., the Project is subject to the Pasadena Public Art Program, which requires at least one percent of the building valuation costs to be allocated by the Project Applicant to incorporate a public art component into Project design. Twenty percent of the total one percent obligation must be deposited into the Downtown Cultural Trust Fund to be used for the general enhancement of the City’s cultural resources.

b. Cause a substantial adverse change in significance of an archaeological resource pursuant to State CEQA Section 15064.5?

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

Significant Unless Mitigation is Incorporated. There are no known prehistoric or historic archeological sites on the Project site. In addition, the Project site does not contain undisturbed surficial soils. The Project site is developed with facilities associated with the former automotive repair garage and the former lumber yard. If archaeological resources once existed on-site, it is likely that previous grading, construction, and modern uses of the site have either removed or destroyed them. Moreover, the City’s General Plan EIR determined that infill development in already developed areas of the City is generally not anticipated to

⁸ Phase I Environmental Site Assessment Report performed at 1727, 1757, and 1787 East Walnut Street, prepared by Anderson Environmental, dated July 16, 2012 (provided in Appendix D).

⁹ City of Pasadena Planning & Community Development Department, Predevelopment Plan Review Comments, Design and Historic Preservation Comments, dated February 14, 2013.

¹⁰ Ibid.

result in the uncovering of additional resources.¹¹ Although the potential to encounter archaeological or Native American resources is considered remote, the mitigation measure below would be required in the event resources are encountered during Project construction:

Mitigation Measure

CULT-1: If archaeological resources are encountered during Project implementation, an archaeologist meeting the Secretary of the Interior’s Professional Qualification Standards (the “archaeologist”) shall be immediately notified and retained by the Project Applicant and approved by the City to oversee and carry out these mitigation measures.

The archaeologist shall coordinate with the Project Applicant as to the immediate treatment of the find until a proper site visit and evaluation is made by the archaeologist. The archaeologist shall be allowed to temporarily divert or redirect grading or excavation activities in the vicinity in order to make an evaluation of the find and determine appropriate treatment. Treatment will include the goals of preservation where practicable and public interpretation of historic and archaeological resources. All cultural resources recovered shall be documented on California Department of Parks and Recreation Site Forms to be filed with the CHRIS-SCCIC. The archaeologist shall prepare a final report about the find to be filed with Project Applicant, the City, and the CHRIS-SCCIC, as required by the California Office of Historic Preservation. The report shall include documentation and interpretation of resources recovered. Interpretation will include full evaluation of the eligibility with respect to the National and California Register and CEQA. The report shall also include all specialists’ reports as appendices. The Lead Agency shall designate repositories in the event that significant resources are recovered. The archaeologist shall also determine the need for archaeological and Native American monitoring for any ground-disturbing activities thereafter.

If warranted, the archaeologist will develop a monitoring program in coordination with a Native American representative (if there is potential to encounter prehistoric or Native American resources), the Project Applicant, and the City. The monitoring program will also include a treatment plan for any additional resources encountered and a final report on findings.

With implementation of this mitigation measure, the Project would have less than significant impacts on archaeological or Native American resources.

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

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

¹¹ City of Pasadena Planning and Development Department, Final Environmental Impact Report, The 2004 Land Use and Mobility Elements, Zoning Code Revisions, and Central District Specific Plan, September 2004, page 147.

Significant Unless Mitigation is Incorporated. The Project site is located on an alluvial plain in a highly urbanized portion of the City. This portion of the City does not contain any unique geological features and is not known or expected to contain paleontological resources. Although the potential to encounter paleontological resources is considered remote, the mitigation measure below would be required in the event resources are encountered during Project construction:

Mitigation Measure:

CULT-2: If a fossil is found, a qualified paleontologist shall be allowed to temporarily divert or redirect grading and excavation activities in the area of the exposed fossil to facilitate evaluation and, if necessary, salvage. At the paleontologist’s discretion and to reduce any construction delay, the grading and excavation contractor shall assist in removing rock samples for initial processing. Any fossils encountered and recovered shall be prepared to the point of identification and catalogued before they are donated to their final repository. Any fossils collected shall be donated to a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County. Accompanying notes, maps, and photographs shall also be filed at the repository.

If fossils are found following completion of the above tasks, the paleontologist shall prepare a report summarizing the results of the monitoring and salvaging efforts, the methodology used in these efforts, as well as a description of the fossils collected and their significance. The report shall be submitted by the Project Applicant to the City, the Natural History Museum of Los Angeles County, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the Project and required mitigation measures.

d. Disturb any human remains, including those interred outside of formal cemeteries?

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

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

6. ENERGY

Would the proposal:

a. Conflict with adopted energy conservation plans?

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

No Impact. In November 2008, the California Building Standards Commission established CALGreen, the State Building Code that sets performance standards for residential and nonresidential development to reduce environmental impacts and encourage sustainable construction practices. When CALGreen went into effect in 2009, compliance through 2010 was voluntary. As of January 1, 2011, compliance with CALGreen was mandatory for all new buildings constructed in the State. In order to promote energy conservation, the City adopted an amended version of the California Green Building Standard Code (“CALGreen”) (Chapter 14.04.500 of the Municipal Code, California Green Building Standards Code), adding requirements for larger buildings, including multifamily residential buildings of four stories or more. The Green Building Ordinance addresses energy efficiency, water conservation, material conservation, planning and design, and overall environmental quality.¹²

The Project would be designed to comply with the performance levels required by the City’s Green Building Ordinance, which would reduce energy consumption compared to standard building practices. The Project would meet the California Green Building Standards Code Tier 1 Requirements, as set forth in Chapter 14.04.504, Section 307.1, of the Municipal Code. In addition, the Project would comply with specific prerequisites including as many additional elective measures as needed to achieve an equivalent 40 LEED® points to achieve Tier 1 status (Chapter 14.04.556 of the Municipal Code). Compliance with these requirements would ensure the Project would not conflict with adopted energy conservation plans. Thus, no impacts would occur in this regard.

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

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

Less than Significant Impact. The Project would consist of up to 128 multi-family residential units, 5,000 square feet of commercial/restaurant space, and 203 parking spaces. The Project would not consume enough energy to require the development of new energy sources. Project construction would result in short-term, insignificant consumption of oil-based energy products. However, the amount of resources used

¹² California 2013 Green Building Standards Code, California Code of Regulations Title 24, Part 11.

would not cause a significant reduction in available supplies. Thus, a less than significant impact would occur in this regard.

The Project is subject to the requirements of the City's Transportation Demand Management ("TDM")/Trip Reduction Ordinance ("TRO") (Chapter 10.64, Transportation Management Program, of the Municipal Code). Per the Transportation Management Program, the Project Applicant is required submit a TDM Program Plan (separate from the Traffic Study). The TDM Program Plan would be reviewed and approved by the Director of Transportation prior to the issuance of a building permit, and thereafter, reviewed and approved annually. Thus, no impacts would occur in this regard.

The long-term impact from increased energy use by the Project is not expected to be significant in relationship to the number of customers currently served by the electrical and gas utility companies. Supplies are available from existing mains, lines, and substations within the Project area. Three existing power poles within the Project site may need removal, with existing electrical services to be rerouted. The removal and rerouting of electrical services is subject to the requirements of Chapter 13.18, Poles and Wires, of the Municipal Code, and would be reviewed and approved by the City of Pasadena Department of Water and Power (PWP). The Project Applicant would be responsible for the cost of removal and rerouting of electrical utilities. The Project is likely to include high-efficiency heating ventilation and air conditioning ("HVAC") and hot water storage tank equipment, lighting conservation features, and insulated and double-glazed windows. All lighting and signage would conform to applicable City standards contained in Chapter 13.08, Energy Use Conservation and Chapter 17.48, Signs, of the Municipal Code. Furthermore, compliance with City and State energy conservation measures currently in place would limit the amount of unnecessary interior illumination during evening and nighttime hours. The energy conservation measures would be prepared by the Project Applicant and shown on the building plans. The energy conservation measures would be reviewed and approved by the PWP and Building Official prior to the issuance of a building permit. Installation of energy-saving features would be inspected by a Building Inspector prior to issuance of a certificate of occupancy. Finally, as discussed in Response No. 6.a, the Project would be designed to meet the requirements of the California Green Building Standards Code Tier 2 requirements which would further reduce energy demand. Thus, no impacts would occur in this regard.

As discussed in detail in Section 18, *Utilities and Service Systems*, the Project would result in an estimated water consumption of approximately 21,488 gallons per day ("gpd") when fully occupied, or approximately 1,201 gpd more than the previous site uses. However, the Project would comply with the Water Conservation Plan and Water Shortage Procedure Ordinance (Chapter 13.10, Water Waste Prohibitions and Water Supply Shortage Plans, of the Municipal Code) and the City's CWCP, which targets a 20 percent reduction in per-capita water consumption by the year 2020, in accordance with California's 20x2020 plan. Compliance with the water conservation plan would be reviewed and approved by the PWP and Building Division prior to issuance of a building permit. The Project irrigation and plumbing plans would comply with the approved water-conservation plan and the City's requirements for landscape irrigation. Landscaping for the Project would be provided in accordance with standard City requirements per Chapter 17.44, Landscaping, of the Zoning Code. Thus, no impacts would occur in this regard.

7. GEOLOGY AND SOILS

The following analysis of geology and soils impacts is based on the Geotechnical Investigation, Proposed Multi-Family Residential Development 1727-1787 East Walnut Street, Pasadena, California ("Geotechnical Investigation"), prepared by Geocon West, Inc., July 26, 2013 (provided in Appendix D).

Would the project:

- a. **Exposure of 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.**

Potentially
Significant
Impact

Significant
Unless
Mitigation is
Incorporated

Less Than
Significant
Impact

No Impact

Less Than Significant Impact. The Project site is located in the seismically active Southern California region and could be subject to moderate to strong ground shaking in the event of an earthquake on one of the many active Southern California faults. The nearest surface trace of an active fault to the Project site is the Raymond Fault, located approximately 1.7 mile south of the site. Other nearby active faults include: the Sierra Madre Fault (2.5 miles to the northeast); the Verdugo Fault (3.0 miles west); the Sawpit Fault Zone (6 miles east); the Duarte Fault (6.5 miles east); the San Gabriel Fault (7.8 miles northeast); Coyote Pass Fault (7.8 miles southwest); and the MacArthur Park Fault (10.5 miles southeast). The active San Andreas Fault Zone is located approximately 24 miles northeast of the Project site.¹³ The faults in the vicinity of the Project site are shown in Figure 4, Regional Fault Map, in the Geotechnical Investigation.

According to the Geotechnical Investigation, the Project site is not located within an established Alquist-Priolo Earthquake Fault zone for surface fault rupture hazards. In addition, as shown on Plate 1-2, Fault Map, of the General Plan Safety Element Technical Background Report (2002), the Project site is not located in a fault hazard management zone. No active or potentially active faults with the potential for surface fault rupture are known to pass directly beneath the site. Therefore, the potential for surface rupture due to faulting occurring on the Project site during the design life of the Project is considered low. Furthermore, Project buildings would be designed and constructed to resist the effects of seismic ground motions as provided in the City's Building Code and 2010 California Building Code (CBC). Thus, a less than significant impact would occur in this regard.

¹³ *Geotechnical Investigation, Proposed Multi-Family Residential Development 1727-1787 East Walnut Street, Pasadena, California, prepared by Geocon West, Inc., July 26, 2013 (provided in Appendix C).*

ii. Strong seismic ground shaking?

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

Less Than Significant Impact. As with all of Southern California, the Project site has been subject to historic earthquakes from various regional faults. The seismicity of the region surrounding the Project site was formulated based on research of an electronic database of earthquake data. The epicenters of recorded earthquakes with magnitudes equal to or greater than 4.0 within a radius of 60 miles of the Project site are shown on Figure 5, Regional Seismicity Map, of the Geotechnical Investigation. The Project site could be subjected to strong ground shaking in the event of an earthquake. However, this hazard is common in Southern California and the effects of ground shaking would be reduced since the proposed structures must be designed and constructed in conformance with current building codes and engineering practices. Thus, a less than significant impact would occur in this regard.

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

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

Less Than Significant Impact. According to the State of California Seismic Hazard Zone Mount Wilson Quadrangle Map, the Project site is not situated within an area designated as liquefiable. In addition, according to the County of Los Angeles Seismic Safety Element and as shown on Plate 1-3, Seismic Hazards Map, of the City’s General Plan Safety Element Technical Background Report (2002), the Project site is not located within an area identified as having a potential for liquefaction. According to the Geotechnical Investigation, the historic high groundwater level is reported to be more than 100 feet below the existing ground surface. Therefore, the potential for liquefaction of the soils underlying the Project site is very low, and no surface manifestations of liquefaction are expected. Impacts related to ground failure, including liquefaction, would be less than significant.

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?

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

No Impact. According to the California Division of Mines and Geology and the Los Angeles County Seismic Safety Element, the Project site is not located within an area identified as having a potential for slope

instability. Further, as shown on Plate 1-3, Seismic Hazards Map, of the City’s General Plan Safety Element Technical Background Report (2002), the Project site is not located in an area with previous occurrences of landslide movement. There are no known landslides near the Project site, nor is the site in the path of any known or potential landslides. Thus, the Project would not be subject to, or result in, landslides and there would be no impact in this regard.

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

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

Less Than Significant Impact. The erosion potential for soils in the City is low, unless soils are disturbed during the wet season. The Ramona and Hanford soils associations, which underlie much of the City, are characterized by high permeability, low surface runoff, and low erosion susceptibility, primarily due to the gravelly surface layer and low topographic relief from the steep foothills areas of the San Gabriel Mountains.

Construction activities have the potential to result in soil erosion during excavation, grading, and soil stockpiling, and conveyance of other pollutants into municipal storm drains. During construction, water erosion would be minimized by limiting construction to dry weather, covering exposed excavated dirt during periods of rain and protecting excavated areas from flooding with temporary berms as required by applicable NPDES requirements and Chapter 8.70, Stormwater Management and Discharge Control, and Chapter 12.24, Excavations, of the City’s Municipal Code. The Project Applicant is required submit an erosion and sediment transport control plan for review and approval by the Building Office and Public Works Department prior to the issuance of any building permits. As discussed in more detail under Section 10, *Hydrology and Water Quality*, the Project is subject to the requirements of the City’s Stormwater and Urban Runoff Control Regulation Ordinance which implements the requirements of the Regional Water Quality Control Board’s (RWQCB’s) Standard Urban Stormwater Mitigation Plan (SUSMP). The Project Applicant is required to submit a detailed plan indicating the method of SUSMP compliance prior to the issuance of any demolition, grading, or construction permits for the Project. Further, existing building regulations and property site inspections would ensure that construction activities do not create unstable earth conditions. The displacement of soil through cut and fill would be controlled by the City’s grading ordinance and the Chapter 33 of the 2001 CBS. With implementation of the recommendations in the Geotechnical Investigation in compliance with the City’s Grading Code, the Project would result in less than significant impacts related to soil erosion and loss of topsoil.

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

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

Less Than Significant Impact. According to the Geotechnical Investigation, minor amounts of artificial fill were encountered throughout the Project site. The artificial fill was observed to a maximum depth of 2.5 feet below existing ground surface. The artificial fill generally consists of dark yellowish brown to dark reddish brown silty sand, sandy silt, and silt with varied amounts of gravel and construction debris. The artificial fill is characterized as slightly moist to moist, and loose to medium dense or soft to firm. The fill is the result of past grading and construction activities at the Project site. Deeper fill may occur between borings and in other parts of the Project site that were not directly explored. The fill is underlain by Pleistocene Age alluvial fan deposits. The older alluvial fan deposit primarily consists of reddish brown to pale brown to yellowish brown poorly graded sand, silty sand, and sandy silt with varied amounts of gravel. The alluvial fan deposits are characterized as dry to moist and medium dense to very dense or firm to stiff and becomes denser with increased depth. The soils consist of detrital sediments derived from the nearby San Gabriel Mountains.

As mentioned in Response 7.a.iv., the Project site is not in an area identified as having a potential for seismic slope instability. There are no known landslides near the Project site, nor is the site in the path of any known or potential landslides. As stated in Response 7.a.iii., the Project site is not located within an area identified as having a potential for liquefaction. According to the Geotechnical Investigation, the historic high groundwater level is reported to be more than 100 feet below the existing ground surface. No large-scale extraction of groundwater, gas, oil, or geothermal energy is occurring or planned at the Project site. There appears to be little or no potential for ground subsidence due to withdrawal of fluids or gases at the Project site. Thus, a less than significant impact would occur in this regard.

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?

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

Less Than Significant Impact. Expansive soils are typically associated with fine-grained clayey soils that have the potential to shrink and swell with repeated cycles of wetting and drying. According to the Geotechnical Investigation, soils underlying the Project site are predominately granular and considered to have a “very low” expansive potential, and are classified as “non-expansive” based on the 2010 CBC Section 1802.35.3. It is assumed the foundations and slabs would derive support in these materials. With incorporation of the Geotechnical Investigation recommendations and in compliance with the City’s Municipal Code requirements pertaining to excavation and grading, potential impacts associated with expansive soils would be less significant.¹⁴

¹⁴ City of Pasadena Municipal Code, Chapter 12.24, Excavations, Section 14.05.08, Engineering geology report.

- 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?**

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

No Impact. The Project would be required to connect to the existing municipal sewer system. The Project would not involve the use of septic tanks or alternative wastewater disposal systems, and would have no impacts related to their use.

8. GREENHOUSE GAS EMISSIONS

Would the project:

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

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

Less Than Significant Impact. Global climate change refers to changes in average climatic conditions on Earth as a whole, including changes in temperature, wind patterns, precipitation and storms. Historical records indicate that global climate changes have occurred in the past due to natural phenomena; however some data indicate that the current global conditions differ from past climate changes in rate and magnitude. Global climate change attributable to anthropogenic (human) emissions of greenhouse gases (“GHGs”) is currently one of the most important and widely debated scientific, economic and political issues in the United States and the world. There continues to be significant scientific uncertainty concerning the extent to which increased concentrations of GHGs have caused or will cause climate change, and over the appropriate actions to limit and/or respond to climate change.

GHGs are those compounds in the Earth’s atmosphere that play a critical role in determining temperature near the Earth’s surface. More specifically, these gases allow high-frequency shortwave solar radiation to enter the Earth’s atmosphere, but retain some of the low frequency infrared energy, which is radiated back from the Earth towards space, resulting in a warming of the atmosphere. GHGs include carbon dioxide (“CO₂”), methane (“CH₄”), ozone (“O₃”), water vapor, nitrous oxide (“N₂O”), hydrofluorocarbons (“HFCs”), perfluorocarbons (“PFCs”), and sulfur hexafluoride (“SF₆”). CO₂ is the most abundant GHG in the atmosphere. GHGs are the result of both natural and anthropogenic activities. Forest fires, decomposition, industrial processes, landfills, and consumption of fossil fuels for power generation, transportation, heating, and cooking are the primary sources of GHG emissions.

Not all GHGs exhibit the same ability to induce climate change; as a result, GHG contributions are commonly quantified in the equivalent mass of CO₂, denoted as CO_{2e}. Mass emissions are calculated by converting pollutant specific emissions to CO_{2e} emissions by applying the proper global warming potential (“GWP”) value. These GWP ratios are available from the USEPA and are published in the California Climate Action Registry, or CCAR, General Reporting Protocol. By applying the GWP ratios, Project-related CO_{2e} emissions can be tabulated in metric tons per year. The CO_{2e} values are calculated for construction years as well as existing and Project build-out conditions in order to generate a net change in GHG emissions for construction and operation.

Worldwide anthropogenic emissions of GHG were approximately 40,000 million metric tons of CO_{2e}, including ongoing emissions from industrial and agricultural sources, but excluding emissions from land use changes (i.e., deforestation, biomass decay) (IPCC, 2007). CO₂ emissions from fossil fuel use accounts for 56.6 percent of the total emissions of 49,000 million metric tons CO_{2e} (includes land use changes) and all CO₂ emissions are 76.7 percent of the total. Methane emissions account for 14.3 percent and N₂O emissions for 7.9 percent (IPCC, 2007).¹⁵

Total U.S. greenhouse gas emissions in 2008 (the latest year for which data are available) were 6,958 million metric tons CO_{2e} (USEPA, April 2010), or about 14 percent of world-wide GHG emissions. Overall, total U.S. emissions have risen by 14 percent from 1990 to 2008. However, U.S. emissions decreased by 2.9 percent (211.3 MMT CO_{2e}) from 2007 to 2008, due in large part to the record high costs of these fuels that occurred in 2008. Additionally, electricity demand declined in 2008 in part due to a significant increase in the cost of fuels used to generate electricity. The primary GHG emitted by human activities in the United States was CO₂, representing approximately 85.1 percent of total GHG emissions (USEPA, April 2010). The largest source of CO₂, and of overall GHG emissions, was fossil fuel combustion. CH₄ emissions, which have declined from 1990 levels, resulted primarily from enteric fermentation associated with domestic livestock, decomposition of wastes in landfills, and natural gas systems. Agricultural soil management and mobile source fossil fuel combustion were the major sources of N₂O emissions. The emissions of substitutes for ozone depleting substances and emissions of HFC-23 (trifluoromethane or CHF₃) during the production of HFC-22 (chlorodifluoromethane or CHClF₂) were the primary contributors to aggregate HFC emissions. Electrical transmission and distribution systems accounted for most SF₆ (sodium hexafluoride) emissions, while PFC emissions resulted from semiconductor manufacturing and as a by-product of primary aluminum production.¹⁶

The residential and commercial end-use sectors accounted for 21 percent and 19 percent, respectively, of CO₂ emissions from fossil fuel combustion in 2008 (USEPA, April 2010). Both sectors relied heavily on electricity for meeting energy demands, with 71 percent and 79 percent, respectively, of their emissions attributable to electricity consumption for lighting, heating, cooling, and operating appliances. The remaining emissions were due to the consumption of natural gas and petroleum for heating and cooking. California is a substantial contributor of global GFGs as it is the second largest contributor in the United States and the sixteenth largest in the world (AEP, 2007). Based upon the 2008 GHG inventory data (the latest year available) compiled by the CARB (CARB, 2008), California produced 474 MMT CO_{2e}. The major

¹⁵ Carbon dioxide equivalent (CO_{2e}) is a quantity that describes, for a given mixture and amount of GHGs, the amount of CO₂ (usually in metric tons; million metric tons [megatonne] = MMTCO_{2E} = terragram [Tg] CO₂ Eq; 1,000 MMT = gigatonne) that would have the same global warming potential (GWP) when measured over a specified timescale (generally, 100 years).

¹⁶ USEPA 2010 U.S. Greenhouse Gas Inventory Report (April 2010).

source of GHG in California is transportation, contributing 37 percent of the State's total GHG emissions. Electricity generation is the second largest source, contributing 25 percent of the State's GHG emissions (CARB, 2008). Most – 85 percent – of California's 2008 GHG emissions (in terms of CO₂e) were carbon dioxide produced from fossil fuel combustion, with 2.5 percent from other sources of CO₂, 6.0 percent from methane, and 2.8 percent from nitrous oxide (CARB, 2008). California emissions are due in part to its large size and large population. By contrast, California in 2001 had the fourth lowest CO₂ emissions per capita from fossil fuel combustion in the country, due to the success of its energy efficiency and renewable energy programs and commitments that have lowered the State's GHG emissions rate of growth by more than half of what it would have been otherwise (CEC, December 2006).

In September 2006, Governor Arnold Schwarzenegger signed the California Global Warming Solutions Act of 2006, also known as AB 32, into law. AB 32 commits the State to achieving the following:

- 2000 GHG emission levels by 2010, which represents an approximately 11 percent reduction from emissions as the result of business as usual (BAU).
- 1990 levels by 2020, approximately 28.5 percent below BAU.
- 80 percent below 1990 levels by 2050.

To achieve these goals, AB 32 mandates that CARB establish a quantified emissions cap, institute a schedule to achieve the cap, implement regulations to reduce Statewide GHG emissions from stationary sources, and develop tracking, reporting, and enforcement mechanisms to ensure that reductions are achieved.

In August 2010, CARB released the draft CEQA Functional Equivalent Document, which proposes GHG emission reduction targets specific to each metropolitan planning organization ("MPO"). The CARB recognizes that GHG reduction measures may be unique to certain areas of California where GHG reduction measures in one area may not be feasible in another. The Project is located in the SCAG MPO, which has proposed regional GHG reduction targets as required under SB375. Recently, SCAG proposed a goal of reducing per capita GHGs emissions by 8 percent for Year 2020 and 13 percent for Year 2035 compared to Year 2005. These reduction goals are incorporated in the latest version of the RTP which was adopted in April 2012. Projects going through the CEQA process would be required to demonstrate consistency with SCAG RTP policies including specified GHG reduction targets. As part of the RTP, SCAG has developed a Sustainable Communities Strategy ("SCS") plan to meet emission reduction targets. One goal of the SCS plan is to comply with the provisions of SB375 through the establishment of a reduction target for cars and light trucks.

As discussed in the Response to No. 6.a, the Project would be designed to comply with the performance levels required by the City's Green Building Ordinance, which would reduce energy consumption compared to standard building practices.

Although CARB and SCAG are tasked with setting GHG reduction targets, there is no regional agency responsible for the regulation of GHG emissions related to global climate change. The SCAQMD is the agency principally responsible for comprehensive air pollution control in the Basin, but lacks the authority to directly regulate factors leading to global climate change or GHG emission issues associated with plans and new development projects throughout the SoCAB. In order to provide GHG emission analysis guidance to the

local jurisdictions within the SoCAB, the SCAQMD has organized a Working Group to develop GHG emission analysis guidance and thresholds, discussed in detail below.

Section 15064.4 of the State *CEQA Guidelines* states “...[a] lead agency shall have discretion to determine, in the context of a particular project, whether to: (1) [u]se a model or methodology to quantify greenhouse gas emissions resulting from a project....; or (2) [r]ely on a qualitative analysis or performance based standards.” It was determined that for the Project, a quantitative analysis was most appropriate.

Significance Thresholds

Section 15064.7 of the State *CEQA Guidelines* defines a threshold of significance as an identifiable quantitative, qualitative or performance level of a particular environmental effect, non-compliance with which means the effect will normally be determined to be significant by the agency and compliance with which means the effect normally will be determined to be less than significant. CEQA gives wide latitude to lead agencies in determining what impacts are significant and does not prescribe thresholds of significance, analytical methodologies, or specific mitigation measures. CEQA leaves the determination of significance to the reasonable discretion of the lead agency and encourages lead agencies to develop and publish thresholds of significance to use in determining the significance of environmental effects. However, the SCAQMD has not yet established specific quantitative significance thresholds for GHG emissions for residential, commercial, or mixed-use projects. In the latest CEQA Guidelines, effective March 18, 2010, OPR encourages lead agencies to make use of programmatic mitigation plans and programs from which to tier when they perform individual project analyses. However, the City has not yet developed a Greenhouse Gas Reduction Plan meeting the requirements set forth in the latest *State CEQA Guidelines*.

Section 15064.7(c) of the State *CEQA Guidelines* states “when adopting thresholds of significance, a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies...”. SCAQMD released a draft guidance document regarding interim CEQA GHG significance thresholds in October 2008. SCAQMD proposed a tiered approach, whereby the level of detail and refinement needed to determine significance increases with a project’s total GHG emissions. SCAQMD also proposed a screening level of 3,000 metric tons per year for commercial or residential projects, under which project impacts are considered “less than significant.” The 3,000 metric ton screening level was intended “to achieve the same policy objective of capturing 90 percent of the GHG emissions from new development projects in the residential/commercial sectors.”¹⁷ For projects with GHG emissions increases greater than 3,000 metric tons per year, the use of a percent emission reduction target (e.g., 30 percent) was proposed to determine significance. This emission reduction target is a reduction below what is considered “business as usual.” The threshold of 3,000 annual metric tons proposed by the SCAQMD will be utilized as a screening level for determining significance on a project level, in accordance with Appendix G.

¹⁷ SCAQMD, *Board Meeting, December 5, 2008, Agenda No. 31, Interim GHG Significance Threshold Proposal – Key Issues/Comments Attachment D*.

GHG Emission Impact Analysis

Construction

Construction of the Project would last up to approximately 18 months and is anticipated to commence in 2014. Emissions were calculated using the CalEEMod for operation of fossil fuel powered on-site construction equipment and off-site vehicles used to transport construction workers and supplies.

Construction of the Project is estimated to emit a total of 593 metric tons of CO₂e over the 18 months of construction. Results of this analysis are presented in **Table B-4**, *Construction Greenhouse Gas Emissions*. Construction output values used in this analysis are adjusted to represent a CO₂e value representative of CO₂, CH₄, and N₂O emissions from Project construction activities. Construction CH₄ and N₂O values are derived from factors published in the 2006 IPCC Guidelines for National Greenhouse Gas Inventories. These values are then converted to metric tons of CO₂e for consistency. Construction emissions are amortized over 30 years to represent the Project life span, consistent with SCAQMD methodology.

Table B-4

Construction Greenhouse Gas Emissions

Emission Source	CO ₂ e (Metric Tons)
Construction (Total for Years 2014 and 2015)	593
Construction (Amortized over 30 years)	20

Source: AMCAL Air Quality and Greenhouse Gas Assessment, Eilar Associates, Inc., 2013

Detailed CO₂e conversion factors and calculations are provided in Appendix B. In accordance with SCAQMD proposed methodology, construction emissions were combined with operation emissions to assess annual impacts below.

Operation

Energy consumption (i.e., electricity and natural gas) and user (i.e., resident, employee, and patron) trips with implementation of the Project has the potential to result in an increase in GHG emissions as compared to existing conditions. Based on default trip generation rates contained in CalEEMod, the Project is expected to generate 1,127 daily trips upon Project buildout. Water usage and waste generation are also expected to increase resulting from Project operations. Conservatively, existing emissions (vehicle trips, energy usage) were not subtracted from project-related emissions, and the entirety of the project-related emissions was considered “net new” for this analysis.

As shown in **Table B-5**, *Construction and Operational Greenhouse Gas Emissions*, annual GHG emissions resulting from vehicles, electricity usage, water conveyance, waste disposal, and natural gas usage associated with operation of the Project was estimated to be a maximum of 1,641 metric tons CO₂e per year. Including amortized construction emissions (in accordance with SCAQMD draft methodology), total annual Project emissions would be approximately 1,661 metric tons, lower than the 3,000 annual metric ton threshold

Table B-5

Construction and Operational Greenhouse Gas Emissions

Emission Source	CO ₂ e (Metric Tons) ^a
Construction (Amortized)	20
Annual Operations^b	
Area	33
Energy	51
Mobile	1,515
Waste	30
Water	11
Total Annual Operations	1,641
Total (Amortized Construction + Total Annual Operations)	1,661
Greater than 3,000 tons CO₂e annually?	No

^a Numbers may not add up precisely due to rounding.

^b The Project site is currently unoccupied and all Project operational emissions are considered net new.

Source: AMCAL Air Quality and Greenhouse Gas Assessment, Eilar Associates, Inc., 2013

proposed by SCAQMD and selected for the Project. Therefore, construction and operational emissions are not expected to result in a significant impact at the Project level.

Due to the complex physical, chemical and atmospheric mechanisms involved in global climate change, there is no basis for concluding that the Project's very small theoretical emissions increase could actually cause a measurable increase in global GHG emissions necessary to influence global climate change. The GHG emissions of the Project alone would not likely cause a direct physical change in the environment. It is global emissions in their aggregate that contribute to climate change, not any one source of emissions alone. Therefore, due to the incremental amount of GHG emissions estimated for this Project, the lack of any evidence for concluding that the Project's GHG emissions could cause any measurable increase in global GHG emissions necessary to force global climate change, and the fact that the Project incorporates design features to reduce potential GHG emissions the Project is considered not to hinder the goals of AB32. Conventional cumulative air quality analyses consider related projects; this approach is not appropriate because proximity is irrelevant to the transport and accumulation of GHG in the Earth's atmosphere. Thus, because the Project would result in total GHG emissions less than the 3,000 annual metric ton threshold proposed by SCAQMD, it would have a less than cumulatively considerable contribution to cumulatively significant impacts.

b. Conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

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

No Impact. As mentioned previously, the Global Warming Solutions Act of 2006 (AB32) is the overarching law which requires the State to set Statewide GHG reduction targets. To achieve these goals, the ARB has established an emissions cap and developed a Scoping Plan to identify mandatory strategies for reducing Statewide GHG emissions.¹⁸ In addition, the California Climate Action Team (CAT) was formed which consists of members of various State agencies tasked with identifying strategies to reduce GHG emissions. Several other bills have been passed as a companion to AB 32 which include SB 1368 (electricity generation standards), SB 97 (CEQA analysis for GHGs), Low Carbon Fuel Standards, SB 375 (Regional Transportation Planning and GHG emissions), CALGreen building standards and others plans to achieve the goals of AB 32.

Under SB375, SCAG developed the SCS which contains transportation and land use projections for the region. A general goal of the SCS is to attain GHG reduction targets through transportation network and land use planning. As a result, the SCS encourages Transit Oriented Development (TOD) which places residential uses near mass transit stations which will increase use of mass-transit and a reduction of vehicle trips. The project is classified as a TOD as it is located less than half a mile from the Metro Gold Line Allen Station. The SCS also promotes mixed-used development to encourage walking or biking for daily needs. The project is considered mixed-use as it will include retail uses which will allow on-site and near-by residents to walk or bike for shopping purposes. As the project will be a TOD and mixed-use development, the project is considered consistent with SB 375 and SCS goals.

As discussed in Response No. 6.a, the City's Green Building Ordinance incorporates the CALGreen building code but also applies additional requirements for multifamily buildings of four stories or more. These requirements include measures that are voluntary under CALGreen but mandatory under the City's existing Green Building Ordinance. Since the Project would include a four-story residential building, these additional requirements apply. Such measures include energy efficiency beyond Title 24 standards by 15 percent, 20 percent cement reduction, 65 percent reduction in construction waste and enhanced thermal insulation requirements. The Project is not of the size or nature to be subject to mandatory GHG reporting requirements or targeted GHG reduction laws, such as cap-and-trade or sector specific limits (i.e. SB 1368).

Therefore, the Project would be supportive of the regulations (CALGreen) enacted to meet AB32 and not conflict with any applicable plan, policy, or regulation to reduce GHG emissions.

¹⁸ *Climate Change Proposed Scoping Plan: a Framework for Change. California Air Resources Board. 2006*

9. HAZARDS AND HAZARDOUS MATERIALS

The analysis of hazards and hazardous materials is based on the following reports:

- Phase I Environmental Site Assessment Report performed at 1727, 1757, and 1787 East Walnut Street (“Phase I ESA”), prepared by Anderson Environmental, dated July 16, 2012 (provided in Appendix E);
- Phase II Environmental Site Assessment Report performed at 1727 East Walnut Street (“Phase II ESA”), prepared by Anderson Environmental, dated August 24, 2012, revised August 6, 2013 (provided in Appendix F); and
- Phase II Environmental Site Assessment performed at 1787 East Walnut Street (“Phase II ESA”), prepared by Anderson Environmental, dated August 23, 2012 (provided in Appendix G).

Would the project:

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

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

Significant Unless Mitigation is Incorporated. In July 2012, a Phase I ESA was prepared for the properties located at 1727, 1757, and 1787 East Walnut Street. The main objective of the Phase I ESA was to identify the presence or likely presence, use, or release on the properties of hazardous substances or petroleum products as defined in American Testing and Materials Practice E 1527 as a “recognized environmental condition” (“REC”). In order to identify environmental conditions at the properties, the Phase I included a site inspection, interviews with parties familiar with the properties, historical research into the past use of the properties, and hazardous materials research with regard to the properties, adjacent properties, and surrounding area. In addition, the Phase I ESA provided general information regarding asbestos containing materials, lead-based paints, radon, and oil and gas exploration.

Historical Land Uses

1727 East Walnut Street (Area 1)

According to the Phase I ESA, the 1727 East Walnut Street property was developed sometime prior to 1921 with a single-family residential dwelling on the south portion of the property. The earliest historical resource obtained during the investigation for this portion of the Project site was a city directory listing from 1921 which indicated development of the property for residential use. Sometime between 1947 and 1949, the residential dwelling was demolished and a new commercial building was constructed on the central portion of the property. This appears to be the same building that exists on-site today. The building was occupied by Reliable Sheet Metal Works from approximately 1949 until 1960. As sheet metal fabricating can involve the use of solvents and degreasers, this is considered evidence of a likely REC on the property. From 1960 to present day, the property has been utilized for automobile repair purposes and occupied by

Scientific Automotive Repair Service. No evidence of the presence of underground storage tanks (USTs), floor drains, or oil/water separators was observed during the site inspection or during historical and regulatory agency research. However, the Phase I ESA concluded that the use of petroleum products and solvents for cleaning the auto repair equipment for over 50 years represents an environmental concern for the property. The Phase I ESA further concluded that, as the property is proposed for redevelopment with residential uses, the past automotive repair operations at the site are considered a REC for the property.

Additionally, from sometime prior to 1928 until the late 1980s, the northern portion of the property was developed with railroad tracks owned and operated by the Atchison, Topeka, and Santa Fe Railway Company. The Phase I ESA noted that railroad tracks represent environmental concerns due to the historical application of polycyclic aromatic hydrocarbons (PAHs) used to treat railroad ties, herbicides and arsenic for pest and weed control, and lead from brake systems. While this portion of the property is currently paved with asphalt and no evidence of the former railroad tracks are visible, the property is proposed for redevelopment with residential uses, and therefore the Phase I ESA concluded that the former use of the northern portion of the property for railroad transit represents a REC for the property.

1757 and 1787 East Walnut Street (Area 2)

According to the Phase I, the 1757 and 1787 East Walnut Street properties were developed in 1927 with the same three commercial/lumber storage structures that are currently located on-site in addition to a smaller lumber storage shed structure and a cement storage structure which were located on the west side of the property and demolished at an unknown time. The earliest historical resource obtained during the investigation for this portion of the property was a building permit record from 1927 which indicated development of the property for lumber storage. The first known occupant of the property was Sierra Lumber Company as early as 1927. From 1929 until 1943 the property was occupied by the Fox Woodsum Lumber Company. From 1943 to present day, the property has been occupied by the Davis Lumber Company. Operations conducted on-site other than the storage and sales of lumber and lumber supplies were not identified during the Phase I investigation. Additionally, from sometime prior to 1928 until the late 1980's, the north portion of the property was developed with railroad tracks owned and operated by the Atchison, Topeka, and Santa Fe Railway Company. As discussed above, railroad tracks can represent an environmental concern. While this portion of the property is currently asphalt-paved, there are areas where the railroad spurs remain exposed at the surface. Since the property is proposed for redevelopment with residential purposes, the Phase I ESA concluded that the former use of the northern portion of the property for railroad transit represents a REC for the property.

Hazardous Materials

Hazardous materials located on-site were only observed at the Scientific Automotive Repair facility (1727 East Walnut Street). According to the Phase I, hazardous materials observed included one 30-gallon steel drum containing Safety Kleen, two 30-gallon steel drums of gear oil, one 55-gallon plastic drum containing waste coolant, and one 55-gallon plastic drum and one 30-gallon steel drum containing waste oil filters. A metal storage container located in the north exterior portion of the property contained a cabinet of no greater than 1-quart containers of new oil, brake cleaner, WD-40, and spray paint cans. On the south side of the building, one approximately 300-gallon AST containing waste oil was observed. The AST was noted by the owner to be double-walled. Two other containers of new oil, dolly-mounted and approximately 55-gallons in size, were observed adjacent to the AST. Additionally, four hydraulic hoists are located inside the auto repair bays. The Phase I ESA noted that the potential exists for the past release of hydraulic fluid from

the hoists on-site. Therefore, the Phase I ESA concluded that the presence of the hydraulic hoists represents a REC.

In August 2012 and August 2013, two Phase II ESAs were prepared for the properties located at 1727 and 1787 East Walnut Street. The Phase II ESAs included soil sampling (for Area 2, 1757 and 1787 East Walnut Street) and soil/soil vapor sampling (for Area 1, 1727 East Walnut Street) to determine whether the subsurface of the sites have been negatively impacted by the historic and current operations. The ESAs detail the specific field activities and methods, presents the analytical results obtained from the soil and soil vapor sampling, and provides conclusions and recommendations for both properties.

Soil Sampling/Soil Vapor Sampling 1727 East Walnut Street (Area 1)

On July 17, 2012, eight soil borings/samplings (B15-B22) were conducted on the 1727 East Walnut Street property at the location of the former railroad right of way in and around the existing automobile repair facility. The samples were collected to evaluate subsurface soils for the presence of lead, arsenic, PAHs, pesticides, and/or herbicides at the former railroad right of way, extractable range petroleum hydrocarbons (ERPH) and VOCs to assess the former sheet metal shop operations and the current automobile repair operations, and ERPH at the existing hydraulic hoists. Soil vapor samples were collected during this July 17, 2012 subsurface sampling event from temporary soil vapor probes to further evaluate whether a significant release of VOCs associated with the former sheet metal shop and current automobile repair operations have negatively impacted the subsurface of the property. The soil boring and vapor locations are indicated on Figure 2, Site Plan Showing Soil Boring and Soil Vapor Sampling Locations, of the Phase II ESA (1727 East Walnut Street).

According to the Phase II ESA for Area 1, elevated arsenic concentrations are present in the northwest portion of the property in the location of the former railroad right-of-way, primarily around soil boring B16, and B17 to some extent. Elevated arsenic levels were delineated on the site to the east in boring B15, and to the north and west due to the site's proximity to the adjacent properties, but remains essentially undefined to the south. Prior to redevelopment of this portion of the site, excavation and proper disposal of an estimated volume of approximately 415 cubic yards of arsenic-contaminated soil is required to eliminate the potential for excessive arsenic exposure, in accordance with Mitigation Measure HAZ-1, below. As stated in this mitigation measure, additional borings to the south of borings B16 and B17 for shallow soil sampling and analysis would be conducted to confirm the amount of soil requiring disposal, since the limits of arsenic impact remains undefined to the west of these borings.

The results of the shallow soil and soil vapor sampling conducted for Area 1 do not indicate that a significant diesel/oil petroleum hydrocarbon or solvent release has occurred in and around the existing automobile repair building as a result of the former sheet metal shop operations and automobile repair operations. However, PCE and ethylbenzene in soil vapor samples from the property were detected above CHHSLs for a residential property. A Johnson-Ettinger model exercise was therefore conducted to determine the risk to residential occupants of indoor vapor intrusion (i.e., to indoor air within an enclosed structure); the model used, SG-ADV, allows input of parameters for the soil vapor concentration, soil permeability, and specifications for the planned residential structure in question. A Johnson-Ettinger modeling exercise was conducted for PCE and ethylbenzene concentrations in soil vapor at five feet bgs, and the vapor-phase

concentrations detected were concluded not to represent an unacceptable vapor intrusion or health risk for occupants of the Project, for the contaminants of concern (as measured in µg/L, or micrograms per liter).¹⁹

The hydraulic hoists at the property are not impacting human health or the environment at this time based on the low concentrations of total petroleum hydrocarbons as diesel (TPHd) and total petroleum hydrocarbons as oil (TPHo) detected during the investigation below regulatory screening levels. According to a 1995 exemption letter issued by the California State Water Resources Control Board (SWRCB), hydraulic tanks associated with existing hydraulic hoists are not considered an environmental concern based on the low toxicity and mobility of hydraulic oils. However, prior to redevelopment of the Project site, the hoists would be removed, in accordance with Mitigation Measure HAZ-2, below. As stated in this mitigation measure, if impacted soil is encountered above regulatory screening levels at that time, it is required to be remediated and properly disposed of.

Soil Sampling 1787 East Walnut Street (Area 2)

On April, 2012, seven soil borings/samplings (B1-B15) were conducted on the 1787 East Walnut Street property at the location of the former railroad right of way. The samples were collected to investigate the potential of a significant release of pesticides, herbicides, PAHs, lead, and arsenic (potential for aerial and direct deposition). The soil boring locations are indicated on Figure 2, Site Plan Showing Soil Boring Locations, of the Phase II (1787 East Walnut Street).

According to the Phase II, elevated arsenic concentrations are present in the central portion of the railroad right-of-way concentrated around soil borings B4, B8, B9, B13, and B15. Elevated arsenic is delineated to the north, east, and south, but remains undefined to the west of borings B9 and B15. The identified arsenic contamination is concentrated in shallow soils (i.e. less than 5 feet below ground surface) and does not appear to be impacting groundwater which is in excess of 100 feet below ground surface at the site. Prior to redevelopment of this portion of the site, excavation and proper handling and disposal of an estimated volume of approximately 670 cubic yards (100'x45'x4') of arsenic-contaminated soil is required to eliminate the potential for excessive arsenic exposure at the site, in accordance with Mitigation Measure HAZ-3, below. As stated in this mitigation measure, prior to excavation and removal of arsenic-impacted soils, advancing several shallow hand-auger borings to the west of borings B9 and B15 to accommodate shallow soil sampling and analysis would be conducted to confirm the amount of soil requiring disposal, since the limits of arsenic impact remains undefined to the west of these borings.

Demolition of the existing on-site facilities including surface parking areas, excavation of soils, and construction of the Project would also involve the use of potentially hazardous materials such as vehicle fuels, oils, and transmission fluids. Such hazardous materials would be contained, stored, and used in accordance with manufacturer's instructions and handled in compliance with applicable standards and regulations.

The Project would ultimately result in the construction of 128 residential units, 5,000 square feet of commercial/restaurant space, and 203 parking spaces, which do not represent land uses associated with the

¹⁹ Phase II Environmental Site Assessment 1727 East Walnut Street, prepared by Anderson Environmental, dated August 24, 2012, p. 8 (provided as Appendix F of this Draft EIR).

use of transport of large quantities of hazardous materials. Types of hazardous materials to be used in association with the Project would involve the use and storage of small quantities of hazardous materials in the form of cleaning solvents, painting supplies, pesticides for landscaping, and pool maintenance. Potentially hazardous materials would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations. As such, operation of the Project would result in a less than significant impact with regard to routine transport, use, or disposal of hazardous materials relative to the safety of the public or the environment.

With implementation of the construction recommendations in the Phase II ESA investigations, set forth in Mitigation Measures HAZ-1 through HAZ-3, below, and compliance with applicable standards and regulations, impacts related to hazards to the public or the environment through the routine transport, use, or disposal of hazardous materials would be less than significant.

Mitigation Measures

- HAZ-1:** To the satisfaction of the City, prior to redevelopment of the portion of Area 1 delineated by soil borings B16 and B17, in the location of the former railroad right-of-way, remediation and proper disposal of an estimated 415 cubic yards (an area measuring approximately 70 feet by 40 feet by 4 feet) of arsenic-contaminated soil shall be performed to eliminate the potential for excessive arsenic exposure. Prior to remediation and removal of arsenic-impacted soils, advancing several shallow hand-auger borings to the south of borings B16 and B17 to accommodate shallow soil sampling and analysis shall be conducted to confirm the amount of soil requiring disposal, as the limit of arsenic impact remains undefined to the west of these boring.
- HAZ-2:** Prior to redevelopment of Area 1 and to the satisfaction of the City, the existing hydraulic hoists on the property shall be removed. If impacted soil is encountered above regulatory screening levels at that time, it shall be remediated and properly disposed of.
- HAZ-3:** To the satisfaction of the City, prior to redevelopment of the portion of Area 2 delineated by soil borings B4, B8, B9, B13, and B15, in the location of the railroad right-of-way, remediation and proper handling and disposal of an estimated volume of approximately 670 cubic yards (an area measuring approximately 100 feet by 45 feet by 4 feet) of arsenic-contaminated soil shall be performed to eliminate the potential for excessive arsenic exposure at the site. Prior to remediation and removal of arsenic-impacted soils, advancing several shallow hand-auger borings to the west of borings B9 and B15 to accommodate shallow soil sampling and analysis shall be conducted to confirm the amount of soil requiring disposal, since the limits of arsenic impact remains undefined to the west of these borings.

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?

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

Significant Unless Mitigation is Incorporated. Construction of the Project would include the limited use of potentially hazardous materials such as vehicle fuels, oils, and transmission fluids. The use and storage of such materials would be short term in nature and would comply with applicable standards and regulations, and would not pose significant hazards to the public or environment.

Construction of the Project would involve the demolition of all the existing buildings on the Project site. Given the age of the existing buildings (1945 to 1960), these on-site structures may contain asbestos-containing materials (ACMs) and lead-based paint (LBP). The release of ACMs and LBP into the environment could pose a potential health risk to construction workers and nearby residential and commercial/retail areas. According to the Phase I, radon potential at the property is considered low. During the site inspection, the presence of mold or significant water damage was not observed. However, no testing was completed as part of the Phase I and Phase II. Thus, Mitigation Measures HAZ-4 and HAZ-5 have been prescribed for the Project. Mitigation Measure HAZ-4 and HAZ-5 require that, prior to any demolition activities, the Project Applicant shall conduct surveys of all buildings to verify the presence or absence of any of these materials, and conduct remediation or abatement in accordance with all applicable regulations and standards. Mandatory compliance with applicable Federal and State standards and procedures would ensure risks associated with LBP and ACMs remain at acceptable levels.

According to the Phase I, the property is not known to be located in proximity (1,000 feet) to any active or abandoned oil wells or landfills. Therefore, the potential for methane risk at the property is considered low.

As discussed in Response No. 9.a., operation of the Project would not create a significant risk of exposure to hazardous materials towards the public or the environment. Types of hazardous materials to be used in association with the Project such as small quantities of potentially hazardous materials in the form of cleaning solvents, painting supplies, pesticides for landscaping, and pool maintenance would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations. The potential for creation of a significant hazard through routine transport of hazardous materials or the release of hazardous materials into the environment is considered less than significant. Further, the Project site is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (see Response No. 9.d, below).

Based on the above, with implementation of Mitigation Measures HAZ-4 and HAZ-5, below, and compliance with the applicable regulatory requirements, construction and operation of the Project would not 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. As such, a less than significant impact would occur in this regard.

Mitigation Measures

HAZ-4: Prior to issuance of demolition permits, the Project Applicant shall conduct an asbestos survey of the on-site buildings and submit verification to the City of Pasadena Planning & Community Development Department that a certified asbestos abatement contractor has properly removed asbestos in accordance with procedural requirements and regulations of South Coast Air Quality Management District Rule 1403.

HAZ-5: Prior to issuance of demolition permits, the Project Applicant shall submit verification to the City of Pasadena Planning & Community Development Department that a lead-based

paint survey has been conducted at all existing buildings located on the Project site. If lead-based paint is found, the Project Applicant shall follow all procedural requirements and regulations for proper removal and disposal of the lead-based paint.

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

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

No Impact. The closest school, Jefferson Elementary, is located north of the I-210 at 1500 East Villa Street, approximately one-quarter mile northwest of the Project site. However, as discussed in Response No. 9.a, operation of the Project would not create a significant risk of exposure to hazardous materials for the public or the environment, including the school. Types of hazardous materials to be used in association with the Project such as small quantities of potentially hazardous materials in the form of cleaning solvents, painting supplies, pesticides for landscaping, and pool maintenance would be contained, stored, and used in accordance with manufacturers’ instructions and handled in compliance with applicable standards and regulations. The potential for creation of a significant hazard through handling or routine transport of hazardous materials or the release of hazardous materials into the environment within a quarter-mile of an existing school is considered less than significant.

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?

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

Significant Unless Mitigation is Incorporated. Government Code Section 65962.5, amended in 1992, requires the California Environmental Protection Agency (“CalEPA”) to develop and update annually the Cortese List, which is a list of hazardous waste sites and other contaminated sites. While Government Code Section 65962.5 makes reference to the preparation of a list, many changes have occurred related to web-based information access since 1992 and information regarding the Cortese List is now compiled on the websites of the Department of Toxic Substances Control (“DTSC”), the State Water Board, and CalEPA. The DTSC maintains the EnviroStor database, which includes sites on the Cortese List and also identifies potentially hazardous sites where cleanup actions (such as a removal action) or extensive investigations are planned or have occurred. The database provides a listing of Federal Superfund sites [National Priorities List (NPL)]; State Response sites; Voluntary Cleanup sites; and School Cleanup sites.

As part of the Phase I, a search for available Federal, State, and local environmental database records for the properties was conducted. The results of the Phase I environmental data search are as follows:

- The Los Angeles Regional Water Quality Control Board (“LARWQCB”), DTSC, SQACMD, and Los Angeles County Sanitation District (“LACSD”) were contacted regarding contaminated groundwater files, industrial wastewater, and air emissions equipment files for the property. According to the responses, there are no files for the property from these agencies.
- The Los Angeles County Department of Public Health, Public Health Investigations was contacted regarding hazardous materials files for the property. According to a response, one file exists for the property. The file is for the Scientific Automotive Service operating at 1727 East Walnut Street. According to the file, four site inspections were conducted by Los Angeles County Fire Department (“LACFD”) personnel between 1997 and 2008. During the inspections, the facility was noted to conduct oil changes, tune ups, brake repairs, and engine work and generate hazardous waste in the form of waste oil, waste filters, and waste parts cleaner. Waste oil was noted to be stored in a 300-gallon AST with used oil filtered and spent antifreeze stored in 55-gallon drums. Spent batteries were reportedly exchanged when new batteries are delivered. No violations were identified during the inspections with the exception of failure to provide hazardous waste manifests for parts washer, used oil, used coolant, used oil filters, rags, and uniforms services during the 2008 inspection. Subsequent to this notice of violation, a fax from the owner of Scientific Automotive Service, Mr. Jack Diramarian, dated November 26, 2008, contained attachments of receipts and hazardous waste manifests for the violation items. No other inspection reports were provided in the file.
- The Pasadena Fire Department (“PFD”) was contacted regarding underground storage tank and/or hazardous materials files for the property. According to faxed responses, files exist for the 1727 East Walnut Street and 1787 East Walnut Street addresses. According to documents reviewed for 1727 East Walnut Street, a PFD hazardous material permit was issued to Scientific Automotive for handling hazardous materials. The specific hazardous material the facility was permitted to handle was not identified in the permit. PFD inspection forms from 1990 to 1993 indicated that Scientific Automotive was generally in compliance with respect to housekeeping and hazardous materials handling. Some minor notices to comply were issued to the facility during these inspections including a request to discontinue illegal dumping of floor soap, a request to provide hazardous materials placards on the front of the building, provide secondary containment for all oil storage, maintain a flammable liquids cabinet, and place all oily rags in a closed container. Additionally, the inspection reports indicated that no USTs or ASTs are maintained on-site. According to hazardous materials inventory forms from 1994 through 1996, the facility was permitted to maintain 105 solvent (Safety Kleen), motor oil, and transmission fluid. According to hazardous materials inventory forms from 2009, the facility was permitted to maintain waste coolant, waste antifreeze, QSOL cleaning solvent, waste motor oil, new motor oil, new coolant, brake and transmission fluid, acetylene, and oxygen.
- According to the file reviewed for the 1787 East Walnut Street address, the only documents available were four index cards with a typed description of inspection notes and the date of the inspection. A majority of the inspection descriptions alluded to repairing a leaking fire hose valve or a general inspection which received an “OK” determination. No significant environmental concerns were identified in the PFD file for the 1787 East Walnut Street address
- The Scientific Automotive Service, 1727 East Walnut Street, is listed on the EDR the EDR Historical Auto Stations, Resource Conservation and Recovery Act Small Quantity Generators (RCRA-SQG), Facility Index System/Facility Registry System (FINDS), and Facility and Manifest Data (HAZNET) databases. According to the Historical Auto Stations listing, the property at this address has been utilized by Scientific Automotive Service for automobile repair from at least 1961 to 1976. According

to the RCRA-SQG and FINDS listings, the property is classified as a small quantity generator of hazardous waste as of March 1, 2000. The type of business operated by this facility is listed as “other automotive, mechanical, and electrical repair and maintenance.” According to the HAZNET listing, the facility has maintained hazardous waste manifests from 1993 until 2011 for the disposal of the following hazardous wastes: unspecified aqueous solution, aqueous solution with total organic residues less than ten percent, liquids with halogenated organic compounds greater than or equal to 1,000 milligrams per liter, and unspecified solvent mixture. The wastes are listed as being disposed through recycling methods, at a transfer station, and through fuel blending prior to energy recovery at another site.

- The Environmental Lien Search, performed by Environmental Data Resources, Inc. dated June 27, 2012, performed on the property found no Environmental Liens related to the property.
- According to the Phase I, none of the other sites listed on the regulatory database report pose a significant threat to the property as there is no indication of a release at the respective sites, a release has occurred but the case is closed, or the sites are located cross- or downgradient of the property.

As discussed in Response 9.a, the Project site has the potential to contain hazards related to prior on-site uses that could create a significant hazard to the public or the environment during construction and operation of the Project. However, with implementation of Mitigation Measures HAZ-4 and HAZ-5 provided under Responses 9.b, significant impacts regarding hazardous materials with the existing site would be reduced to a less than significant level.

Based on the above, a less than significant impact with regard to listing of the Project site as a hazardous materials site would occur with Project implementation.

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?

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

No Impact. The Project site is not within an airport land use plan and it is not within two miles of a public use airport. The nearest public use airport is the Burbank-Glendale-Pasadena Airport (Bob Hope Airport) located in the City of Burbank, approximately 14 miles to the northwest. Therefore, the Project would not result in an airport-related safety hazard for people residing or working in the Project area, and no impact would occur in this regard.

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

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

No Impact. There are no private airstrips in the vicinity of the Project site and the site is not located within a designated airport hazard area. Therefore, the Project would not result in airport-related safety hazards for the people residing or working in the area. No impact would occur in this regard.

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

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

Less Than Significant Impact. No emergency response or evacuation plans would be affected by Project implementation. With the street vacation, access to the Project site would be provided via a single driveway following the current alignment of Meridith Avenue. The Project driveway would provide access to both the subterranean and the at-grade parking stalls and accommodates full access to and from East Walnut Street (i.e., left and right turning movements for Project site ingress and egress). The Project driveway would be used for fire and emergency vehicles and service and delivery vehicles. During construction, partial lane closures may be necessary on East Walnut Street and North Allen Avenue for right-of-way frontage improvements, but through-access for drivers, including emergency personnel, along both roads would still be provided. As part of the building permit plan check review for the Project, the final site plan would be reviewed by the PFD for approval of emergency access. As such, impacts would be less than significant.

- 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?

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

No Impact. As shown on Plate P-2, Summary of Hazards Map (II), of the General Plan Safety Element (2002), the Project site is not located in an area of moderate or very high fire hazard. Further, according to the City's "Fire Hazard Severity Zone" map²⁰, the Project site is designated "urban unzoned" which is not an area of

²⁰ Fire Hazard Severity Zone, Pasadena Fire Department, created by Information Technology Services Division, dated July 1, 2008.

moderate or very high fire hazard. The nearest fire hazard severity zone to the Project site mapped by the City is a “moderate” fire hazard zone located just west of the I-210 and SR-134 merger, approximately 2.5 miles to the west. In addition, the Project site is surrounded by urban development and not adjacent to any wildlands. As such, the Project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires. Thus, no impact would occur in this regard.

10. HYDROLOGY AND WATER QUALITY

Would the project:

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

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

Less Than Significant Impact. The City is under the jurisdiction of the LARWQCB. The LARWQCB adopted water quality objectives in its Stormwater Quality Management Plan (“SQMP”). The SQMP is designed to ensure stormwater achieves compliance with receiving water limitations. Compliance with the SQMP is ensured by the National Pollution Discharge Elimination Systems (“NPDES”). Under Section 402 of the Clean Water Act, municipalities are required to have Municipal Separate Storm Sewer Systems (“MS4”) permits for the water pollution generated by stormwater in their jurisdiction. In accordance with the County-wide MS4 permit, all new developments must comply with the SQMP. In addition, as required by the City’s MS4 permit, the City has adopted a Standard Urban Stormwater Mitigation Plan (“SUSMP”) ordinance to ensure new developments comply with SQMP. The ordinance requires new developments to submit a plan to the City that demonstrates how the project would comply with the City’s SUSMP.

Construction of the Project would require earthwork activities, including demolition, excavation and grading of the Project site. During precipitation events in particular, construction activities associated with the Project have the potential to result in soil erosion during grading and soil stockpiling, subsequent siltation, and conveyance of other pollutants into municipal storm drains. As mentioned above, the Project is subject to the requirements of the City’s Stormwater and Urban Runoff Control Regulation Ordinance which implements the requirements of the RWQCB’s SUSMP. The Project Applicant would be required submit a detailed erosion and sediment transport control plan indicating the method of SUSMP compliance prior to the issuance of any demolition, grading, or construction permits for the Project. As an urban development, the Project would add typical, urban, nonpoint-source pollutants to stormwater runoff. Project related pollutants are permitted by the County-wide MS4 permit and would not exceed any receiving water limitations. Compliance with City’s SUSMP ordinance would ensure that the Project would not violate any water quality standards or waste discharge requirements (“WDRs”). Thus, a less than significant impact would occur in this regard.

- 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 land uses for which permits have been granted)?**

Potentially
Significant
Impact

Significant
Unless
Mitigation is
Incorporated

Less Than
Significant
Impact

No Impact

Less Than Significant Impact. According to the Seismic Hazard Evaluation of the Mount Wilson 7.5 Minute Quadrangle, Los Angeles County, California, the historic high groundwater level beneath the Project site is greater than 100 feet. Based on current groundwater basin management practices, it is unlikely that groundwater levels would exceed the historic high levels. Further, groundwater was not encountered during site explorations, excavated to a maximum depth of 30½ feet beneath the ground surface. Based on these considerations, groundwater is neither expected to be encountered during construction, nor have a detrimental effect on the Project. Therefore, construction activities would not substantially deplete groundwater supplies or interfere with groundwater recharge.

No known aquifer conditions exist on the Project site or in the surrounding area which could be intercepted by excavation or development of the Project. The Project would not install any groundwater wells or otherwise directly withdraw groundwater. As described in Section 18, *Utilities and Service Systems*, the Project would use the existing water supply system provided by PWP. While the PWP receives some its supply from groundwater stored in the Raymond Basin, the majority of the water supply is imported water from the Metropolitan Water District ("MWD"). Under normal operation, the Project would use approximately 21,488 gpd when fully occupied. The proposed water usage would be negligible in comparison to the overall water service provided by the PWP and would not result in significant impacts from depletion of groundwater supplies. Compliance with water conservation measures such as those required by Titles 20 and 24 of the California Administrative Code and the City's Water Efficient Landscaping Regulations Ordinance (Chapter 13.22, Water Efficient Landscape, of Municipal Code) would help to reduce this projected water demand. In addition, the Project site is almost completely improved with impermeable surfaces. The Project would replace existing impervious areas with new impervious areas. Thus, the amount of impervious surface area on the Project site would incrementally change, and groundwater recharge in the area would not be substantially affected.

In any case, the Project does not proposed to extract groundwater and therefore would not deplete groundwater supplies. As such, construction and operation of the Project would not substantially deplete groundwater supplies or result in a substantial net deficit in the aquifer volume or lowering of the local groundwater table. Thus, less than significant impacts would occur in this regard.

- 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?**

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

Less Than Significant Impact. No streams or rivers are present on-site. The Project site gently slopes to the south with three to four feet of vertical relief across the property, and is approximately 98 percent impervious, with narrow planter strips lining East Walnut Street and Meridith Avenue.²¹ The Project would replace existing impervious surfaces with new impervious surfaces. Stormwater runoff is discharged from the Project site via overland sheet flow into the gutters lining Meridith Avenue, East Walnut Street, and North Allen Avenue. Flows enter storm drain inlets to a catch basin near the intersection of North Allen Avenue and East Walnut Street and are conveyed to a 60-inch storm drain beneath North Allen Avenue. The Project would include appropriate drainage improvements on-site to direct stormwater flows to the local drainage systems, similar to existing conditions. Thus, existing drainage patterns would be maintained. With the site entirely developed, paved, or landscaped, the potential for erosion or siltation would be minimal. Additionally, Project construction would comply with applicable NPDES and City requirements including those regarding preparation of a SUSMP. As such, less than significant associated with alterations to existing drainage patterns would occur.

- d. **Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off site?**

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

Less Than Significant Impact. As discussed in Response 10.c, the Project would not substantially change the amount of impervious surface area on-site, and thus, would not result in substantial increases in surface water runoff quantities. Additionally, with implementation of the Project, overall existing drainage patterns would be maintained, and the Project would include appropriate on-site drainage improvements to convey anticipated stormwater flows. Further, the Project would not alter the course of the Arroyo Seco or Eaton Creek. Thus, Project implementation would not result in a substantial increase in the rate or amount of surface water runoff that would result in flooding on- or off-site. Thus, less than significant impacts associated with alterations to existing drainage patterns would occur.

²¹ Pacific Coast Civil, Inc., Walnut-Allen Mixed Use Project Memorandum, July 31, 2013 (Appendix A).

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?

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

Less Than Significant Impact. As discussed above, post-development runoff quantities would not increase over those of existing conditions and the Project would include appropriate on-site drainage improvements to accommodate anticipated stormwater flows. Similar to existing conditions, operation of the proposed uses would generate only typical, non-point source, urban stormwater pollutants. Compliance with the City’s SUSMP ordinance would ensure that post-development peak stormwater runoff rates do not exceed pre-development peak stormwater runoff rates. Therefore, the Project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. As such, a less than significant impact would occur in this regard.

f. Otherwise substantially degrade water quality?

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

Less Than Significant Impact. As discussed in Response 10.a. and 10.b., the proposed development would not be a point-source generator of water pollutants. The only long-term water pollutants expected to be generated on-site are typical urban stormwater pollutants. Compliance with the City’s SUSMP ordinance would ensure that construction and operation of the Project would not substantially degrade water quality. Thus, a less than significant impact would occur in this regard.

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

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

No Impact. No portions of the City are located within a 100-year floodplain as identified by the Federal Emergency Management Agency (“FEMA”). As shown on FEMA Map Community Number 065050, the Project site is located in Zone X, which is located outside of the “Special Flood Hazard Areas Subject to Inundation by 1 percent Annual Chance of Flood” (100-year floodplain). Further, as shown on Plate P-2, Summary of Hazards Map (II), of the General Plan Safety Element Technical Background Report (2002), the

Project site is not located a dam inundation zone. As the Project site is not located within a 100-year floodplain or dam inundation area, no impacts would occur in this regard.

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

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

No Impact. As discussed in Response No. 10.g, the Project site is not located within a FEMA designated 100-year floodplain. Therefore, the Project would not place structures within a 100-year floodplain, which would impede or redirect flood flows. Thus, no impact would occur with regard to flood flows.

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?

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

No Impact. As discussed in Response No. 10.g, the Project site is not located within a 100-year floodplain. Further, according to the City’s Dam Failure Inundation Map of the Safety Element of the City’s General Plan (2002), the Project site is not located in a dam inundation area. Thus, no impacts would occur regarding exposure of people or structures to a significant risk of loss, injury, or death involving flooding.

j. Inundation by seiche, tsunami, or mudflow?

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

No Impact. A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, lake, or storage tank. A tsunami is a great sea wave, commonly referred to as a tidal wave, produced by a significant undersea disturbance such as tectonic displacement of the sea floor associated with large, shallow earthquakes. Mudflows result from the downslope movement of soil and/or rock under the influence of gravity. The Project site is not located in a coastal area or near any inland bodies of water.

As mentioned in Section 7, *Geology and Soils*, the Project site is not located within an area identified as having a potential for slope instability. There are no known landslides near the Project site, nor is the site in the path of any known or potential landslides. In addition, the Project site is not located within an area identified as having a potential for liquefaction. Thus, no impacts would occur in this regard. Thus, no impact associated with inundation by seiche, tsunami, or mudflows would occur.

11. LAND USE AND PLANNING

Would the project:

a. Physically divide an established community?

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

No Impact. The Project is intended to be a mixed-use, transient-oriented development that is compatible with existing land uses in the Project area. The Project site is located in a highly urbanized area of the City and is generally surrounded by a mix of retail, commercial, and residential uses. Land uses fronting on East Walnut Street and North Allen Avenue generally lack distinctive architectural elements or substantial landscaping. The Project design concept is intended to unify the development's North Allen Avenue frontage, which faces the pedestrian corridor between the Allen Avenue Gold Line Station to the north and Pasadena City College to the south, and East Walnut Street through the placement of commercial/restaurant uses that would serve as anchors, while providing pedestrian-scaled arcades and patios and glazing to allow views into interior spaces. The design includes ground floor retail uses along North Allen Avenue, including courtyards fronting Allen that would serve as active spaces as well as inviting passages. The Project would be fully served by existing roadways and infrastructure and would be compatible with the surrounding neighborhood. Therefore, the Project would not physically divide an established community and no impact would occur in this regard.

b. Conflict with 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?

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

Less Than Significant Impact.

City of Pasadena General Plan (General Plan)

The General Plan provides long-term guidance and policies for maintaining and improving the quality of life in, and the resources of, the community, both man-made and natural. The General Plan provides direction for the City's growth and development. The General Plan contains the following chapters: Land Use, Land Use, Mobility, Housing, Green Space, Open Space and Conservation, Noise, Safety, Public Facilities, Historical/Cultural, Cultural/Recreational, Social Development, Scenic Highways, Energy, and Economic Development and Employment. These chapters include the seven elements required by State law and other optional elements that address local concerns and regional requirements.

The Project site comprises two areas: Area 1, the western area, which is 0.44 acres, and Area 2, the eastern area, which is 1.48 acres. Area 1 is currently designated General Commercial in the General Plan. According to the General Plan, the General Commercial land use designation “is a non-specialized commercial category intended to permit a broad range of retail and service businesses.” Area 2 is designated Specific Plan by the City’s General Plan and is within the East Colorado Boulevard Specific Plan area, which includes most properties with East Colorado Boulevard frontage between Catalina Boulevard and Sycamore Avenue as well as all parcels with frontage on North Allen Avenue between Colorado Boulevard and the Foothill Freeway. The Specific Plan Area denotes “areas that are targeted for a significant portion of projected future development while preserving and enhancing areas of historical architectural significance.” The East Colorado Specific Plan designation is intended to include properties in proximity to light rail transit stations where existing land uses can be modified to create opportunities for residents to live near employment and transit centers, to help alleviate congestion and improve the quality of air.

Consistency with Applicable General Plan Objectives and Policies

In 1994, the General Plan allocated 750 housing units and 650,000 square feet on non-residential development to the East Colorado Specific Plan. As of April 29, 2013, the East Colorado Specific Plan retained a General Plan allocation of 737 housing units and 243,322 square feet of non-residential development potential. The 113 rental units and 5,000 square feet of ground floor commercial/restaurant uses proposed on the Specific Plan portion of the Project site (Area 2) are within these allocations, leaving the Specific Plan with 624 housing units and 238,322 square feet of non-residential space. **Table B-6, City of Pasadena General Plan Consistency**, includes a discussion of the Project’s consistency with the applicable General Plan objectives and policies. As indicated in Table B-6, the Project would be substantially consistent with the applicable objectives and policies in the General Plan.

Table B-6

City of Pasadena General Plan Consistency

Objectives and Policies	Analysis of Project Consistency
Land Use Element	
<p>Policy 1.3 – Transit-Oriented and Pedestrian-Oriented Development: Within targeted development areas, cluster development near light rail stations and along major transportation corridors thereby creating transit oriented development “nodes” and encourage pedestrian access.</p>	<p>Consistent. The Project site is located 0.15 miles south of the Foothill freeway and one-quarter mile south of the Allen Avenue Gold Line Station. The Project proposes to construct 128 multi-family residential units and 5,000 square feet of ground floor commercial/restaurant uses.</p>
<p>Policy 1.4 – Mixed-use: Authorize and encourage Mixed Use development in targeted areas, including in-town housing, live-work spaces, and in-town commercial uses.</p>	<p>Consistent. Refer to the Response to Policy 1.3, above.</p>
<p>Policy 2.3 – Urban Open Spaces: Encourage and require, where feasible, the incorporation of publicly accessible urban open spaces, including parks, courtyards, water features, gardens, passageways and plazas, into public improvements and private projects.</p>	<p>Consistent. The Project would include outdoor open space areas to enhance the residential and commercial/retail environments and would maintain the existing trees on North Allen Avenue and would provide new street trees on East Walnut Street, to enhance the pedestrian experience on those roadways. The Project would include outdoor landscaped areas, courtyards and gardens, fountain features with seating, and barbeque area.</p>

Table B-6 (Continued)

City of Pasadena General Plan Consistency

Objectives and Policies	Analysis of Project Consistency
<p>Policy 5.9 – Contextual and Compatible Design: Urban design programs shall ensure that new development shall respect Pasadena’s heritage by requiring that new development respond to its context and be compatible with the traditions and character of Pasadena, and shall promote orderly development which is compatible with its surrounding scale and which protects the privacy, and access to light and air of surrounding properties.</p>	<p>The western building would be three stories and a maximum of 45 feet in height above adjacent grade and the eastern building would be four stories and a maximum height of 60 feet above adjacent grade (through the City’s Design Review process, these heights may be modified but would be limited to 45 feet for the western building and 60 feet for the eastern building.</p> <p>The buildings would have articulated facades facing East Walnut Street and North Allen Avenue, including courtyards and other open space visible from East Walnut Street, and would incorporate varying rooflines, recessed bays, arches, colonnades, and varying vertical elements that would break up the exterior façade and reduce visual massing. Conceptual building design plans propose light-colored stucco cladding, tile roofs, and a range of earth-tone building materials and paint colors. Accents such as recessed tile elements, heavy timber trellises, profiled stucco-encased window sills, precast stone trim and surrounds, wrought iron or other metal railings, and enhanced vinyl casement window trim would also be incorporated throughout the exterior.</p> <p>The Project is sited at the southeast corner of the Project site with an emphasis given to the corner building design with the incorporation of the heavily glazed ground-floor commercial and restaurant component. The architectural details/elements, articulated building base, stoop entry, canopy at the residential entry, courtyard/building breaks, and commercial and restaurant storefront reflect the scale of the street. The Project would be constructed with insulated walls with recessed dual-glazed windows, canopies, and large overhangs in the southern exposure of the building. The Project would comply with the applicable design guidelines of the <i>Citywide Design Principles & Criteria in the General Plan</i>, the <i>Design Guidelines for Neighborhood Commercial & Multi-Family Districts</i>, and the <i>East Colorado Specific Plan Guidelines</i>.</p>
<p>Policy 5.10 – Spatial Attributes: Promote development that creates and enhances positive spatial attributes of major public streets, open spaces, cityscape and mountain sight lines and important “gateways” into the City.</p>	<p>Consistent. Refer to the Response to Policy 5.9, above.</p>
<p>Objective 3 – Affordable Housing: Encourage the retention and creation of affordable housing throughout Pasadena by providing sufficient land and densities to develop new affordable housing.</p>	<p>Consistent. The Project would include ten affordable units (two studios, five one-bedroom units, and three two-bedroom units) to comply with the City’s inclusionary affordable unit requirements.</p>
<p>Policy 15.1 – Sizes and Types: Provide a range of housing sizes and types for the many sizes and types of families in the community</p>	<p>Consistent. Refer to Response Objective 3. The residential unit mix would include 21 studios, 64 one-bedroom units, and 43 two-bedroom units ranging in size from 565 square feet (studios) to 1,065 square feet (two-bedroom units).</p>

Table B-6 (Continued)

City of Pasadena General Plan Consistency

Objectives and Policies	Analysis of Project Consistency
<p>Policy 15.2 – Increase Supply: Increase the total number of market rate and affordable housing units within the City.</p>	<p>Consistent. Refer to the Response to Objective 3, above.</p>
<p>Policy 22.1 – Urban Design: Urban design programs shall encourage pedestrian-oriented development, including encouragement of pedestrian circulation among parcels, uses, transit stops, and public or publicly accessed spaces; requiring human scale; encouraging varied and articulated facades; requiring regular visual (as in the use of first floor windows and clear glass) and physical access for pedestrians; requiring that ground floor residential and commercial entries face and engage the street; and encouraging pedestrian-oriented streetscapes and amenities.</p>	<p>Consistent. Refer to the Response to Policy 1.3, Policy 2.3, Policy 5.9,</p>
<p>Policy 27.4 – Consultation: Encourage project applicants to contact the surrounding neighborhood prior to submitting a formal application for the project. Applicants will be encouraged to seek comments from residents and work with them to resolve conflicts on design, traffic, noise, use of the site and other impacts specifically related to the project.</p>	<p>Consistent. The Project Applicant has met with neighborhood associations during conceptual design development and environmental review. A community meeting was held on March 23, 2013. Other noticed public meetings include the Preliminary Consultation with the Design Commission held on March 11, 2013 and an informational presentation to the City Council held on May 20, 2013.</p>

Sources: PCR Services Corporation, 2013; City of Pasadena Planning & Community Development Department, Predevelopment Plan Review Comments, Design and Historic Preservation Comments, February 14, 2013.

City of Pasadena Zoning Code (Zoning Code)

Area 1 is zoned CG per the Zoning Code. Per Zoning Code Section 17.24.020, the purpose of the CG District is “to provide opportunities for the full range of retail and service businesses deemed suitable for location in Pasadena.” Because Area 1 is located within one-quarter mile of the Allen Avenue Gold Line Station, it is subject to the development standards established in the TOD section of the Zoning Code. Per Zoning Code Section 17.50.340, Transit-Oriented Development, TOD standards are intended to “provide for a mixture of commercial, high-density residential, mixed-use, public, and semi-public uses in close proximity to light rail stations, encouraging transit usage in conjunction with a safe and pleasant pedestrian-oriented environment.” These standards emphasize intensification of development and reduced reliance on motor vehicles and apply to new development within 1,320 feet (one-quarter mile) of a light rail station platform. Area 2 is zoned ECSP-CG-3 per the Zoning Code. Chapter 17.31 of the East Colorado Specific Plan, Section 17.31.020, Purposes of ECSP Zoning Districts of the Zoning Code, states that, “the purpose of the ECSP zoning districts is to implement the East Colorado Specific Plan by balancing and optimizing economic development, historic preservation, and the maintenance of local community culture”, and to:

- Promote a vibrant mix of land uses, a unified streetscape, and a series of distinctive ‘places’ along the Boulevard;
- Improve the appearance, function, and urban ambiance of East Colorado Boulevard;
- Identify areas of East Colorado Boulevard, which are appropriate locations for developing mixed-use and housing projects, and areas where commercial development should be concentrated;
- Retain the eclectic mix of uses and protect the vitality of small, independent businesses. Uphold Colorado Boulevard as a location for specialty and niche retail businesses;
- Beautify the streetscape through installation of street trees, street and median landscaping to soften the urban edge, and a consistent selection of urban furnishings;
- Create a pedestrian-friendly environment that balances the needs of pedestrians and vehicular traffic, recognizing the heavy local and regional use of Colorado Boulevard;
- Protect historic resources and honor the past of Colorado Boulevard and its surrounding communities through subarea identification and remembrance of Colorado Boulevard as Route 66; and
- Effectively plan for the utilization of the light rail stations at Allen Avenue and Sierra Madre Villa at the 210 Freeway through the establishment of special development standards in these light rail ‘nodes’.”

Consistency with the City of Pasadena Zoning Code

Mixed-use buildings are allowed within the ECSP-CG-3 portion of the site (Area 1). Although the CG zoning district does not permit housing or mixed-use projects, because this portion of the site (Area 2) is located within one-quarter mile of the Allen Avenue Gold Line Station, Section 17.50.340, Transit Oriented Development, of the Zoning Code, housing is permitted to be constructed on a site with approval of a Conditional Use Permit (CUP). Within the CG zoning district, and per the TOD section of the Zoning Code, the maximum allowed residential density is 48 units per acre. Based on the maximum density and an area of 0.44 acres, the maximum allowable density is 21 units. The four parcels comprising the Project’s Area 2 are zoned ECSP-CG-3. The maximum allowable residential density for mixed-use projects within the East Colorado Specific Plan Area within one-quarter mile of the Allen Avenue Gold Line Station is 60 units per acre. With an area of 1.48 acres, the maximum permitted residential density on Area 2 is 89 units. Similar to Area 1, Area 2 is located within one-quarter mile of the Allen Avenue Gold Line Station and is subject to the development standards in the TOD section of the Zoning Code. A total of 110 units are therefore permitted under existing zoning. However, the Project Applicant intends to invoke the Density Bonus provisions of the Zoning Code for affordable housing projects (Chapter 17.43, Density Bonus, Waivers, and Incentives), which would permit up to a 33 percent increase in the number of allowable residential units. In addition, per Chapter 17.61.030, Design Review, of the Zoning Code, the Project’s design would be reviewed by the Design Commission. Further, the Project would comply with all setback, height, size, and landscaping standards and requirements of the Zoning Code. As such, the Project would be substantially consistent with the Zoning Code.

Design Review

Per Chapter 17.61.030, Design Review, the Project is subject to Design Review, with the Design Commission being the reviewing authority. Design Review is intended to implement urban design goals and policies and

the citywide design principles in the General Plan and to apply the City's adopted design guidelines to Design Review. More specifically, the purposes of the Design Review are to:

- Apply citywide urban design principles to ensure that new construction supports the best of the City's architectural traditions;
- Encourage new structures that show creativity and imagination, add distinction, interest, and variety to the community, and are environmentally sustainable;
- Promote architectural and design excellence in new construction and discourage poor-quality development;
- Ensure that future development should:
 - Reflect the values of the community;
 - Enhance the surrounding environment;
 - Visually harmonize with its surroundings and not unnecessarily block scenic views; and
 - Avoid nostalgic misrepresentations that may confuse the relationships among structures over time.
- Ensure that new landscaping provides a visually pleasing setting for structures on the site;
- Promote the protection and retention of landmark, native, and specimen trees and if feasible mature canopy trees and other significant landscaping of aesthetic and environmental value;
- Ensure that the design, quality, and location of signs are consistent with the character and scale of the structures to which they are attached and are visually harmonious with surrounding development; and
- Promote the conservation, enhancement, preservation, and protection of historic resources.

The applicable design guidelines for the Project are the *Citywide Design Principles & Criteria* in the General Plan, the *Design Guidelines for Neighborhood Commercial & Multi-Family Districts*, and the *East Colorado Specific Plan Guidelines*. Compliance with these design guidelines is ensured through the City's Design Review process. The City of Pasadena Planning & Community Development Department and Design Commission conducted preliminary design review of the Project in February and March 2013.²² The staff reports focused on Project massing, siting, design compatibility with its surroundings, landscaping, signage, and architectural materials and finishes. The reports recommended, in part, that the Project preserve sightlines to the San Gabriel Mountains to the north; enhance, where possible, those Project amenities that would support a pedestrian orientation; and ensure that the Project meets the Specific Plan goal of beautifying key intersections and community gateways to establish a sense of place. Further, the Project's final design should minimize building massing (especially along Walnut Street) with consideration of more generous openings and views to interior courtyard spaces from the surrounding streets. The staff reports also recommended Project compliance with applicable standards for side- and rear-yard setbacks, building heights, and community open space requirements. In addition, the Design Commission recommended a

²² *City of Pasadena Planning & Community Development Department, Predevelopment Plan Review Comments, Design and Historic Preservation Comments, dated February 14, 2013; and City of Pasadena Planning & Community Development Department Staff Report, Application for Preliminary Consultation 1787 East Walnut Street – New Construction of a 128-Unit Mixed-Use Residential Project, dated March 11, 2013.*

close study of the City's unique architectural heritage to help further align the building design with other notable architectural design examples within the City, to create a uniquely site-specific design that responds to the unique urban setting.

The reports concluded that the Project was well-sited and suited to the site, and placed appropriate emphasis on the East Walnut Street-North Allen Avenue corner treatment, with incorporation of substantial areas of transparent glazing. They recommended further studies be undertaken to break down building mass (especially along Walnut Street), with consideration of generous openings and views to interior courtyard spaces from the surrounding streets.

The current Project design is generally responsive to the preliminary design review recommendations in that it meets the City's requirements for side- and rear-yard setbacks, building heights, and community open space. The Project design concept is intended to unify the development's North Allen Avenue frontage, which faces the pedestrian corridor between the Allen Avenue Gold Line Station to the north and Pasadena City College to the south, and East Walnut Street frontage through the placement of commercial/restaurant uses that would serve as anchors at that corner, while providing pedestrian-scaled arcades and patios and glazing to allow views into interior spaces. The design includes ground-floor retail uses along North Allen Avenue, including courtyards fronting Allen that would serve as active spaces as well as inviting passages. Please refer to Responses 1.a and 1.c for further discussion of Project design features that would contribute to beautifying the Project area and creating a sense of place. The Project's use of varying footprints, vertical elements, accent features, and varying roof lines would serve to break up the scale and massing of the proposed buildings and would create the appearance of a collection of separate buildings, rather than a single mass or block. Refer to Response 1.a for further discussion of the Project design features that would minimize the massing and scale of the proposed buildings. As noted therein, the Project proposes a modern interpretation of Mediterranean-inspired architectural design; there is no particular prominent or coherent architectural theme embodied in the other buildings in the Project vicinity, which are stylistically eclectic.

As discussed in Response 1.a, scenic views of the San Gabriel Mountains ridgelines would largely be preserved from vantages along North Allen Avenue, and views of the mountains from East Walnut Street, which are limited, would not be substantially altered by Project implementation.

Overall, based on the above design considerations and Project design features, the current Project design is generally consistent with the preliminary design review recommendations in the staff reports..

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

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

No Impact. There is no adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other approved local, regional, or State habitat conservation plan in place for the Project site or the City. Thus, no impact would occur in this regard.

12. 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?**

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

and

- 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?**

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

No Impact (a-b). No active mining operations exist in the City. There are two areas in the City that may contain mineral resources; Eaton Canyon Wash, which was formerly mined for sand and gravel, and Devil’s Gate Reservoir, which was formerly mined for cement concrete aggregate. The Project site is not located near these areas. Further, the Project site is developed with urban uses, and thus the potential of uncovering mineral resources during Project construction is considered low. Therefore, the Project would not result in the loss of availability of a known mineral resource delineated on a local general plan, specific plan, or other land use plan as there are no known mineral resources or mineral resource recovery sites on or near the Project site. No impact would occur in this regard.

13. NOISE

Would 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?**

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

Less Than Significant Impact. The following analysis evaluates the potential noise impacts at noise-sensitive land uses resulting from construction and operation of the Project. The analysis also evaluates the potential noise impacts from the site noise environment to the proposed residential uses.

Table B-7

City of Pasadena Interior Noise Standards

Type of Land Use	Interior Noise Standard, (dBA)	
	Interior	
	7 A.M. to 10 P.M.	10 P.M. to 7 A.M.
Multi-Family Residential Property	60	50

^a It is unlawful for any person to produce, suffer or allow to be produced on any multi-family residential property, sounds at a level in excess of those enumerated in this table when measured inside any dwelling unit on the same property or twenty (20) feet from the outside of the dwelling unit in which the noise source or sources may be located.

Source: Pasadena Municipal Code Section 9.36.060.

Applicable Noise Regulations

Title 9, Chapter 9.36 of the Municipal Code includes noise standards to prohibit unnecessary, excessive and annoying noises from all sources subject to its police power. The noise standards set limits on the level a noise source may impact an interior multi-family residential property. **Table B-7, City of Pasadena Noise Standards** summarizes the interior noise standard. The ordinance also applies different criteria during different time periods; the noise during the late night and early morning hours are more restrictive.

Section 9.36.070 of the PMC allows operation of construction equipment within a residential district or within a radius of 500 feet therefore between the hours of 7:00 A.M. to 7:00 P.M. Monday through Friday, 8:00 A.M. 5:00 P.M. on Saturday. No one shall operate any pile driver, power shovel, pneumatic hammer, derrick power hoist, forklift, cement mixer, or any other similar construction equipment outside these hours. Operation of any construction equipment is prohibited on Sundays and holidays.

Section 9.36.080 of the PMC limits noise levels generated by construction equipment by prohibiting construction equipment noise at a level in excess of 85 dBA when measured within a radius of 100 feet from such equipment. Noise from a point source generally attenuates by a factor of 6.0 dBA for each doubling of distance. Construction equipment moving within a confined area is normally considered a point source of noise.

Section 9.36.090 of the PMC establishes acceptable ambient sound levels to regulate intrusive noise (e.g., stationary mechanical equipment such as pump, fan, and air conditioning apparatus) at the property line of any property. In accordance with the Noise Regulation, a noise level exceeding the ambient noise level by more than 5 decibels at an adjacent property line is considered a noise violation.

The Noise Element of the General Plan is primarily used by the Planning Department as a permitting guideline to prevent noise-sensitive land use developments from encroaching upon existing preemptive noise sources unless adequate noise abatement is incorporated into the encroaching development. The City of Pasadena Noise Element contains a noise compatibility matrix that shows acceptable and unacceptable

ranges of noise for various land uses. The noise compatibility matrix is shown in **Table B-8**, *City of Pasadena Guidelines for Noise Compatible Land Use*, (appears as Figure 1 in the City's Noise Element).²³

These guidelines are set forth in the *City of Pasadena Revised Noise Element of the General Plan (2002)* in terms of the Community Noise Equivalent Level (CNEL). CNEL guidelines for specific land uses are classified into four categories: (1) "clearly acceptable," (2) "normally acceptable," (3) "conditionally acceptable," and (4) "normally unacceptable." As shown in Table B-8, a CNEL value of 70 dBA is the upper limit of what is considered a "normally acceptable" noise environment for multi-family and mixed commercial/residential uses.²⁴

The City has not adopted policies or guidelines relative to ground-borne vibration. As such, ground-borne vibration policies and guidelines from the California Department of Transportation ("Caltrans") are utilized in this analysis. With respect to ground-borne vibration from construction activities, Caltrans has adopted guidelines/recommendations to limit ground-borne vibration based on the age and/or condition of the structures that are located in close proximity to construction activity.

The Caltrans technical publication *Transportation- and Construction-Induced Vibration Guidance Manual* (June 2004) provides a vibration damage potential criteria of 0.5 inch-per-second PPV for older residential structures, 1.0 inch-per-second PPV for newer residential structures, and 2.0 inch-per-second PPV for modern industrial/commercial buildings. Caltrans also provides the following criteria to define human annoyance from vibration: barely perceptible, distinctly perceptible, strongly perceptible, and severe. A vibration level of 0.04 inches per second PPV is considered to be barely perceptible.

Existing Conditions

The Project site is located in a highly urbanized area of the City and is generally surrounded by a mix of retail, commercial, and residential uses. Adjacent uses include automotive repair and multi-family residential uses to the north; coffee shop, self-storage, and automotive repair uses to the east; fast food, glass shop, dental office, antique shop, real estate office, and multi-family residential uses to the south; and stereo shop and automotive repair uses to the west.

Traffic along North Allen Avenue and East Walnut Street represents the dominant source of existing noise in the Project vicinity. Additional noise sources in the area include commercial and retail activities. To quantify the existing noise environment, long-term (24-hour) measurements were conducted at two locations, identified as R1 and R2. Two short-term (15-minute) measurements were recorded at two locations, identified as R3 and R4. The noise measurement locations are provided in **Figure B-3**, *Noise Measurement Locations*. The long-term ambient noise measurements at locations R1 and R2 were conducted from Tuesday, July 24, through Wednesday, July 25, 2013. The short-term noise measurements at locations R3 and R4 were conducted on July 25, 2013 between the hours of 1:00 P.M. and 2:00 P.M.. Descriptions of the noise measurement locations are provided below:

²³ *City of Pasadena Revised Noise Element, December 2002.*

²⁴ *City of Pasadena Revised Noise Element, December 2002.*

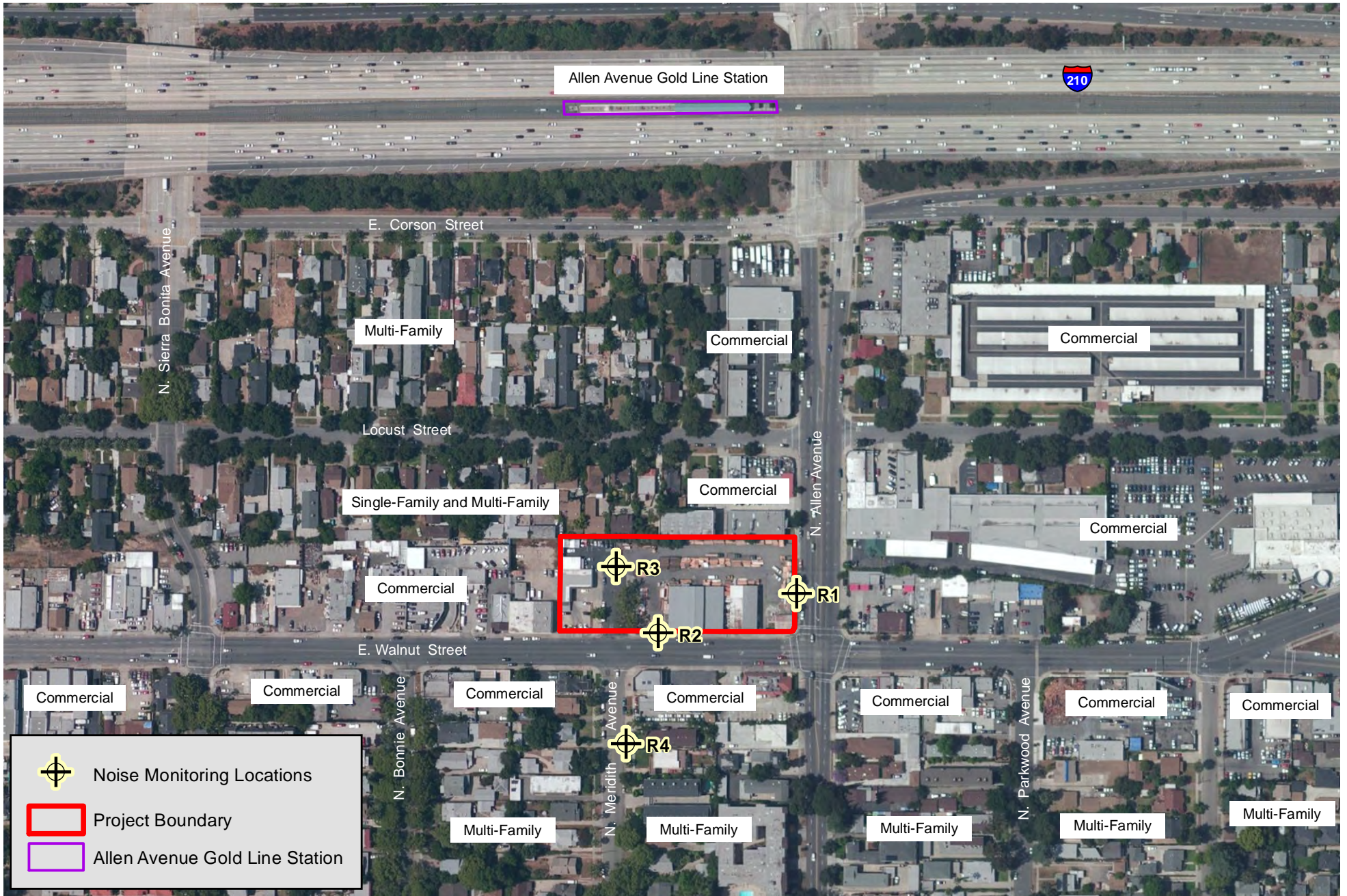
Table B-8

City of Pasadena Guidelines for Noise Compatible Land Use

Land Use Category	Community Noise Exposure L _{dn} or CNEL, dBA						
	55	60	65	70	75	80	85
Residential – Low Density Single Family, Duplex, Mobile Homes	██████████	██████████	██████████	██████████	██████████	██████████	██████████
Residential – Multi- Family and Mixed Commercial/Residential Use	██████████	██████████	██████████	██████████	██████████	██████████	██████████
Transient Lodging – Motels, Hotels	██████████	██████████	██████████	██████████	██████████	██████████	██████████
Schools, Libraries, Churches, Hospitals, Nursing Homes	██████████	██████████	██████████	██████████	██████████	██████████	██████████
Auditoriums, Concert Halls, Amphitheaters	██████████	██████████	██████████	██████████	██████████	██████████	██████████
Sports Arena, Outdoor Spectator Sports	██████████	██████████	██████████	██████████	██████████	██████████	██████████
Playgrounds, Neighborhood Parks	██████████	██████████	██████████	██████████	██████████	██████████	██████████
Golf Courses, Riding Stables, Water Recreation, Cemeteries	██████████	██████████	██████████	██████████	██████████	██████████	██████████
Office Buildings, Business Commercial and Professional	██████████	██████████	██████████	██████████	██████████	██████████	██████████
Industrial, Manufacturing, Utilities, Agriculture	██████████	██████████	██████████	██████████	██████████	██████████	██████████
██████████	<i>CLEARLY ACCEPTABLE: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.</i>						
██████████	<i>NORMALLY ACCEPTABLE: New construction or development should be undertaken after an analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.</i>						
██████████	<i>CONDITIONALLY ACCEPTABLE: If new construction or development proceeds, an analysis of the noise reduction requirement should be made and needed noise insulation features included in the design.</i>						
██████████	<i>NORMALLY UNACCEPTABLE: New construction or development should generally not be undertaken, unless it can be demonstrated that an interior level of 45 dBA can be achieved.</i>						

* Please note that these guidelines are general and may not apply to specific sites.

Source: California, General Plan Guidelines, 1998, as modified by the City of Pasadena, 2002



Noise Measurement Locations

Allen and Walnut Transit Oriented Development Project
 Source: Microsoft, 2010; PCR Services Corporation, 2013.

FIGURE
B-3

This page is intentionally blank.

- **Measurement Location R1:** This measurement location represents the noise environment of the Project site. The sound measuring device (sound level meter) was placed on the western boundary of the Project site along North Allen Avenue.
- **Measurement Location R2:** This measurement location represents the noise environment of the Project site. The sound level meter was placed on the southern boundary of the Project site along East Walnut Street.
- **Measurement Location R3:** This measurement location represents the noise environment of the adjacent residential uses north of the Project site. The sound level meter was placed on the northwestern side of the Project site nearby the adjacent multi-family residential uses.
- **Measurement Location R4:** This measurement location represents the noise environment of the multi-family residential uses south of the Project site along Meridith Avenue. The sound level meter was placed in front of multi-family residential uses approximately 120 feet from the southeastern corner of East Walnut Street and Meridith Avenue.

The ambient noise measurements were conducted using a Larson-Davis 820 Precision Integrated Sound Level Meter (SLM). The Larson-Davis 820 SLM is a Type 1 standard instrument as defined in the American National Standard Institute (ANSI) S1.4. Measurement instruments were calibrated and operated according to manufacturer specifications. The microphone was placed at a height of 5 feet above the local grade.

The results of the ambient sound measurement data are summarized in **Table B-9, Summary of Ambient Noise Measurements**. As shown therein, the long-term measured CNEL at Locations R1 and R2 ranges from 68 to 69 dBA in which the primary source of noise was traffic along North Allen Avenue and East Walnut Street. As indicated by the noise data in Table B-9, the Project site is generally considered “normally acceptable” [by the City of Pasadena’s Guidelines for Noise Compatible Land Use], for mixed commercial/residential land uses.

To further characterize the area’s noise environment, the CNEL noise levels generated by existing traffic on local roadways was calculated using a noise prediction model developed based on calculation methodologies

provided in the Caltrans Technical Noise Supplement (TeNS) document and traffic data provided in the East Walnut Street Mixed-Use Project Traffic Impact Study (herein referred to as the “Traffic Study”) (Appendix I). The roadway noise calculation procedures provided in the Caltrans TeNS are consistent with Federal Highway Administration RD-77-108 roadway noise prediction methodologies. This methodology allows for the definition of roadway configurations, barrier information (if any), and receiver locations. Noise from a line source, such as motor vehicles on a busy road, generally attenuates by a factor of 3.0 dBA for each doubling of distance when encountering a “hard” site condition such as pavement and by a factor of 4.5 dBA per doubling of distance when encountering a “soft” ground condition such as grass. Given the built nature of the surrounding area, this analysis assumes a hard ground condition.

A model calibration test was performed to establish the noise prediction model's accuracy. Road segments included in the calibration test were North Allen Avenue (R1) and East Walnut Street (R2). At each noted location, a minimum of 15-minute noise recording was made concurrent with logging of actual traffic volumes and auto fleet mix (i.e., standard automobile, medium duty truck, or heavy duty truck). The traffic counts were entered into the noise model along with the observed speed, lane configuration, and distance to the roadway to calculate the traffic noise levels. The differences between the noise levels from the traffic noise model results along North Allen Avenue and East Walnut Street and the measured noise levels along

Table B-9

Summary of Ambient Noise Measurements

Receptor Location	Measured Ambient Noise Levels ^a (dBA)		
	Daytime (7 A.M. to 10 P.M.) Hourly L ₅₀	Nighttime (10 P.M. to 7 A.M.) Hourly L ₅₀	24-Hour Average, CNEL
R1 – 7/24/13 Tuesday (12:00 P.M. to 11:59 P.M.) through 7/25/13 Wednesday (12:00 A.M. to 12:00 P.M.)	62 – 70	48 – 64	69
R2 – 7/24/13 Tuesday (12:00 P.M. to 11:59 P.M.) through 7/25/13 Wednesday (12:00 A.M. to 12:00 P.M.)	53 – 69	51 – 64	68
R3 – 7/25/13 Wednesday (1:00 P.M. to 2:00 P.M.)	56	N/A	N/A
R4 – 7/25/13 Wednesday (1:00 P.M. to 2:00 P.M.)	61	N/A	N/A

^a Detailed measured noise data, including hourly L₅₀ levels, are included in Appendix H, Noise Data, of this document.

Source: PCR Services Corporation, 2013.

the same roadway segments are less than within 1 dBA, which is within the industry standard tolerance of the noise model (i.e., +/- 1 dBA). Therefore, the Project-specific traffic noise prediction model is considered accurate and specific to the Project conditions.

Short-Term Construction Noise

On-Site Construction Activities

As discussed above multi-family residential uses are located north of the Project site (location R3). The residential uses are positioned adjacent to the Project site and represent the closest sensitive receptor. The Project would result in a temporary increase in noise from demolition, preparation of the site for construction, and construction of the new building. The construction for the Project is estimated to last approximately 18 months.

Noise from the construction activities would be generated by vehicles and equipment involved during various stages of construction operations, which would include: demolition, grading, building construction, and paving. The noise levels created by construction equipment would vary depending on factors such as the type of equipment, the specific model, the operation being performed and the condition of the equipment. Construction noise associated with the Project was analyzed using a mix of typical construction

equipment, estimated durations and construction phasing. The Project construction noise model is based on construction equipment noise levels as published by the Federal Highway Administration (FHWA)²⁵.

In an outdoor environment, sound levels attenuate through the air as a function of distance. Such attenuation is called “distance loss” or “geometric spreading” and is based on the source configuration, point source or line source. For a point source such as construction equipment, the rate of sound attenuation is 6 dB per doubling of distance from the noise source. That is, a noise level of 85 dBA at a reference distance of 50 feet from the equipment would attenuate to 79 dBA at 100 feet, and 73 dBA at 200 feet. **Table B-10, Estimates of Off-site Construction Noise Levels (Leq) from On-site Equipment**, provides the estimated construction noise levels at nearby noise sensitive receptors where current ambient noise levels were recorded.

Table B-10
Estimates of Off-Site Construction Noise Levels (L_{eq}) from On-site Equipment

Construction Phases	Estimated Construction Noise Levels at 100 Feet from Construction Equipment, ^a Hourly Leq (dBA)	Significance Level at 100 Feet from Construction Equipment, (dBA)	Exceeds Significance Level?
Demolition	74	85	No
Grading	72		No
Building Construction	71		No
Paving	74		No

Note: Noise Sensitive Receptor locations are shown on Figure B-3.

^a *Partially shielded from the construction site by existing walls.*

^b *Partially shielded from the construction site by existing buildings.*

Source: PCR Services Corporation, 2013.

As shown in Table B-10, the specific on-site equipment expected to be used in each of the four construction phases is predicted to generate off-site noise levels between 71 and 74 dBA at a distance of 100 feet from the construction site. The construction-period noise levels would not exceed the 85 dBA Noise Ordinance limit. As such, construction noise impacts would be less than significant.

Off-Site Construction Activities

Construction ingress/egress for the Project site would be on East Walnut Street with all worker parking and staging to be accommodated on-site. The anticipated primary truck haul route would be along North Allen Street to the Foothill Freeway via the Maple Street or Corson Street ramps. It is estimated that during demolition there would a maximum of 52 haul truck trips per day. The Project’s haul trucks would generate

²⁵ *Roadway Construction Noise Model, Federal Highway Administration, 2006*

approximately 55 dBA (L_{eq}) at 25 feet distance along North Allen Avenue, Maple Street, and Corson Street (haul route), which would be below the existing ambient noise level of 62 to 70 dBA (L_{eq}) along the roadways (as shown in Table B-10 and traffic noise calculations provided in Appendix I). Therefore, noise impacts from off-site construction traffic would be less than significant and no mitigation measures are required.

Operational Noise

The existing noise environment in the Project vicinity is dominated by traffic noise from nearby roadways, with noise also being contributed from nearby commercial and residential activities. This section provides a discussion of potential operational noise impacts, following completion of Project construction, on nearby noise-sensitive receptors. Specific operational noise sources considered herein include mechanical equipment/point sources (i.e., HVAC equipment), community open space, pool area, parking areas, and loading dock and refuse collection areas.

Off-Site Traffic Noise

As shown in **Table B-11**, *Off-Site Traffic Noise Impacts*, the off-site roadway traffic volumes associated with the Project would result in a maximum increase in CNEL of 0.9 dBA along the segments of North Allen Avenue, south of Colorado Boulevard. The largest cumulative roadway noise impact (i.e., Project plus ambient growth plus other known related projects in the vicinity of the Project site) would be 1.1 dBA CNEL, which is predicted to occur along North Allen Avenue, south of Colorado Boulevard. The predicted cumulative noise levels at sensitive receptors adjacent to the street segments studied from growth in ambient traffic and the incremental increase in project-related traffic would range from 65.1 dBA to 70.0 dBA, at or below the maximum level that is considered “normally acceptable” for single- or multi-family residential and commercial/residential mixed uses. Therefore, operational noise impacts to off-site receptors from project-related vehicular traffic would be less than significant.

On-Site Operational Noise

On-site noise generated by the Project would consist primarily of mechanical equipment/point sources (i.e., HVAC equipment), community open space, pool area, parking areas, and loading dock and refuse collection areas.

Mechanical and electrical equipment (e.g., parking structure air vents and building heating ventilation and air conditioning, HVAC, equipment) would be designed to comply with the City’s Noise Ordinance requirement, Section 9.36.090. To comply with this Ordinance, the Project mechanical design documentation would include appropriate design features that reduce HVAC/mechanical noise levels as needed to prevent exceeding the ambient noise level by 5 dBA at any point on neighboring property line, in accordance with Section 9.36.090 of the City’s Municipal Code. Therefore, noise impacts from Project mechanical and electrical equipment would be less than significant.

The Project would include public open spaces and pool area in the western portion of the Project site. Community open space amenities would include at-grade landscaped and hardscape open space, courtyards and gardens, the community room, rooftop view decks, and balconies on some units. The community open space and pool area would be shielded from the noise sensitive receptors, R3, by walls of the multi-family residential uses. Therefore, outdoor noise from the community open space and pool areas would be effectively mitigated by walls of the multi-family residential uses and thus, would not result in a significant impact.

Table B-11

Off-Site Traffic Noise Impacts

Roadway Segment	Calculated Traffic Noise Levels at 25 feet from Roadway, CNEL (dBA)			Project Increment ^c	Cumulative Increment ^d
	Existing	Future 2015 No Project ^a	Future 2015 with Project ^b		
North Allen Avenue					
North Villa Street	67.6	67.9	67.9	0.0	0.3
between Villa Street and Maple Street-I-210 WB On-Off Ramps	68.3	68.6	68.6	0.0	0.3
between Corson Street-I-210 EB On-Off Ramps and East Walnut Street	68.0	68.3	68.3	0.0	0.3
East Walnut Street and Colorado Boulevard	66.4	66.7	66.7	0.0	0.3
South of Colorado Boulevard	64.0	64.2	65.1	0.9	1.1
East Walnut Street					
West of Hill Avenue	67.4	67.9	67.9	0.0	0.5
Between Hill Avenue and North Allen Avenue	67.1	67.7	67.8	0.1	0.7
Between North Allen Avenue and Greenwood Avenue	66.4	67.0	67.0	0.0	0.6
East of Greenwood Avenue	66.5	67.0	67.0	0.0	0.5
Hill Avenue					
North of East Walnut Street	69.4	70.0	70.0	0.0	0.6
South of East Walnut Street	68.9	69.6	69.6	0.0	0.7
Maple Street					
West of North Allen Avenue	65.7	66.2	66.2	0.0	0.5
Marina Hills Drive					
East of North Allen Avenue	64.5	65.2	65.3	0.1	0.8

^a Include future growth plus related (cumulative) projects identified in the traffic study.

^b Include future growth plus related (cumulative) projects and Project traffic.

^c Increase due to Project-related traffic only at Project build-out.

^d Increase due to future growth, related (cumulative) projects, and Project traffic.

Source: PCR Services Corporation, 2013.

The proposed buildings surrounding the community open space and pool area would act as a noise barrier for open space uses. No community open space and pool area would have direct line-of-sight to East Walnut Street and North Allen Avenue, and the buildings would be of sufficient height to attenuate roadway-related noise to well below 70 dBA, CNEL for community open space and pool area. As such, potential impacts to the pool areas would be less than significant.

All Project parking, including 203 parking stalls to serve Project residents, guests, and commercial/restaurant employees and patrons, would be located on-site within a single subterranean level and an at-grade podium level. Noise associated with the surface parking primarily includes moving vehicle noise and infrequent car alarms. Noise associated with vehicle activities, (e.g. slamming doors and car alarms), would be largely shielded to surrounding land uses due to the enclosed parking structure. Therefore, parking facility noise would not increase ambient noise levels at the nearest multi-family residential uses. As such, noise impacts associated with the parking garage would be less than significant.

Within the at-grade level parking structure, adjacent to the commercial/restaurant space, a designated commercial/restaurant loading and unloading delivery area would be provided. Similar to trash pick-up trucks, delivery trucks would enter at the East Walnut Street (Meridith Avenue) entrance and proceed through the parking structure to the designated loading/unloading area. Loading dock and refuse service-related activities such as truck movements/idling and loading/unloading operations would generate noise levels that have a potential to adversely impact adjacent land uses during long-term Project operations. Noise associated with loading dock and refuse collection activities would be largely shielded to surrounding land uses due to the enclosed parking structure. Therefore, loading dock and refuse collection activity related noise would not increase ambient noise levels at the nearest multi-family residential uses. As such, noise impacts associated with the parking garage would be less than significant.

Noise/Land Use Compatibility Impacts

Based on the ambient noise monitoring data provided in Table B-11, the Project would introduce noise-sensitive uses (i.e., residential uses) to an ambient noise environment that already experiences up to 69 dBA (CNEL). According to the City Guidelines for Noise Compatible Land Use, the Project site is considered “normally acceptable” for the proposed development. As noted in Table B-8, conventional construction normally provides the necessary sound attenuation to comply with the Noise Insulation Standards of Title 24 of the California Code Regulations, especially in conjunction with operable (closed) windows,. Furthermore, during the plan check process, the final site plans for the Project would be reviewed to confirm the proposed building design achieves an interior sound environment of 45 dBA (CNEL), per Noise Insulation Standards of Title 24.

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

Potentially
Significant
Impact

Significant
Unless
Mitigation is
Incorporated

Less Than
Significant
Impact

No Impact

Less Than Significant Impact. The Municipal Code does not address groundborne vibration. According to the Federal Transit Administration (FTA), ground vibrations from construction activities very rarely reach the level than can damage structures.²⁶ A possible exception is the case of construction occurring near old, fragile buildings of historical significance where special care must be taken to avoid damage.

The construction activities that typically generate the most severe vibrations are blasting and impact pile driving, which would not be used for the Project. The Project would be constructed using typical construction techniques. Heavy construction equipment (e.g. bulldozer and excavator) would generate a limited amount of ground-borne vibration during construction activities at short distances away (i.e., within 50 feet) from the source. Based on the vibration data by the FTA, typical vibration velocities from the operation of a large bulldozer would be approximately 0.089 inches per second PPV at 25 feet from the source of activity. The nearest residential building (multi-family residential uses, R3), which is approximately 25 feet from the Project construction site, would be exposed to vibration velocities of 0.089 inches per second PPV. As this value is considerably below the 0.5 inches per second PPV significance criteria (potential building damage for older residential building), vibration impacts associated with construction would be less than significant at the nearest residential building.

Post-construction on-site activities would be limited to residential uses that would not generate excessive groundborne noise or vibration. As such, ground-borne vibration and noise levels associated with the Project would be less than significant.

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

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

Less Than Significant Impact. The existing noise environment in the Project area is dominated by traffic noise from nearby roadways, with nearby commercial, retail, and residential activities also contributing to the noise environment. Long-term operation of the Project would not have a significant effect on the community noise environment in proximity to the Project site. Noise sources that would have potential noise impacts include: off-site auto traffic, on-site parking, mechanical (i.e., air-conditioning) equipment, community open space and pool area, and loading dock and refuse collection. Motor vehicle travel on local roadways attributable to the Project, as discussed in Response No. 4.12.a, would have a less than significant impact on community noise levels. Noise levels associated with on-site operations (e.g., parking and mechanical equipment) are also considered less than significant as discussed in Response No. 4.12.a. As such, noise impacts in this regard would be less than significant.

²⁶ U.S. Department of Transportation, Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, 1995

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

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

Less Than Significant Impact. The Project would result in a temporary increase in ambient noise near the Project site during construction period. Construction noise impacts are discussed in Response 4.12.a. As discussed therein, noise generated by on-site construction activities would result in a less than significant impact.

- 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?

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

No Impact. The Project site is not located within an airport land use plan area or within two miles of a public airport or public use airport. Therefore, construction or operation of the Project would not expose people to excessive airport related noise levels. No impact would occur in this regard.

- f. For a project within the vicinity of a private airstrip, heliport or helistop, would the project expose people residing or working in the project area to excessive noise levels?

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

No Impact. The Project site is not located within the vicinity of a private airstrip, or heliport or helistop. Therefore, the Project would not expose people residing or working in the Project area to excessive noise levels from such uses. No impact would occur in this regard.

14. 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)?**

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

Less Than Significant Impact. The Project would introduce 128 multi-family residential units (rental) that would generate a new residential population of approximately 310²⁷ persons and up to 5,000 square feet of commercial/restaurant space that would indirectly increase the population by approximately one²⁸ person in the Project area both on- and off-site for a total of 311 persons.²⁹ The 311 new residents that would be generated by the Project would represent an inconsequential 0.23 percent increase in the existing population (137,122 persons³⁰) in the City. Therefore, the new residents would not result in a substantial increase in the local population.

As mentioned in Response 11.b., in 1994, the General Plan allocated 750 housing units and 650,000 square feet on non-residential development to the East Colorado Specific Plan. As of April 29, 2013, the East Colorado Specific Plan retained a General Plan allocation of 737 housing units and 243,322 square feet of non-residential development potential. The 113 rental units and 5,000 square feet of ground floor commercial/restaurant uses proposed on the Specific Plan portion of the Project site are within these allocations, leaving the Specific Plan with 624 housing units and 238,322 square feet of non-residential space.

Additionally, as stated in the City of Pasadena General Plan Housing Element 2008-2014, providing sufficient and affordable housing for lower income families with children is an important goal in the City. The Project would include ten affordable units (two studios, five one-bedroom units, and three two-bedroom units) to comply with the City’s inclusionary affordable unit requirements. Furthermore, the Project is located in an area already served by existing infrastructure (i.e., roadways, utility lines, etc.).

²⁷ 128 residential units X 2.42 persons = 309.76 direct residents (per the average household size of 2.42 persons/household for the City of Pasadena, U.S. Census Bureau, 2010 Census, http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=DEC_10_DP_DPDP1).

²⁸ 5,000 square feet (0.11 acres) of retail/restaurant X 20.18 employees per acre (per The Natelson Company, Table B-1, Employment Densities [employees per acre] by Anderson Code) = 2.22 employees (2 employees). 2.22 employees X .25 X 2.42 = 1.34 indirect residents (1 indirect resident). Indirect residents are one-quarter of the employees multiplied by 2.42 persons per household.

²⁹ Total residents = 310 direct residents + 1 indirect resident = 311.

³⁰ U.S. Census Bureau, 2010 Census, http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=DEC_10_DP_DPDP1.

As such, the Project would not induce substantial population growth in the area either directly or indirectly and impacts would be less than significant.

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

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

and

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

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

No Impact (b-c). Project implementation would involve the demolition of the four existing on-site buildings and paved areas and removal of existing vegetation including on-site trees and existing infrastructure including three existing on-site power poles. Development of the Project would not displace existing housing. Therefore, no impact would occur to existing housing with Project implementation.

15. PUBLIC SERVICES

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

a. Fire Protection

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

Less Than Significant Impact. Fire protection and emergency medical services are provided by the City of Pasadena Fire Department (PFD). The PFD consists of 185 full time employees, 154 shift personnel, and 32 bureau/administrative personnel. The PFD operates four divisions: Fire Management, Fire Prevention, Fire Operations, and Emergency Medical Services (“EMS”). The Fire Management Division provides planning, control, and management of all PFD activities and staff support for all divisions. This division includes disaster services planning, financial management, training, media relations, and general administration. The

Fire Prevention Division provides review of construction plans, new or remodeling, issuance of permits as required by City codes, periodic inspection of all occupancies within the City except single family dwellings, annual brush surveys, hazardous materials disclosure permits and hazardous waste tracking, investigation of fires to determine cause and origin, and all other required fire prevention activities. The Fire Operations Division performs all duties related to emergency response (i.e., fire, rescue, medical, and hazard abatement), non-emergency service calls, fire prevention and public education programs, in-service training for all personnel, and maintains fire station apparatus, quarters grounds, and equipment. The personnel assigned to the Fire Operations Division are divided between three shifts/platoons (A, B, and C) of 51 personnel staffing engines, trucks, and rescue ambulances with one platoon commander (battalion chief) per shift. The emergency units respond 24 hours per day, seven days a week, from eight strategically located fire stations within the City. The EMS Division provides 24 hour emergency paramedic ambulance response, treatment and transportation of ill and injured, planning and staffing of medical coverage for special events, and related activities. Emergency medical response is performed together with the Fire Operations Division.³¹

PFD Fire Stations 32, 33, and 34 would provide primary fire protection and emergency medical services to the Project site. Fire Stations 32, 33, and 34 are located approximately 0.75 miles northeast, one mile northwest, and 0.75 miles southwest, of the Project site, respectively. Either station might respond to the Project site, depending on availability. **Table B-12, City of Pasadena Fire Station Facilities**, provides information on the location, type of equipment and personnel, and the approximate distance/direction from the Project site. Staffing at each station is dependent on the number and type of fire apparatus at the station.

The City has not adopted a PFD response time goal or measure. However, the City's recommendation is to have a fire unit on the scene for an emergency incident within seven minutes from receipt of call, 90 percent of the time. The current PFD response time for the first fire apparatus on scene is five minutes and 52 seconds, 91.1 percent of the time.³² Due to the close proximity of multiple stations, the response time to the Project site would be within this recommended response time. In 2010, the PFD responded to 14,941 incidents for an average of 41 incidents per day. Of those incident responses, 73 percent of those were to the EMS division, 2.18 percent to fires of all types, 76 building fires (or 6.3 per month), 40 percent were incidents at dwellings, 17 percent on streets and freeways, and 15 percent at commercial/businesses.³³

Construction activities associated with the Project may temporarily increase the existing demand on fire protection and emergency medical services. Construction ingress/egress for the Project site would be on East Walnut Street and emergency access would be maintained. While it is intended that construction parking would be on-site during the majority of construction activities, it would be necessary during some phases of Project construction for workers to park off-site at nearby parking facilities. In such cases, it is anticipated that the Project Applicant would rent spaces for construction workers within available nearby parking lots, at a location to be determined. As such, the Project Applicant would be required to submit a Construction Staging and Traffic Management Plan for review and approval by the Public Works Department prior to the start of construction or the issuance of any permits.

³¹ *City of Pasadena Fire Department Website, General Information*, http://www.cityofpasadena.net/Fire/General_Information/, accessed August 8, 2013 and *City of Pasadena Fire Department Website, Divisions*, <http://www.cityofpasadena.net/Fire/Divisions/>, accessed August 8, 2013.

³² *Fire Department Station Location Study, City of Pasadena, Powerpoint Presentation presented by Calvin E. Wells, Fire Chief and Kevin Costa, Deputy Fire Chief, prepared by Citygate Associates, LLC, presented on March 26, 2012.*

³³ *Ibid.*

Table B-12

City of Pasadena Fire Station Facilities

Fire Station	Address	Apparatus Equipment	Personnel	Approximate Distance/Direction from Project site ^a
Fire Station 31	135 South Fair Oaks Avenue	Paramedic Engine 31, Truck 31, Rescue Ambulance 31, Bicycle Paramedics, Antique Engine	30 (10/shift)	2 miles southwest
Fire Station 32	2424 East Villa Street	Paramedic Engine 32, Truck 32, Rescue Ambulance 32, Urban Search and Rescue 32, Public Education Units, Reserve Urban Search and Rescue Unit, Reserve Truck 32	30 (10/shift)	0.75 miles northeast
Fire Station 33	515 North Lake Avenue	Paramedic Engine 33, Rescue Ambulance 33, Reserve Engine 37, Reserve Engine 34, Reserve Engine 32, Reserve Truck, Reserve Rescue Ambulances 736 and 33	12 (4/shift)	1 mile northwest
Fire Station 34	1360 East Del Mar Boulevard	Rescue Ambulance 34, Battalion 3, Strike Team Leader Unit, Reserve Battalion Units, Utility Unit	2 or 8? (7/shift)	0.75 miles southwest
Fire Station 36	1140 North Fair Oaks Avenue	Paramedic Engine 36 and Rescue Ambulance 36	18 (6/shift)	2.25 miles northwest
Fire Station 37	3430 East Foothill Boulevard	Paramedic Engine 37, Patrol 37, Water Tender 37	12 (4/shift)	2 miles east
Fire Station 38	1150 Linda Vista	Paramedic Engine 38 and Patrol 38	12 (4/shift)	3.75 miles northwest
Fire Station 39 ^b	50 Avenue 64	Paramedic Engine 39	12 (4/shift)	3.75 miles southwest

^a Approximate distance/direction from Project site in miles is a straight line distance, not a drive distance.

^b Fire Station 39 recently closed due to an independent safety audit showed it posed a significant risk of structural failure in a major earthquake and is currently being rehabilitated with completion expected by the end of 2013, prior to any construction activities at the Project site. In the mean-time, one rescue ambulance is temporarily located nearby at 159 Glen Summer Road.

Sources: City of Pasadena Fire Department Website, Station Directory, http://www.ci.pasadena.ca.us/Fire/Station_Directory/, accessed August 8, 2013.

Code2High Website, <http://www.code2high.com/index.htm>, accessed August 8, 2013.

City of Pasadena, Pasadena Fire Department, Fire Department Facilities Condition Evaluation, prepared by WLC Architects, Inc., dated April 2011.

The Project Contractor would be required to obtain permission for limited street parking during construction work hours only. The Project Applicant anticipates intermittent parking and/or traffic lane closures primarily along East Walnut Street and North Allen Street during City-approved construction hours. Construction activities may cause the occasional exposure of combustible materials, such as wood, plastics, sawdust, coverings and coatings, to heat sources including machinery and equipment sparking, exposed

electrical lines, welding activities, and chemical reactions in combustible materials and coatings. However, in compliance with the requirements of Occupational Safety and Health Administration, construction managers and personnel would be trained in emergency response, and private fire monitoring personnel would be trained with regard to the sequence of operations guidelines. Further, Project construction is required to comply with the 2010 CBC, the 2010 California Fire Code (“CFD”), and Chapter 14.28, Fire Prevention Code, of the Municipal Code. The Project’s construction phase would be short-term and would not permanently increase fire services demand or require construction of new facilities. Therefore, construction impacts on fire protection services would be less than significant.

Project operation would incrementally increase demand for fire protection and emergency medical services. The Project would introduce 128 multi-family residential units that would generate a new residential population of approximately 310 persons and up to 5,000 square feet of commercial/restaurant space that would indirectly increase the population by approximately one person in the Project area both on- and off-site for a total of 311 persons. The 311 new residents that would be generated by the Project would represent an inconsequential 0.23 percent increase in the existing population (137,122 persons) in the City. As shown on Plate P-2, Summary of Hazards Map (II), of the General Plan Safety Element (2002), the Project site is not located in an area of moderate or very high fire hazard. Further, according to the City’s “Fire Hazard Severity Zone” map³⁴, the Project site is designated “urban unzoned”, not in an area of moderate or very high fire hazard. The nearest fire hazard severity zone to the Project site mapped by the City is a “moderate” fire hazard zone located just west of the I-210 and SR-134 merger, approximately 2.5 miles to the west. In addition, the Project site is surrounded by urban development and not adjacent to any wildlands. Therefore, no fuel modification for fire fuel management would be required.

As required by CBC, CFD, the Municipal Code, and the PFD, the Project would include design standards ensuring adequate fire protection. Fire hydrants would not flow less than 1,500 gpm at 20 psi and be located within 400 feet of all exterior portions of the buildings, with 200-foot average spacing between hydrants. Three existing fire hydrants are located within the vicinity of the Project site: (1) fire hydrant 816-5, located at the southwest corner of East Walnut Street and Meridith Avenue, approximately 67 feet south of the south property line of East Walnut Street; (2) fire hydrant 816-15, located at the southeast corner of East Walnut Street and North Allen Avenue, approximately 68 feet south of the south property line; and (3) fire hydrant 816-16, located at the northwest corner of North Allen Avenue and Locust Street, approximately 308 feet north of the north property line of East Walnut Street.

The Project requires a minimum of five feet unobstructed firefighter access to all exterior portions of the buildings. The Project would include installation of a stand pipe system with a fully automatic fire sprinkler system. Knox locks for emergency building entry requirements would be provided at all main building points of entry, including the parking garage entry, as required by the Municipal Code. The buildings would provide a fully automatic and manual fire alarm detection and notification system with approved radio coverage for emergency responders. All residential units would have smoke alarms and at least one operable door or window approved for emergency escape or rescue that would open directly into a public street, yard, or exit court. The emergency door or window would be operable from the inside to provide a full, clear opening without the issue of separate tools. Emergency access would be provided via a single driveway following the current alignment of Meridith Avenue, as described in Section 17,

³⁴ *Fire Hazard Severity Zone, Pasadena Fire Department, created by Information Technology Services Division, dated July 1, 2008.*

Transportation/Traffic, below. Traffic signaling systems serving the Project site are required to have emergency vehicle signal preemption controls installed. Further, final Project site plans would be subject to review and approval by the PFD to ensure adequate emergency access is provided by the Project.

Another important component of ensuring fire protection service is the availability of adequate firefighting water flow. Fire flow requirements are closely related to land use. The quantity of water necessary for fire protection varies with the type of development, life hazard, occupancy, and the degree of fire hazards. Per the PFD, a current fire flow report (not older than six months) performed by the Pasadena Water Department, would be provided to the PFD when applying for building permits to construct any structure. The minimum fire flow for the Project site would be 8,000 gallons per minute (“gpm”) at 20 pounds per square inch (“psi”). The ability of the water service provider to provide water supply to the Project site is further discussed below in Section 18, *Utilities and Service Systems*.

Further, the PFD’s operating budget is generated through tax revenues, penalties and service fees, and allowed government assistance. Facilities, personnel, and equipment expansion and acquisition are tied to the City budget process and tax-based expansion. Tax-base expansion from development of the Project would generate funding for fire protection and emergency medical services.

Based on the above, impacts regarding fire protection services and emergency medical services would be less than significant and no new or altered fire facilities would occur as a result of Project implementation.

b. Libraries

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

Less Than Significant Impact. The Pasadena Public Library (PPL) provides library services to the City, including the Project site. The PPL consists of the Pasadena Central Library and nine branch libraries. In addition to circulating a wide range of books and collections in a variety of formats, the PPL sponsors programs for adults and children, services to the homebound, preschool story hours, and the City’s Summer Reading Program. The PPL offers collections far in excess of the national per capita guidelines established by the American Library Association’s Public Library Division. According to the California State Library, the PPL provided 5.67 total materials per capita during the 2009-2010 fiscal years while the Statewide average was 2.16 total materials per capita.³⁵ Over 66 percent of the City residents possess library cards and approximately 4,000 residents use one of the City’s libraries daily. The annual average number of library materials checked out per resident is 12, compared to the national average of 6.4 for cities with a population over 100,000 residents. The Central Library is visited by an average of more than 55,000 residents each month.³⁶ The Project site is located within approximately four miles of the Pasadena Central Library and nine branch libraries. Specifically, the nearest libraries, Hill Avenue Branch and Lamanda Park Branch, are

³⁵ *Lincoln Avenue Specific Plan Draft EIR, Section 5.10, Public Services, prepared by The Planning Center/DC&E, dated March 2013.*

³⁶ *City of Pasadena Library Website, About the Library, http://www.ci.pasadena.ca.us/library/about_the_library/, accessed August 12, 2013.*

located approximately 0.50 miles southwest and 0.94 miles northwest, respectively. **Table B-13**, *City of Pasadena Library Facilities*, provides information on the location, size, collection, service area, and the approximate distance/direction from the Project site.

Table B-13**City of Pasadena Library Facilities**

Name	Address	Size (square feet)	Collection (books)	Service Area (population)	Approximate Distance/Direction from Project site^a
Central Library	285 East Walnut Street	130,000	345,591	20,967	1.75 miles west
Allendale Branch	1130 South Marengo Avenue	3,172	41,418	8,760	2.40 miles southwest
Hastings Branch	3325 East Orange Grove Boulevard	7,800	64,069	19,860	1.85 miles northeast
Hill Avenue Branch	55 South Hill Avenue	4,752	41,859	22,572	0.50 miles southwest
La Pintoresca Branch	1355 North Raymond Avenue	6,225	56,861	33,291	2.40 miles northwest
Lamanda Park Branch	140 South Altadena Drive	6,225	51,846	5,621	0.94 miles northwest
Linda Vista Branch	1281 Bryant Street	3,500	28,976	5,447	3.86 miles northwest
San Rafael Branch	1240 Nithsdale Road	3,882	37,555	5,201	3.63 miles southwest
Santa Catalina Branch	999 East Washington Boulevard	5,850	48,589	20,270	1.56 miles northwest
Villa Parke Branch	363 East Villa Street	1,500	12,861	11,920	1.64 miles west

^a Approximate distance/direction from Project site in miles is a straight line distance, not a drive distance.

Source: City of Pasadena Library Website, *About the Library*, http://www.ci.pasadena.ca.us/library/about_the_library/, accessed August 12, 2013.

Project operation would incrementally increase demand for library services. The estimated 311 new residents that would be generated by the Project would represent an inconsequential 0.23 percent increase in the existing population (137,122 persons) in the City. Since the PPL has not adopted specific service standards, the number of square footage and materials required for the additional 311 new residents cannot be quantified. However, due to the proximity of the Project site to all City libraries, the effect of any one library would be nominal and distributed over the local vicinity. Further, the PPL provides over twice as many materials per capita compared to the Statewide average. As such, the Project would not be expected to

impact the library system. To ensure that the library services are not eroded by future development, prior to the issuance of a building permit for the construction of residential and commercial/restaurant uses, the Project Applicant would pay the required Library Special Tax to the City, as set forth in Chapter 4.109, Library Special Tax, Section 4.109.180, Tax Rate, of the Municipal Code.³⁷ These revenues are deposited into a Library Special Tax Fund and are used exclusively for the maintenance, improvements, and operations of the library and to cover the costs of administering the special tax itself. Therefore, impacts to library services and facilities would be less than significant.

c. Parks

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

Less Than Significant Impact. The City has approximately 338.2 acres of total parkland and 502.3 acres of open space.³⁸ Parks within the City include four citywide parks, five community parks, and 15 neighborhood parks.³⁹ Citywide parks have contact with the natural and/or historic environment and possess a unique character or function not found in community or neighborhood parks. Citywide parks contain facilities that are used by residents throughout the City for activities that cannot be accommodated in other parks. Community parks provide a broad range of both passive and active recreational opportunities with the primary purpose to provide recreational opportunities for use by both residents and visitors from the surrounding region. Neighborhood parks are intended to serve City residents who live in close proximity.⁴⁰

The City's Green Space, Recreation, and Parks Master Plan ("Parks Master Plan") identify ¼ and ½ mile radii or "walkable service areas" as the distance at which parks are a convenient walk from residences. As described in the Parks Master Plan, ½ mile represents a 10-20 minute walk for most people while a ¼ mile represents an appropriate distance for those residents with limited walking abilities. Barriers to walkability, such as the I-210 and I-134 freeways, are obstacles which most people would not cross in order to access a community or neighborhood park.⁴¹ The nearest neighborhood park, Jefferson Park, is located across the I-210, approximately 0.34 miles northwest of the Project site. Using the ¼-mile and ½-mile radius walkable service areas and considering the I-210 freeway as an obstacle to walking between the Project site and Jefferson Park, the Parks Master Plan identifies the Project area as a "green space gap", specifically "Gap 4", an area around Pasadena City College. This means the Project site's residents do not have access to parks at

³⁷ Per Title 4, Revenue and Finance, Chapter 4.109, Library Special Tax, Section 4.109.180, Tax Rate, for each residential unit of a multi-unit building which is not a condominium project, the annual special tax shall be equal to the special tax in the prior fiscal year multiplied by a factor equal to one plus the change in the Consumer Price Index (CPI) prepared by the Bureau of Labor Statistics of the United States Department of Labor for all urban consumers for the Los-Angeles-Riverside-Orange County statistical area, or any succeeding index, during the 12-month period ending the last day of the prior fiscal year, plus three dollars (\$3.00); for each nonresidential parcel, plus thirty dollars (\$30.00).

³⁸ Green Space, Recreation and Parks Master Plan, Section 2, Existing Recreation Facilities, http://www.ci.pasadena.ca.us/Planning/CommunityPlanning/Green_Space_Element_and_Master_Plan/, accessed August 13, 2013.

³⁹ *Ibid.*

⁴⁰ *Ibid.*

⁴¹ *Ibid.*

a level recommended by the City. However, the Project site is located within approximately two miles of three community parks, eight neighborhood parks, and two community centers. **Table B-14, Existing Pasadena Parks and Recreational Facilities Near the Project Site**, provides information on the type, location, size, park amenities/activities, and the approximate distance/direction from the Project site. Due to the proximity of the Project site to numerous parks and recreational facilities, the effect of any one park would be nominal and distributed over the local vicinity, resulting in no increase in demand to any one recreational facility and would not be sufficient to substantially deteriorate, or accelerate the deterioration of recreational facilities or resources. Further, the Project would positively impact the site by providing an enhanced pedestrian corridor, resulting in better connections to existing parks. Project improvements would include marked crosswalks, curb extensions, pedestrian street lighting, maintaining/providing street trees, and landscaped areas.

Project operation would incrementally increase demand for park services. The estimated 311 new residents that would be generated by the Project would represent an inconsequential 0.23 percent increase in the existing population (137,122 persons) in the City. Implementation of the Project would also indirectly increase the need for parkland by permitting development of up to 5,000 square feet of commercial/restaurant space, which would slightly increase the daytime population in the Project area given the new employees and patrons. As mentioned in the City's Park Impact Fee Nexus Study (2004), the City's standard for developed parkland is 2.17 acres and 1.49 acres of open space for a total of 3.66 acres of park and open space per 1,000 residents. Based on this standard, the estimated population increase would require 0.67⁴² additional acres of parkland and 0.46⁴³ additional acres of open space for a total of 1.13⁴⁴ acres of park and open space. The Project does not include proposed parks and would not result in the expansion of existing facilities. Residential amenities would include a pool and spa, community room/fitness facility, tot lot, barbecue facilities, and a self-serve pet spa. Community open space amenities would include at-grade landscaped and hardscape open space, courtyards and gardens, fountain features with seating, outdoor furniture, the community room, rooftop view decks, and balconies on some units.

The Project would meet the parkland dedication or fee requirements pursuant to the Quimby Act and Chapter 4.17, Residential Impact Fee, Section 4.17.050, Fee for Parkland Acquisition, Capital Improvements and Maintenance, of the Municipal Code. According to the Residential Impact Fee, the Project Applicant would pay a park mitigation fee of \$756.00 per affordable unit and \$19,743 per residential unit for a total of \$2,337,234.00⁴⁵ for the residential component of the Project. The City further collects an impact fee of \$3.09 per square foot of non-residential space. Per the Municipal Code, the Project Applicant would pay an additional \$15,450.00⁴⁶ for the commercial/restaurant component of the Project. Payment of these park impact fees would reduce impacts on parks. Therefore, the Project would not have a significant physical impact upon recreational facilities, nor would there be a significant increase in demand for existing public park facilities. Thus, a less than significant impact on parks in the Project vicinity would occur.

⁴² $311 \text{ new residents} / 1,000 \text{ persons} = 0.31$. $0.31 \times 2.17 = 0.67 \text{ acres of developed parkland}$.

⁴³ $0.31 \times 1.49 = 0.46 \text{ acres of open space}$.

⁴⁴ $0.67 \text{ acres of developed parkland} + 0.46 \text{ acres of open space} = 1.13 \text{ acres of parkland and open space}$.

⁴⁵ $\$756.00 \times 10 \text{ affordable units} = \$7,560.00$. $\$19,743 \times 118 \text{ residential units} = \$2,329,674.00$. $\$7,560.00 + \$2,329,674.00 = \$2,337,234.00$.

⁴⁶ $\$3.09 \times 5,000 \text{ square feet} = \$15,450.00$.

Table B-14

Existing Pasadena Parks and Recreational Facilities Near the Project Site

Name (Type)	Location	Size (acres/ square feet)	Parks Amenities/Activities	Approximate Distance/Direction from Project site ^a
Eaton Blanche Park (Neighborhood Park)	3100 East Del Mar Boulevard	5.50	Two tennis courts with lights, one softball diamond, one basketball court with lights, playground equipment, nine picnic tables, open grass area, rose garden, and parking lot	1.70 miles northwest
Eaton Sunnyslope Park (Neighborhood Park)	Sunnyslope Avenue and Paloma Street	1.88	Children's play area, picnic tables, open grass area, and drinking fountains	1.50 miles northeast
Grant Park (Neighborhood Park)	232 South Michigan Avenue	2.5	Two tennis courts with lights, half-basketball courts, softball diamond, three horseshoe pits, large playground area for children, barbecue pits, picnic tables with canopies, open grass area with several trees, drinking fountains, and restrooms	0.80 miles southwest
Gwinn Park (Neighborhood Park)	Orange Grove Boulevard and Sunnyslope Avenue	2.7	Picnic tables, open grass areas, and drinking fountains	1.48 miles northeast
Jefferson Park (Neighborhood Park)	1501 East Villa Street	4.4	One softball diamond with lights and bleachers, small open field for soccer/flag football/overlay softball, basketball court with lights, water park, play areas, picnic tables, benches, and drinking fountains	0.34 miles northwest
Memorial Park (Community Park)	85 East Holly Street	5.3	Band shell and seating, picnic facilities, benches, large open grass area, exercise walk, drinking fountains, restrooms, and the Pasadena Senior Center.	1.90 miles west
McDonald Park (Neighborhood Park)	1000 East Mountain Street	4.8	One softball diamond, one basketball court, volleyball court, two sided handball courts, open grass area, playground equipment, picnic facilities, benches and pergola, drinking fountains, and restrooms	1.00 mile northwest
Victory Park (Community Park)	2575 Paloma Street	24.6	Three softball diamonds with lights and bleachers, one baseball diamond with lights, one multi-purpose lit field suitable for soccer or flag football, sand volleyball court, large children's play area, picnic areas, drinking fountains, restrooms, and the Victory Park Center	1.06 miles northeast
Victory Park Center	2575 Paloma Street	N/A	Recreational activities and opportunities, large gymnasium, all-purpose meeting room, social recreational rooms, small meeting room with kitchen, drinking fountains, and restrooms	1.06 miles northeast

Table B-14 (Continued)

Existing Pasadena Parks and Recreational Facilities Near the Project Site

Name (Type)	Location	Size (acres/ square feet)	Parks Amenities/Activities	Approximate Distance/Direction from Project site ^a
Villa Parke (Community Park)	363 East Villa Street	8.1	Softball diamond with lights and bleachers, one regulation soccer field with lights, one multi-purpose field, four basketball backboards, swimming pool (open during summer months only), children’s play area, grass area with trees, picnic tables, drinking fountains, restrooms, parking lot, and the Villa-Parke Community Center	1.64 miles northwest
Villa-Parke Community Center	363 East Villa Street	41,475	Large auditorium with stage and storage area, weight room, boxing rooms, gymnasium with showers, lounge, social/recreation room, teen facility meeting rooms, senior room, several small meeting rooms, and two kitchens	1.64 miles northwest
Vina Vieja Park (Neighborhood Park)	3026 East Orange Grove Boulevard	7.5	Large picnic shelter, three additional picnic areas, and a dog park divided into two sections for large dogs and small dogs	1.65 miles northeast
Washington Park (Neighborhood Park)	Washington Boulevard and El Molino Avenue	5.5	One small softball diamond, two tennis courts with lights, one basketball court with lights, two one-wall handball courts, children’s play area with equipment, small open grass area surrounded by trees, two picnic areas, drinking fountains, and restrooms	1.73 miles northwest

^a Approximate distance/direction from Project site in miles is a straight line distance, not a drive distance.

Source: City of Pasadena Website, Facilities and Parks, http://www.ci.pasadena.ca.us/HumanServices/Facilities_and_Parks/, accessed August 13, 2013.

d. Police Protection

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

Less Than Significant Impact. The Pasadena Police Department (PPD) provides police protection in the City, including the Project site. The PPD station is located at 207 North Garfield Avenue, located approximately 1.7 miles to the west of the Project site. The police force consists of approximately 235 sworn officers and 113 civilian personnel.⁴⁷ The PPD station equipment includes the following police vehicles

⁴⁷ Lincoln Avenue Specific Plan Draft EIR, Section 5.10, Public Services, prepared by The Planning Center/DC&E, dated March 2013.

(units): supervisor mobile command, patrol, K-9, motorcycle, jail transportation, bicycle, air (helicopter), miscellaneous, community volunteer, and identification technicians. The PPD consists of the following divisions: Administration, Air Operations Section, Support Operations Division, Criminal Investigation Division, Field Operations Divisions, and Strategic Services Division.⁴⁸ The PPD divides the City into five geographic areas each with its own Lieutenant and division of officers. The Project site is located in the Central Service Area 3, which includes the central portion of the City east of Lake Avenue and west of Altadena Drive.⁴⁹ The PPD's standard for desired response time to emergency and nonemergency calls is to maintain an average response time of six minutes or less to priority calls.⁵⁰

During Project construction, equipment and building materials could be temporarily stored on-site, which could result in theft, graffiti, and vandalism. However, the site is located in an area with high vehicular activity. In addition, the construction site would be fenced. Given the visibility of the Project site from adjacent roadways and surrounding properties, existing police presence in the City, maintained emergency access, construction fencing and the provision of on-site security, as necessary, the Project is not expected to increase demand on existing police services to a meaningful extent. Therefore, the Project would have a less than significant temporary impact on police protection during the construction phase.

Operation of the Project would only incrementally increase demand for police protection services. The estimated 311 new residents that would be generated by the Project would represent an inconsequential 0.23 percent increase in the existing population (137,122 persons) in the City. Implementation of the Project would also indirectly increase the need for police protection by permitting development of up to 5,000 square feet of commercial/restaurant space, which would slightly increase the daytime population in the Project area given the new employees and patrons. The Project would include the presence of a full-time on-site manager during Project operation to ensure the safety of its residents and site visitors. The on-site manager would monitor entrances and exits of buildings; manage and monitor fire/life/safety systems; and patrol the property. The buildings would include controlled access to the parking garage and the community room/fitness facility by the issuance of electronic access cards. Access to commercial and restaurant uses would be unrestricted during business hours, with public access discontinued after businesses have closed. Project design also includes features to enhance site security including such items as lighting of entry-ways and public areas, nighttime security lighting, video surveillance, and locks and alarms on the commercial and restaurant uses.

The PPD's operating budget is generated through tax revenues, penalties and service fees, and allowed government assistance. Facilities, personnel, and equipment expansion and acquisition are tied to the City budget process and tax-based expansion. Tax-base expansion from development of the Project would generate funding for police protection.

Based on the above, impacts regarding police protection services would be less than significant and no new or altered police facilities, equipment, or officers would occur as a result of Project implementation.

⁴⁸ Code2High Website, <http://www.code2high.com/index.htm>, accessed August 8, 2013.

⁴⁹ City of Pasadena Police Department Website, *Police Community Services Areas*, http://www.ci.pasadena.ca.us/Police/Community_Service_Areas/, accessed August 14, 2013.

⁵⁰ *Lincoln Avenue Specific Plan Draft EIR, Section 5.10, Public Services*, prepared by The Planning Center/DC&E, dated March 2013.

e. Schools

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

Less Than Significant Impact. The Project would be served by the Pasadena Unified School District (“PUSD”). There are 26 schools in the district: 15 elementary schools (kindergarten through fifth grade [K-5]), two K-8 schools (kindergarten through eighth grade [K-8]), three middle schools (grades 6-8), four high schools (grades 9-12), and two continuation schools. District-wide enrollment for the 2011-2012 school year was 9,060 elementary school students, 4,035 middle school students, and 5,454 high school students for a total of 18,652 students.⁵¹ The PUSD is expected to experience a decline in enrollment over the next few years, with the decline seen throughout the grade levels. The K-12 district student population is projected to decrease by approximately 1,822 students over the projection time frame. The elementary school student population is expected to decrease by 583 students. The middle school student population is expected to decrease by 454 students by the fall of 2015/2016. The high school student population is expected to have the greatest decline, with the projected 9-12 student population falling 796 students over the projection period.⁵²

Project construction would create temporary construction jobs. Construction workers would be drawn from an existing work pool, and would work at the site for only short durations. There would be no new student population associated with Project construction.

Project operation would incrementally increase demand for school services. The estimated 311 new residents that would be generated by the Project would represent an inconsequential 0.23 percent increase in the existing population (137,122 persons) in the City. If Project employees currently reside in neighboring communities and have school children, it is expected the children would remain enrolled in their current school. However, if some employees with school age children choose to move closer to work, or if some new employees with children are hired from the surrounding community or another City, there could be a negligible increase in student population in the nearby schools. The Project site is located within the attendance boundaries of the Hamilton Elementary School, the Wilson Middle School, and the Pasadena High School.⁵³ The Hamilton Elementary School, K-6, is located 2089 Rose Villa Street, approximately 0.7 miles southeast of the Project site. The Wilson Middle School is located at 300 South Madre Street, approximately 1.9 miles southeast of the Project site. The Pasadena High School is located at 2925 East Sierra Madre Boulevard, approximately 1.5 miles northeast of the Project site.

To ensure less than significant impacts related to schools, the Project Applicant would pay the required Senate Bill 50 (SB 50) development fees pursuant to Section 65995 of the California Government Code. In

⁵¹ City of Pasadena Unified School District Website, *At a Glance 2011-2012*, <http://pasadenausd.org/modules/groups/homepagefiles/cms/917180/File/At%20a%20Glance%20Eng%20&%20Span.pdf>, accessed August 14, 2013.

⁵² Pasadena Unified School District, *Fall 2009/2010 Student Population Projection Report, Fall 2010/11 – Fall 2016/17 Student Population Projections by Residence*, prepared by Davis Demographics & Planning, Inc, dated February 26, 2010.

⁵³ City of Pasadena Unified School District Website, *School Site Locator*, <http://www.schoolsiteonline.com/schoolsitelocator/?districtCode=19474>, accessed August 14, 2013.

accordance with SB 50, the payment of this fee is deemed to provide full and complete mitigation for impacts to schools facilities. Further, the City collects a PUSD Construction Tax on all new construction, both residential and commercial. These fees would be used to fund additional school facilities and school improvements that may be required to provide adequate school services to the Project area. Therefore, impacts to school services and facilities would be less than significant.

f. Other Public Facilities

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

Less Than Significant Impact. The Project residents, employees, and visitors would utilize and, to some extent, impact the maintenance of public facilities, including roads. However, implementation of the Project would result in an inconsequential increase (0.23 percent population increase) in the type or frequency of uses of area governmental services and roadways. Therefore, development of the Project would not significantly increase the use of government services beyond current levels. Construction activities would result in a temporary increased use of the surrounding roads. However, the use of such facilities would not require maintenance of such facilities beyond normal requirements. The Project Applicant would need to pay all City impact fees, including the applicable City Trip Reduction/Transportation Improvement fees as described in Section 17, *Transportation/Traffic*, below. Overall, less than significant impacts to governmental services, including roads, would occur.

16. 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?

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

Less Than Significant Impact. See Response No. 15.c., above.

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?

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

Less Than Significant Impact. See Response No. 15.c., above.

17. TRANSPORTATION/TRAFFIC

Would the project:

- a. **Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?**

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

Less Than Significant Impact. The following analysis of traffic impacts is based on the East Walnut Street Mixed-Use Project Traffic Impact Study (herein referred to as the “Traffic Study”), prepared by Linscott, Law & Greenspan, Engineers, dated March 19, 2013 (Appendix I).

Traffic Study Intersections

The Traffic Study assessed the following seven study intersections designated by City of Pasadena Department of Transportation (PasDOT) staff:

1. Hill Avenue/Walnut Street;
2. Allen Avenue/Villa Street;
3. Allen Avenue/Maple Street-I-210 Freeway Westbound (WB) On-Off-Ramps;
4. Allen Avenue/Corson Street-I-210 Freeway Eastbound (EB) On-Off Ramps;
5. Allen Avenue/Walnut Street;
6. Allen Avenue/Colorado Boulevard; and
7. Greenwood Avenue/Walnut Street-Foothill Boulevard

The locations of the study intersections are illustrated in **Figure B-4, Traffic Study Area**. All seven study intersections are presently controlled by traffic signals. The existing intersection controls and roadway configurations at the seven study intersections are illustrated in **Figure B-5, Existing Street System**.

Traffic Study Street Segments

The Traffic Study assessed the following four study street segment locations designated by PasDOT staff:

1. Walnut Street west of Meridith Avenue;
2. Allen Avenue north of Walnut Street;
3. Allen Avenue south of Walnut Street; and

4. Walnut Street east of Allen Avenue

The existing travel lanes and posted speed limits on the study street segments are also illustrated in Figure B-5.

Intersection Traffic Impact Analysis Scenarios

As part of the Traffic Study, the following scenarios were evaluated:

- Existing Conditions;
- Existing With Project Conditions;
- Future Without Project With Ambient Growth Conditions;
- Future Without Project With Ambient Growth and Related Projects Conditions; and
- Future With Project Conditions

The traffic volumes for each new condition were added to the volumes in the prior condition to determine the change in capacity utilization at the study intersections.

Intersection Analysis Methodology

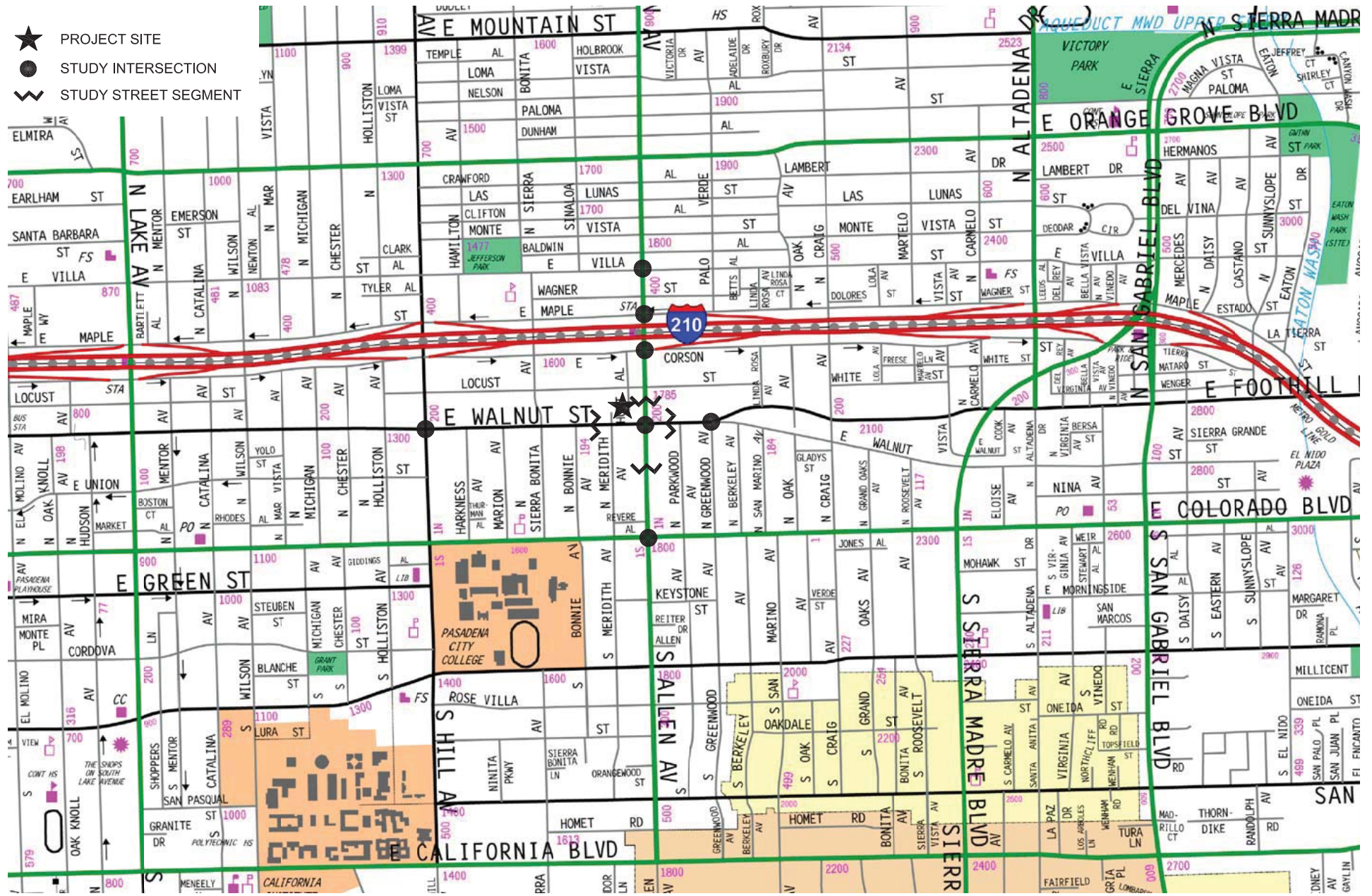
The seven study intersections were evaluated using the Intersection Capacity Utilization (ICU) method of analysis which determines Volume-to-Capacity (V/C) ratios on a critical lane basis. The overall intersection V/C ratio is subsequently assigned a Level of Service (LOS) value to describe intersection operations. Levels of Service vary from LOS A (free flow) to LOS F (jammed condition).

City of Pasadena Intersection Impact Criteria and Thresholds

The relative impact of the added Project traffic volumes to be generated by the Project during the weekday A.M. and P.M. peak hours was evaluated based on the analysis of existing and future operating conditions at the study intersections, without and with the Project. The capacity analysis procedures were utilized to evaluate the future V/C relationships and service level characteristics at each study intersection.

The significance of the potential impacts of Project-generated traffic at each study intersection was identified using criteria set forth in the City of Pasadena's *Transportation Impact Review Current Practice and Guidelines*. According to the City's Sliding Scale Method for calculating the level of impact due to traffic generated by a project a significant transportation impact is determined based on the criteria presented in **Table B-15, City of Pasadena Intersection Impact Threshold Criteria**. The City's Sliding Scale Method requires mitigation of project traffic impacts whenever traffic generated by the proposed development causes an increase of the analyzed intersection V/C ratio by an amount equal to or greater than the values shown below. The ICU calculations use a lane capacity of 1,700 vehicles per hour (vph) for left-turn, through, and right-turn lanes, and a dual turn lane capacity of 3,060 vph. A clearance interval of 0.10 is also included in the ICU calculations.

- ★ PROJECT SITE
- STUDY INTERSECTION
- ⚡ STUDY STREET SEGMENT



MAP SOURCE: RAND MCNALLY & COMPANY

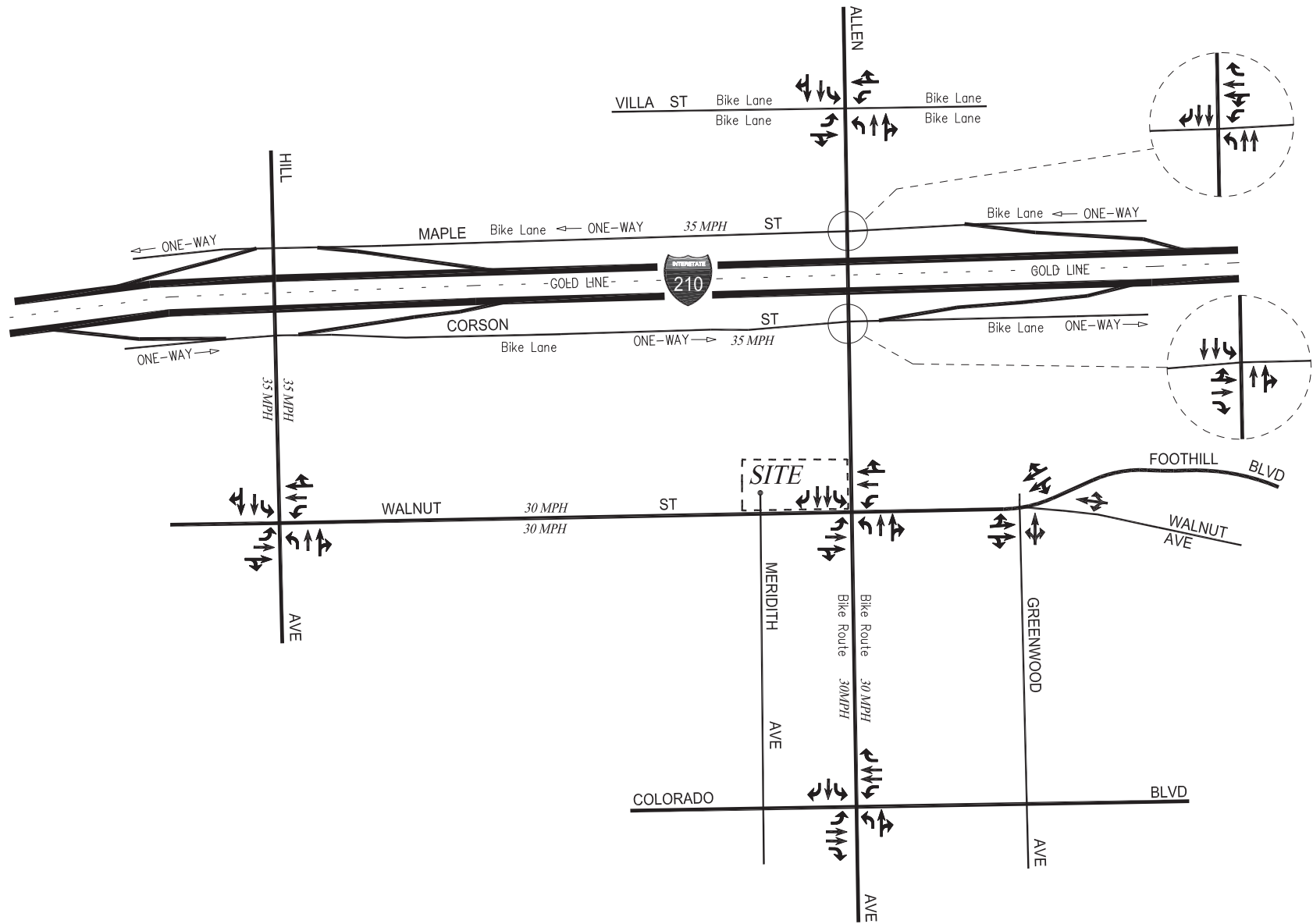


Not to scale

Traffic Study Area

Allen and Walnut Transit Oriented Development Plan
 Source: Linscott, Law & Greenspan, Engineers, 2013.

FIGURE
B-4



Not to scale

Existing Street System

Allen and Walnut Transit Oriented Development Plan

Source: Linscott, Law & Greenspan, Engineers, 2013.

FIGURE

B-5

Table B-15

City of Pasadena Intersection Impact Threshold Criteria

Level of Service	Project Related Increase in Volume-to-Capacity (V/C)	Volume-to-Capacity (V/C) Ratio
A	Equal to or greater than 0.06	0.000-0.600
B	Equal to or greater than 0.05	0.600-0.700
C	Equal to or greater than 0.04	0.700-0.800
D	Equal to or greater than 0.03	0.800-0.900
E	Equal to or greater than 0.02	0.900-1.000
F	Equal to or greater than 0.01	Greater than 1.000

Source: *East Walnut Street Mixed-Use Project Traffic Impact Study, prepared by Linscott, Law & Greenspan, Engineers, dated March 19, 2013.*

City of Pasadena Street Segment Impact Criteria and Thresholds

As required by City traffic study guidelines, existing and net new Project Average Daily Traffic (ADT) volumes were determined at four street segment locations in the vicinity of the Project. The City ADT impact threshold criteria for street segments are listed in **Table B-16, City of Pasadena Street Segment Impact Threshold Criteria.**

Existing Light Rail Transit Service

The Metro Gold Line is a light rail transit line that runs east-west from East Pasadena to the Pasadena Civic Center area and north-south from the Pasadena Civic Center area to Union Station in Downtown Los Angeles. The Metro Gold Line travels within the median of the Foothill Freeway (I-210) and in Metro right-of-way between Raymond Avenue and Arroyo Parkway. The Gold Line Light Rail system provides six stations in the City: 1) Sierra Madre Villa Station, 2) Allen Avenue Station, 3) Lake Avenue Station, 4) Memorial Park Station, 5) Del Mar Station, and 6) Fillmore Street Station. The Allen Avenue Gold Line Station is located less than two blocks from the Project site. The stations serve as transportation hubs that connect travelers to local and regional transit services provided by Pasadena ARTS, Foothill Transit, Metro, and others. Construction is underway for the Metro Gold Line Foothill Extension Project.⁵⁴ The Foothill Extension currently is planned to traverse 24 miles through 11 cities located east of Pasadena. Each of the 11 cities along the corridor has station sites under study. Each light rail car can carry 215 people (sitting and standing). The Metro Gold Line would be able to accommodate three-car trains. It is projected that trains would stop at stations every 10 minutes during rush hour and every 20 minutes during off-peak hours. Metro would integrate the Foothill Extension into existing Metro Rail service and oversee operation of the line once construction is complete. A trip from Montclair to Downtown Pasadena would take a little over 40 minutes; to Los Angeles would take approximately 75 minutes. The Gold Line Foothill Extension would connect historic downtowns revitalizing the established communities along the corridor; four historic depots are slated for renovation and incorporation into future stations. The Foothill Extension has received the backing of all 11 corridor cities issuing city council resolutions of support.

⁵⁴ Source: <http://www.foothillextension.org/extension.html>

Table B-16

City of Pasadena Street Segment Impact Threshold Criteria^a

Traffic Growth on Street Segment	Required Multi-Modal Measures
<u>0.0-2.4% Daily Traffic Growth</u> Project Review and Initial Study	Staff Review and Conditions
<u>2.5-4.9% Daily Traffic Growth</u> Examined by Initial Study Focused Traffic Study	Initial Study Required if Existing Count is greater than 2,000 VPD Soft Measures Required
<u>5.0-7.4% ADT Growth</u> Examined by Initial Study Full Traffic Study Required	Initial Study Required Soft Measures Required Physical Improvements may be Required
<u>7.5% + ADT Growth</u> Examined by Initial Study Full Traffic Study Required	Initial Study Required Soft Measures Required Extensive Physical Improvements may be Required Project Alternatives may be Considered

^a The City of Pasadena Street Segment Impact Threshold Criteria was updated in April 2013. The Traffic Study cites the threshold criteria prior to the April 2013 update. However, the analysis and conclusions remain unchanged.

Source: East Walnut Street Mixed-Use Project Traffic Impact Study, prepared by Linscott, Law & Greenspan, Engineers, dated March 19, 2013 and Transportation Impact Review Current Practice & Guidelines, prepared by Transportation Planning & Development Division Department of Transportation, http://www.cityofpasadena.net/Transportation/Transportation_Impact_Review/.

Existing Public Bus Transit Service

Public bus transit service within the Project study area is currently provided by Metro, Foothill Transit Service, and Pasadena Area Rapid Transit Service. A summary of the existing transit service, including the transit route, destinations, and peak hour headways is presented in **Table B-17, Existing Transit Routes**. The existing public transit routes in the Project site vicinity are illustrated in **Figure B-6, Existing Public Transit Routes**.

Existing Bicycle Access

Bicycle access to the Project site would be facilitated by the City bicycle roadway network. A total of eight bicycle routes (i.e., Class II Bike Lanes, Class III Bike Routes, or Enhanced Class III Bike Routes) in the City's bicycle network are located within an approximate one-mile radius from the Project site. Class II bikeways are lanes on the outside edge of roadways reserved for the exclusive use of bicycles with designated special signing and pavement markings. Class III bikeways are roadways recommended for bicycle use with designated signs posted along roadways. Enhanced Class III bikeways include four-inch white edge lines and "Share the Road" signage. **Table B-18, Bicycle Routes Near Project Site**, identifies bicycle routes located near the Project.

Table B-17
Existing Transit Routes

Route	Destinations	Roadway(S) Near Site	NO. OF BUSES/TRAINS DURING PEAK HOUR		
			DIR	A.M.	P.M.
Metro Route 180/181	Hollywood to Altadena via Glendale, Eagle Rock, Pasadena	Colorado Boulevard, Allen Avenue	EB WB	4 4	3 4
Metro Route 686/687	Commerce to Altadena via East Los Angeles, CSULA, El Sereno, Highland Park, Pasadena	Allen Avenue, Villa Street, Walnut Avenue, Colorado Boulevard	NB SB	2 2	2 2
Metro Gold Line 804	East Los Angeles to Pasadena	Allen Avenue, Maple Street, Corson Street	NB SB	10 10	10 10
Foothill Transit Line 187	Montclair to Pasadena via Claremont, La Verne, San Dimas, Glendora, Azusa, Duarte, Monrovia, Arcadia	Colorado Boulevard, Allen Avenue	EB WB	3 3	3 3
Arts 10	Allen Gold Line Station to Old Pasadena via Pasadena City College, Caltech	Allen Avenue, Maple Street, Corson Street, Walnut Street, Colorado Boulevard	EB WB	3 3	3 3
Arts 40	Sierra Madre Villa Gold Line Station to Old Pasadena	Allen Avenue, Villa Street, Corson Street	EB WB	3 3	3 3
Arts 60	Pasadena City College to Hastings Ranch via Pasadena Community Urgent Care, Sierra Madre Villa Station	Allen Avenue, Colorado Boulevard	EB WB	1 1	2 2
			Total	52	53
Sources: Los Angeles County Metropolitan Transportation Authority (Metro), Pasadena Area Rapid Transit System (ARTS), and Foothill Transit websites, 2013. East Walnut Street Mixed-Use Project Traffic Impact Study, prepared by Linscott, Law & Greenspan, Engineers, dated March 19, 2013.					

Table B-18

Bicycle Routes Near Project Site

Directional Route	Street	Bike Route Identification
North-South	Wilson Avenue	Class III Bike Route – north of Colorado Boulevard Class III Bike Route (Enhanced) – south of Colorado Boulevard
	Hill Avenue	Class III Bike Route (Enhanced)
	Sierra Bonita Avenue	Class III Bike Route
	Allen Avenue	Class III Bike Route (Enhanced)
	Craig Street	Class III Bike Route
	Villa Street	Class III Bike Route (Enhanced) – west of Hill Avenue Class II Bike Lane – east of Hill Avenue
	Maple Street	Class II Bike Lane
East-West	Corson Street	Class II Bike Lane
	Cordova Street	Class II Bike Lane
	Del Mar Boulevard	Class III Bike Route – west of Wilson Avenue Class III Bike Route (Enhanced) – east of Hill Avenue
	California Boulevard	Class III Bike Route – west of Lake Avenue Class III Bike Route (Enhanced) – east of Lake Avenue

Source: *East Walnut Street Mixed-Use Project Traffic Impact Study, prepared by Linscott, Law & Greenspan, Engineers, dated March 19, 2013.*

Existing Traffic Volumes

New manual counts of vehicular turning movements were conducted at each of the seven study intersections during the weekday morning (A.M.) and afternoon (P.M.) commuter periods to determine the peak hour traffic volumes. A weekend analysis was not performed because traffic volumes at intersections are typically lower on weekends as compared to weekdays. In conjunction with the manual turning movement vehicle counts, a count of bicycle and pedestrian volumes were collected during the peak periods. The traffic counts were conducted when local schools and Pasadena City College were in session. Traffic volumes at the study intersections show the morning and afternoon peak periods typically associated with peak commuter hours in the metropolitan area.

The existing weekday A.M. and P.M. peak commuter period manual counts of turning vehicles at the study intersections are summarized in **Table B-19 Existing Traffic Volumes**. The existing traffic volumes at the study intersections during the weekday A.M. and P.M. peak commuter hours are shown in Figure 5-1, Existing Traffic Volumes – Weekday A.M. Peak Hour and Figure 5-2, Existing Traffic Volumes – Weekday P.M. Peak Hour in the Traffic Study, respectively.

Automatic 24-hour machine traffic counts of the four study street segments were conducted by a traffic subconsultant, City Traffic Counters. The automatic 24-hour machine traffic counts were conducted when local schools and Pasadena City College were in session. The existing 24-hour ADT volumes at the study street segments are presented in Figure 5-3, Existing Weekday ADT Volumes of the Traffic Study.




Existing Public Transit

Allen and Walnut Transit Oriented Development Plan
 Source: Metropolitan Transportation Authority (Metro) website, 2013.

FIGURE
B-6

This page is intentionally blank.

Table B-19

Existing Traffic Volumes^a

NO.	INTERSECTION	DATE	DIR	A.M. PEAK HOUR		P.M. PEAK HOUR	
				BEGAN	VOLUME	BEGAN	VOLUME
1	Hill Avenue/ Walnut Street	02/07/2013	NB	7:45	661	5:00	1,235
			SB		1,479		1,073
			EB		301		955
			WB		952		703
2	Allen Avenue/ Villa Street	02/07/2013	NB	7:30	624	4:45	1,096
			SB		1,201		769
			EB		196		311
			WB		177		148
3	Allen Avenue/ Maple Street	02/07/2013	NB	7:30	608	4:45	983
			SB		1,196		740
			EB		0		0
			WB		819		659
4	Allen Avenue/ Corson Street	02/07/2013	NB	7:30	631	5:00	971
			SB		1,169		774
			EB		344		667
			WB		0		0
5	Allen Avenue/ Walnut Street	02/07/2013	NB	7:45	503	5:00	657
			SB		861		763
			EB		324		1,077
			WB		786		625
6	Allen Avenue/ Colorado Boulevard	02/07/2013	NB	8:00	327	5:00	496
			SB		497		509
			EB		393		972
			WB		885		730
7	Greenwood Avenue/ Walnut Street-Foothill Blvd	02/07/2013	NB	7:45	22	5:00	28
			NW		209		232
			EB		345		1,061
			WB		586		393

^a Counts conducted by City Traffic Counters.

Source: East Walnut Street Mixed-Use Project Traffic Impact Study, prepared by Linscott, Law & Greenspan, Engineers, dated March 19, 2013.

Cumulative Growth

A forecast of on-street traffic conditions prior to occupancy of the Project was prepared by incorporating the potential trips associated with other known development projects (related projects) in the area. The potential impact of the Project can be evaluated within the context of the cumulative impact of all ongoing development. The list of related projects was based on information provided by PasDOT to the Project traffic engineering consultant and incorporated into the Traffic Study. The list of related projects in the Project site area is presented in **Table B-20, Related Projects List and Trip Generation**. The location of related projects is shown in **Figure B-7, Location of Related Projects**.

Traffic volumes expected to be generated by the related projects were calculated using rates provided in the Institute of Transportation Engineers' (ITE) *Trip Generation* manual⁵⁵. The related projects respective traffic generation for the A.M. and P.M. peak hours, as well as on a daily basis for a typical weekday, is summarized in Table B-20. The anticipated distribution of the related projects' traffic volumes to the study intersections during the weekday A.M. and P.M. peak hours is displayed in Figure 6-2, Related Projects Traffic Volumes – Weekday A.M. Peak Hour and Figure 6-3, Related Projects Traffic Volumes – Weekday P.M. Peak Hour of the Traffic Study, respectively.

Ambient Traffic Growth

In order to account for area-wide regional growth not included in this analysis, the existing traffic volumes were increased at an annual rate of one and one-half percent (1.5 percent) to the year 2015 (i.e., the anticipated year of Project build-out). The ambient growth factor was based on general traffic growth factors provided in the *2010 Congestion Management Program for Los Angeles County* (the "CMP manual") and determined in consultation with PasDOT staff. It is noted that based on review of the general traffic growth factors provided in the CMP manual for the San Gabriel Valley area, it is anticipated that the existing traffic volumes are expected to increase at an annual rate of less than 1.0 percent per year between the years 2010 and 2015. Thus, application of this annual growth factor allows for a conservative, worst case forecast of future traffic volumes in the area. Further, it is noted that the CMP manual's traffic growth rate is intended to anticipate future traffic generated by development projects in the Project vicinity. Thus, the inclusion in this traffic analysis of both a forecast of traffic generated by known related projects plus the use of an ambient growth traffic factor based on CMP traffic model data results in a conservative estimate of future traffic volumes at the study intersections.

Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Generation equations and/or rates provided in the ITE *Trip Generation*, 9th Edition publication, and in the San Diego Association of Governments (SANDAG) *Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region*. The trip generation rates and forecast of the vehicular trips anticipated to be generated by the Project are presented in **Table B-21, Project Trip Generation**. As summarized in Table B-21, the Project is expected to generate a net increase of 59 vehicular trips (11 inbound trips and 48 outbound trips) during the weekday A.M. peak hour. During the weekday P.M. peak hour, the Project is expected to generate a net increase of 80 vehicle trips (51 inbound trips and 29 outbound trips). Over a 24-hour period, the Project is forecast to generate a net increase of 883 daily trip ends during a typical weekday (approximately 442 inbound trips and 442 outbound trips).

⁵⁵ *Institute of Transportation Engineers Trip Generation manual, 9th Edition, 2012, Washington, D.C.*

Table B-20
Related Projects List And Trip Generation

MAP NO.	PROJECT STATUS	PROJECT NAME/NUMBER ADDRESS/LOCATION	LAND USE DATA		PROJECT DATA SOURCE	DAILY TRIP ENDS [2] VOLUMES	A.M. PEAK HOUR VOLUMES [2]			P.M. PEAK HOUR VOLUMES [2]		
			LAND-USE	SIZE			IN	OUT	TOTAL	IN	OUT	TOTAL
1	Proposed	1201 E. Colorado Boulevard	Hotel	80 Rooms	[3]	714	31	23	54	27	29	56
2	Proposed	550 E Colorado Boulevard	Medical Office Building	112,000 GSF	[4]	4,047	212	56	268	112	288	400
3	Proposed	880 E Colorado Boulevard	Office	140,000 GSF	[5]	1,544	192	26	218	36	173	209
			Condominiums	5 DU	[6]	29	0	2	2	2	1	3
			Hotel	156 Rooms	[3]	1,392	61	44	105	53	56	109
4	Proposed	1043 E Del Mar Boulevard	Condominiums	30 DU	[6]	174	2	11	13	11	5	16
5	Proposed	132 N Euclid Avenue	Church Related	50,300 GSF	[5]	555	69	9	78	13	62	75
6	Proposed	151 S Hill Avenue	Church	34,453 GSF	[7]	314	12	7	19	9	10	19
7	Proposed	270 N Los Robles Avenue	Apartments	18 DU	[8]	120	2	7	9	7	4	11
8	Proposed	123 S Los Robles Avenue	Condominiums	34 DU	[6]	198	3	12	15	12	6	18
			Office	2,000 GSF	[5]	22	3	0	3	1	2	3
			Assisted Living/Senior									
9	Proposed	842 E Villa Street	Apartments	25 DU	[9]	86	2	3	5	3	3	6
10	Proposed	788 E Walnut Street	Apartments	91 DU	[8]	605	9	37	46	36	20	56
			Retail	6,000 GLSF	[10]	256	4	2	6	11	11	22
11	Proposed	153 S Hudson Avenue	Condominiums	9 DU	[6]	52	1	3	4	3	2	5
			Medical Office Building	3,000 GSF	[4]	108	6	1	7	3	8	11
12	Proposed	200 S. Sierra Madre Boulevard	Condominiums	60 DU	[6]	349	4	22	26	21	10	31
			Restaurant	30,000 GSF	[11]	2,699	20	4	24	151	74	225
			Retail	20,000 GLSF	[10]	854	12	7	19	36	38	74
			Apartments	400 DU	[8]	2,660	41	163	204	161	87	248
13	Proposed	105 S. Los Robles Avenue	Condominiums	50 DU	[6]	291	4	18	22	17	9	26
14	Proposed	680 E. Colorado Boulevard	Office	137,000 GSF	[5]	1,511	188	26	214	35	169	204
			Restaurant	4,500 GSF	[12]	572	27	22	49	26	18	44
			Retail	3,700 GLSF	[10]	158	2	2	4	7	7	14
15	Proposed	680 E. Walnut Street	Apartments	82 DU	[8]	545	8	34	42	33	18	51
			Retail	5,600 GLSF	[10]	239	3	2	5	10	11	21
16	Proposed	686 E. Union Avenue	Apartments	118 DU	[8]	785	12	48	60	47	26	73
			Retail	10,000 GLSF	[10]	427	6	4	10	18	19	37
17	Proposed	135-145 S. Wilson Avenue	Condominiums	30 DU	[6]	174	2	11	13	11	5	16
18	Proposed	1336 & 1347 E. Colorado Boulevard	Hotel	520 Rooms	[3]	4,638	202	146	348	178	186	364
			Retail	40,000 GLSF	[10]	1,708	24	14	38	71	77	148
19	Proposed	270-280 S. Oakland Avenue	Condominiums	30 DU	[6]	174	2	11	13	11	5	16

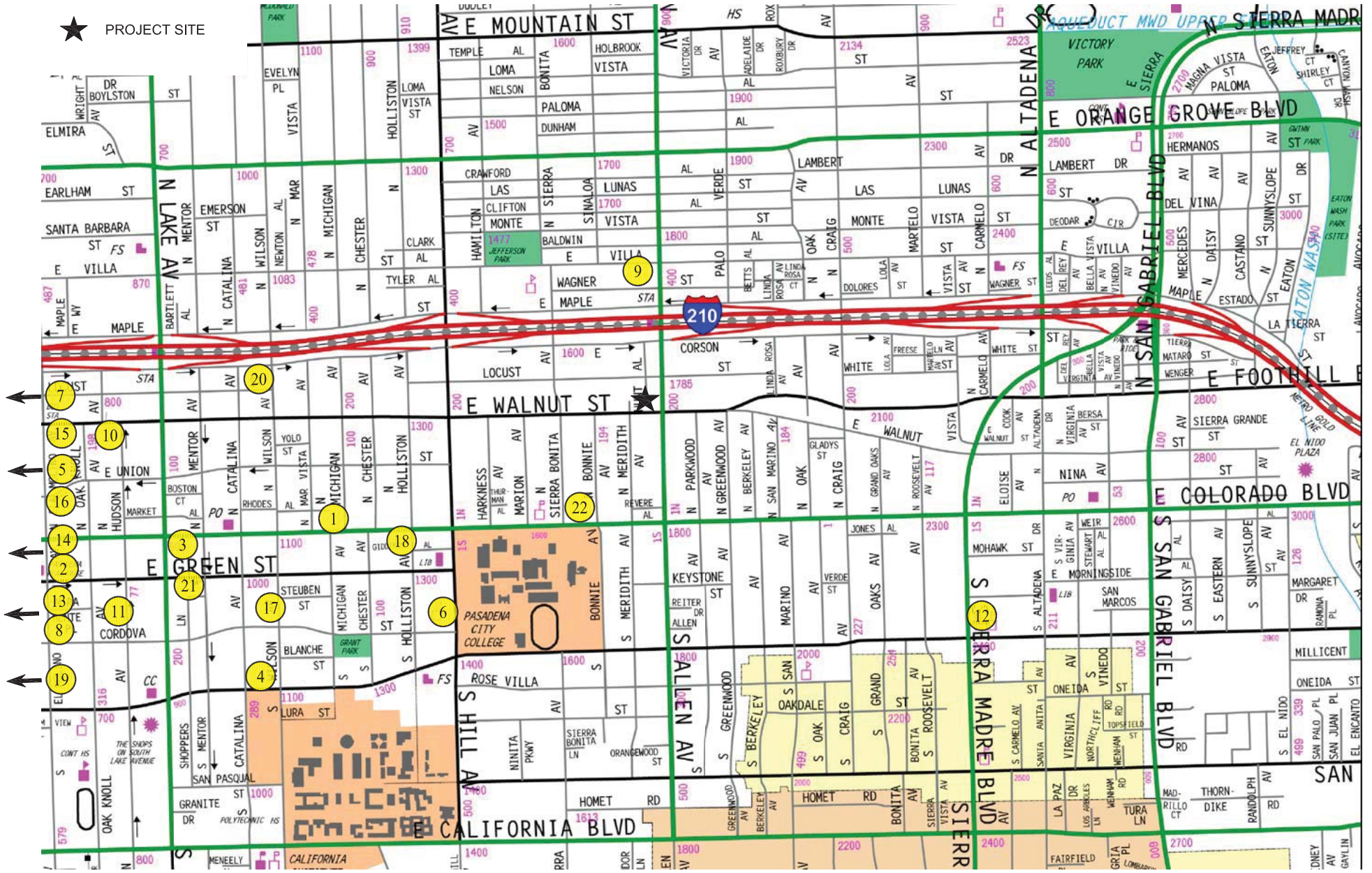
Table B-20 (Continued)

Related Projects List And Trip Generation

MAP NO.	PROJECT STATUS	PROJECT NAME/NUMBER ADDRESS/LOCATION	LAND USE DATA			PROJECT DATA SOURCE	DAILY TRIP ENDS [2] VOLUMES	A.M. PEAK HOUR VOLUMES [2]			P.M. PEAK HOUR VOLUMES [2]		
			LAND-USE	SIZE				IN	OUT	TOTAL	IN	OUT	TOTAL
20	Proposed	1065 Locust Avenue	Condominiums	30	DU	[6]	174	2	11	13	11	5	16
21	Proposed	922-936 E. Green Street	Condominiums	43	DU	[6]	250	3	16	19	15	7	22
			Retail	8,000	GLSF	[10]	342	5	3	8	14	16	30
22	Proposed	1661 E. Colorado Boulevard	Convenience Store	2,356	GLSF	[13]	1,739	79	79	158	63	60	123
TOTAL							30,505	1,255	886	2,141	1,275	1,527	2,802

Source: East Walnut Street Mixed-Use Project Traffic Impact Study, prepared by Linscott, Law & Greenspan, Engineers, dated March 19, 2013.

★ PROJECT SITE



MAP SOURCE: RAND MCNALLY & COMPANY



North arrow symbol and the text "Not to scale".

Locations of Related Projects

Allen and Walnut Transit Oriented Development Plan
 Source: Linscott, Law & Greenspan, Engineers, 2013.

FIGURE
B-7

This page is intentionally blank.

Table B-21

Project Trip Generation^a

LAND USE	SIZE	DAILY TRIP ENDS ^b VOLUMES	A.M. PEAK HOUR VOLUMES ^b			P.M. PEAK HOUR VOLUMES ^b		
			IN	OUT	TOTAL	IN	OUT	TOTAL
<u>Project</u>								
Apartment ^c	128 DU	851	13	52	65	51	28	79
- Less Transit Adjustment (5%) ^d		(43)	(1)	(3)	(4)	(3)	(1)	(4)
Retail ^e	5,000 GLSF	200	4	2	6	9	9	18
- Less Internal Capture/Walk-in Trips (25%) ^f		(50)	(1)	(1)	(2)	(2)	(2)	(4)
Subtotal Project		958	15	50	65	55	34	89
<u>Less Existing</u>								
Automobile Care Center ^g	(2,735) GLSF	(75)	(4)	(2)	(6)	(4)	(5)	(9)
Subtotal Existing		(75)	(4)	(2)	(6)	(4)	(5)	(9)
NET INCREASE		883	11	48	59	51	29	80

^a Source: ITE "Trip Generation", 9th Edition, 2012; and "Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region", SANDAG, April 2002.

^b Trips are on-way traffic movements, entering or leaving.

^c ITE Land Use Code 220 (Apartment) trip generation average rates:

- Daily Trip Rate: 6.65 trips/dwelling unit; 50 percent inbound/50 percent outbound.

- A.M. Peak Hour Trip Rate: 0.51 trips/dwelling units; 20 percent inbound/80 percent outbound.

- P.M. Peak Hour Trip Rate: 0.62 trips/dwelling units; 65 percent inbound/35 percent outbound.

^d Based on discussions with PasDOT staff, a transit adjustment of five percent has been applied to the residential land use component based on proximity to the Allen Avenue Gold Line Stations (i.e., one block from the Project site) in order to provide a conservative forecast of Project-related trips.

^e SANDAG trip generation rates for Specialty Retail/Strip Commercial:

- Daily Trip Rate: 40.0 trips/1,000 square feet of gross leasable floor area; 50 percent inbound/50 percent outbound.

- A.M. Peak Hour Trip Rate: 1.20 trips (3 percent of daily)/1,000 square feet of gross leasable floor area; 60 percent inbound/40 percent outbound.

- P.M. Peak Hour Trip Rate: 3.60 trips (9 percent of daily)/1,000 square feet of gross leasable floor area; 50 percent inbound/50 percent outbound.

^f A 25 percent internal capture trip adjustment factor has been applied to account for the internal capture based on the synergistic effects of the proposed land use mix at the site, as well as neighborhood walk-ins for the local community serving retail use. Internal capture trips are trips made to and from other components of the Project site (e.g., between the residential and retail components). A 25 percent internal capture trip adjustment is applied only to the retail component to account for internal capture and neighborhood walk-ins for the local community service retail use. The internal capture adjustments were estimated based on the methodology and recommended practice as described in ITE "Trip Generation" 9th Edition and ITE "Trip Generation Handbook", June 2004.

^g ITE Land Use Code 942 (Automobile Care Service) trip generation average rates:

- Daily Trip Rate: Average A.M./P.M. peak hour volumes assumed to represent 10 percent of daily volumes.

- A.M. Peak Hour Trip Rate: 2.25 trips/1,000 square feet; 66 percent inbound/34 percent outbound.

- P.M. Peak Hour Trip Rate: 3.11 trips/dwelling units; 48 percent inbound/52 percent outbound.

Source: East Walnut Street Mixed-Use Project Traffic Impact Study, prepared by Linscott, Law & Greenspan, Engineers, dated March 19, 2013.

Project Trip Distribution and Assignment

Project traffic volumes both entering and exiting the site have been distributed and assigned to the adjacent street system based on the following considerations:

- The site's proximity to major traffic corridors (i.e., Allen Avenue, Walnut Street, Colorado Boulevard, etc.);
- Expected localized traffic flow patterns based on adjacent roadway channelization and presence of traffic signals;
- Existing site parcel access ingress/egress schemes;
- Ingress/egress scheme planned for the Project; and
- Input from PasDOT staff

The general, directional traffic distribution patterns for the Project are presented in Figure 7-1, Residential Component Project Trip Distribution and Figure 7-2, Retail Component Project Trip Distribution of the Traffic Study, for the residential and retail land use components, respectively. The forecast net new weekday A.M. and P.M. peak hour Project traffic volumes at the study intersections associated with the Project are presented in Figure 7-3, Net New Project Traffic Volumes – Weekday A.M. Peak Hour and Figure 7-4, Net New Project Traffic Volumes – Weekday P.M. Peak Hour of the Traffic Study, respectively. The traffic volume assignments presented in Figures 7-3 and 7-4, of the Traffic Study, reflect the traffic distribution characteristics shown in Figures 5-1 and 5-2, of the Traffic Study, and the Project traffic generation forecasts presented in Table B-21.

The general, directional traffic distribution patterns for the Project are presented in Figure 7-1, Residential Component Project Trip Distribution and Figure 7-2, Retail Component Project Trip Distribution of the Traffic Study, for the residential and retail land use components, respectively. The forecast net new weekday A.M. and P.M. peak hour Project traffic volumes at the study intersections associated with the Project are presented in Figure 7-3, Net New Project Traffic Volumes – Weekday A.M. Peak Hour and Figure 7-4, Net New Project Traffic Volumes – Weekday P.M. Peak Hour of the Traffic Study, respectively. The traffic volume assignments presented in Figures 7-3 and 7-4, of the Traffic Study, reflect the traffic distribution characteristics shown in Figures 5-1 and 5-2, of the Traffic Study, and the Project traffic generation forecasts presented in Table B-21.

Study Intersection Analysis

The traffic impact analysis prepared for the study intersections using the ICU methodology and application of the City significant traffic impact criteria is summarized below in **Table B-22 Summary of Volume to Capacity Ratios and Levels of Service A.M. and P.M. Peak Hours**.

Existing Conditions

As indicated in column [1] of Table B-22, all seven study intersections are presently operating at LOS D or better during the weekday A.M. and P.M. peak hours under existing (2013) conditions. The existing traffic volumes at the study intersections during the weekday A.M. and P.M. peak hours are illustrated in Figures 5-1 and 5-2 of the Traffic Study, respectively.

Table B-22

Summary of Volume to Capacity Ratios and Levels of Service A.M. and P.M. Peak Hours

NO.	INTERSECTION	PEAK HOUR	[1]		[2]				[3]		[4]		[5]			
			YEAR 2013 EXISTING V/C	LOS	YEAR 2013 EXISTING WITH PROJECT V/C	LOS	CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT	YEAR 2015 FUTURE PRE-PROJECT W/ AMBIENT GROWTH (AG) V/C	LOS	YEAR 2015 FUTURE PRE-PROJECT W/ AG & REL. PROJECTS V/C	LOS	YEAR 2015 FUTURE WITH PROPOSED PROJECT V/C	LOS	CHANGE V/C [(5)-(4)]	SIGNIF. IMPACT
1	Hill Avenue/ Walnut Street	A.M.	0.701	C	0.706	C	0.005	NO	0.720	C	0.782	C	0.788	C	0.006	NO
		P.M.	0.810	D	0.819	D	0.009	NO	0.832	D	0.912	E	0.921	E	0.009	NO
2	Allen Avenue/ Villa Street	A.M.	0.487	A	0.488	A	0.001	NO	0.500	A	0.518	A	0.518	A	0.000	NO
		P.M.	0.470	A	0.471	A	0.001	NO	0.483	A	0.501	A	0.501	A	0.000	NO
3	Allen Avenue/ Maple Street	A.M.	0.538	A	0.538	A	0.000	NO	0.552	A	0.580	A	0.581	A	0.001	NO
		P.M.	0.478	A	0.479	A	0.001	NO	0.491	A	0.500	A	0.501	A	0.001	NO
4	Allen Avenue/ Corson Street	A.M.	0.496	A	0.501	A	0.005	NO	0.510	A	0.528	A	0.532	A	0.004	NO
		P.M.	0.556	A	0.559	A	0.003	NO	0.572	A	0.613	B	0.615	B	0.002	NO
5	Allen Avenue/ Walnut Street	A.M.	0.528	A	0.536	A	0.008	NO	0.542	A	0.582	A	0.590	A	0.008	NO
		P.M.	0.609	B	0.616	B	0.007	NO	0.626	B	0.666	B	0.673	B	0.007	NO
6	Allen Avenue/ Colorado Boulevard	A.M.	0.534	A	0.536	A	0.002	NO	0.549	A	0.587	A	0.588	A	0.001	NO
		P.M.	0.650	B	0.651	B	0.001	NO	0.668	B	0.704	C	0.706	C	0.002	NO
7	Greenwood Avenue/ Walnut Street-Foothill Boulevard	A.M.	0.361	A	0.362	A	0.001	NO	0.371	A	0.399	A	0.400	A	0.001	NO
		P.M.	0.517	A	0.518	A	0.001	NO	0.531	A	0.563	A	0.565	A	0.002	NO

Source: East Walnut Street Mixed-Use Project Traffic Impact Study, prepared by Linscott, Law & Greenspan, Engineers, dated March 19, 2013

Existing With Project Conditions

As indicated in column [2] of Table B-22, application of the City's threshold criteria to the "Existing With Project" scenario indicates the Project is not expected to create significant impacts at any of the seven study intersections. Incremental, but not significant, impacts are noted at the study intersections. As there are no significant impacts, no traffic mitigation measures are required or recommended for the study intersections under the "Existing With Project" conditions. The existing with Project traffic volumes at the study intersections during the weekday A.M. and P.M. peak hours are illustrated in Figure 9-1, Existing With Project Traffic Volumes – Weekday A.M. Peak Hour and Figure 9-2, Existing With Project Traffic Volumes – Weekday P.M. Peak Hour of the Traffic Study, respectively

Future Without Project With Ambient Growth Conditions

Growth in traffic due to the combined effects of continuing development, intensification of existing developments and other factors was assumed to be 1.5 percent (1.5 %) per year through 2015. This ambient growth incrementally increases the V/C ratios at all of the study intersections. As indicated in column [3] of Table B-22, all seven study intersections are expected to continue operating at LOS D or better during the weekday A.M. and P.M. peak hours with the addition of ambient growth traffic through the year 2015. The future without Project with ambient growth (existing with ambient growth) traffic volumes at the study intersections during the weekday A.M. and P.M. peak hours are illustrated in Figure 9-3, Future Without Project With Ambient Growth Traffic Volumes – Weekday A.M. Peak Hour and Figure 9-4, Future Without Project With Ambient Growth Traffic Volumes – Weekday P.M. Peak Hour of the Traffic Study, respectively.

Future Without Project With Ambient Growth and Related Projects Conditions

The V/C ratios at all of the study intersections are incrementally increased with the addition of traffic generated by the related projects listed in Table B-20. As presented in column [4] of Table B-22 six of the seven study intersections are expected to continue operating at LOS D or better during the weekday A.M. and P.M. peak hours with the addition of growth in ambient traffic and the traffic due to the related projects. The study intersection, Intersection Number 1, Hill Avenue/Walnut Street, is expected to operate at LOS E during the P.M. peak hour with a V/C of 0.912. The future without Project ambient growth and related projects traffic volumes at the study intersections during the weekday A.M. and P.M. peak hours are illustrated in Figure 9-5, Future Without Project With Ambient Growth and Related Projects Traffic Volumes – Weekday A.M. Peak Hour and Figure 9-6, Future Without Project With Ambient Growth and Related Projects Traffic Volumes – Weekday P.M. Peak Hour, of the Traffic Study, respectively.

Future With Project Conditions

As presented in column [5] of Table B-22, application of the City's threshold criteria to the "With Proposed Project" scenario indicates that the Project is not expected to create significant impacts at any of the seven study intersections. Incremental, but not significant, impacts are noted at the study intersections. Because there are no significant impacts, no traffic mitigation measures are required or recommended for the study intersections. The future with Project (existing, ambient growth, related project and Project) traffic volumes at the study intersections during the weekday A.M. and P.M. peak hours are illustrated in Figure 9-7, Future With Project Traffic Volumes – Weekday A.M. Peak Hour and Figure 9-8, Future With Project Traffic Volumes – Weekday P.M. Peak Hour of the Traffic Study, respectively.

Study Street Segment Analysis

The existing and forecast existing with Project volumes at the street segment study locations are summarized in **Table B-23, Summary of Street Segment Analysis**. The existing ADT volume is shown in column [1]. The total net new Project ADT volumes at the study locations are shown in column [2]. Finally, the Project-related percent increases in ADT growth for the analyzed street segments are presented in column [3].

Table B-23

Summary of Street Segment Analysis

Location		Dir.	[1] Existing Weekday ADT Volume	[2] Net Project ADT Volume	[3] Percent ADT Growth ([2]/[1])
1	Walnut Street west of Meridith Avenue	EB	8,486	156	1.8%
		WB	8,714	221	2.5%
Total Location 1			17,200	377	2.2%
2	Allen Avenue north of Walnut Street	NB	10,416	106	1.0%
		SB	9,771	172	1.8%
Total Location 2			20,187	278	1.4%
3	Allen Avenue south of Walnut Street	NB	7,537	45	0.6%
		SB	6,897	24	0.3%
Total Location 3			14,434	69	0.5%
4	Walnut Street east of Allen Avenue	EB	7,671	91	1.2%
		WB	7,520	68	0.9%
Total Location 4			15,191	159	1.0%

Source: East Walnut Street Mixed-Use Project Traffic Impact Study, prepared by Linscott, Law & Greenspan, Engineers, dated March 19, 2013.

Application of the City's threshold criteria indicates that the Project is not expected to create significant impacts at any of the four study street segments. As indicated in Table B-23, the Project is forecast to increase ADT volumes on the study street segments as summarized below:

- Street Segment No. 1 (Walnut Street west of Meridith Avenue): 2.2 percent;
- Street Segment No. 2 (Allen Avenue north of Walnut Street): 1.4 percent;

- Street Segment No. 3 (Allen Avenue south of Walnut Street): 0.5 percent; and
- Street Segment No. 4 (Walnut Street east of Allen Avenue): 1.0 percent

Transportation Demand Management (TDM)/Trip Reduction Ordinance (TRO)

The Project is subject to the requirements of the City's Transportation Demand Management (TDM)/Trip Reduction Ordinance (TRO) (Chapter 10.64, Transportation Management Program, of the Municipal Code). Per the Transportation Management Program, the Project Applicant would submit a TDM Program Plan (separate from the Traffic Study). The TDM Program Plan would be reviewed and approved by the Director of Transportation prior to the issuance of a building permit, and thereafter, reviewed and approved annually.

Traffic Reduction and Transportation Improvement Fee

The City has established the Traffic Reduction and Transportation Improvement Fee (TR-TIF) program consistent with the General Plan and Government Code Section 66477. The purpose of the fee is to promote the general health, safety and welfare of the residents of the City through assurance that an adequate level of service on the City's transportation system can be maintained through the implementation of the street and transit improvements identified in the Mobility Element. Revenues from the TR-TIF program would be used to fund key intersection improvements, complete roadway extension projects identified in the Mobility Element and fund improvements to manage traffic on designated multimodal corridors. Additionally, approximately one-half of the funds collected through the program would be allocated towards improvements to the ARTS system and to provide significant enhancements to the local transit service encouraging non-automobile travel throughout the City. The TR-TIF program is applicable to new industrial, office, retail and residential development. The Project would be required to pay the corresponding TR-TIF for the project prior to the issuance of the building permit.

As summarized above, application of the City's threshold criteria to the Project scenarios indicates the Project is not expected to create a significant impact at the seven study intersections or four study street segments. Incremental, but not significant, impacts are noted at the study intersections. Additionally, it is concluded that the Project is not expected to create significant impacts at any of the four study street segments. However, as noted in the City's traffic study guidelines (i.e., for ADT growth on street segments ranging from 0.00 to 2.4 percent), the Project-related level of ADT growth on the analyzed street segments is subject to staff review and conditions. Further, the Project would be required to pay the corresponding TR-TIF for the project prior to the issuance of the building permit. Thus, less than significant impacts would occur in this regard.

- b. Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?**

Potentially
Significant
Impact

Significant
Unless
Mitigation is
Incorporated

Less Than
Significant
Impact

No Impact

Less Than Significant Impact. As required by the 2010 Congestion Management Program (CMP) for Los Angeles County, a Traffic Impact Assessment (TIA) has been prepared to determine the potential impacts on designated monitoring locations on the CMP highway system. The analysis has been prepared in accordance with procedures outlined in the *2010 Congestion Management Program for Los Angeles County*, County of Los Angeles Metropolitan Transportation Authority, July 2010.

CMP Intersections

The following CMP intersection monitoring locations in the Project vicinity have been identified:

- CMP Station No. 119 Intersection of Arroyo Parkway/California Boulevard;
- CMP Station No. 120 Pasadena Avenue-Saint John Avenue/California Boulevard; and
- CMP Station No. 121 Rosemead Boulevard/Foothill Boulevard

The CMP TIA guidelines require that intersection monitoring locations must be examined if the Project would add 50 or more trips during either the weekday A.M. or P.M. peak hours. The Project would not add 50 or more trips during either the weekday A.M. or P.M. peak hours (i.e., of adjacent street traffic) at CMP monitoring intersections, as stated in the CMP manual as the threshold criteria for a traffic impact assessment. Therefore, no further review of potential impacts to intersection monitoring locations that are part of the CMP highway system is required.

CMP Freeways

The following CMP freeway monitoring locations in the Project vicinity have been identified:

- CMP Station No. 1056 Route 134 Freeway west of San Rafael Avenue;
- CMP Station No. 1060 I-210 Freeway west of Routes 134-710; and
- CMP Station No. 1061 I-210 Freeway at Rosemead Boulevard

The CMP TIA guidelines require that freeway monitoring locations must be examined if the Project would add 150 or more trips (in either direction) during either the weekday A.M. or P.M. peak periods. The Project would not add 150 or more trips (in either direction) during either the weekday A.M. or P.M. peak hours to CMP freeway monitoring locations which is the threshold for preparing a traffic impact assessment, as stated in the CMP manual. Therefore, no further review of potential impacts to freeway monitoring locations that are part of the CMP highway system is required.

CMP Transit

As required by the *2010 Congestion Management Program*, a review has been made of the potential impacts of the Project on transit service. As discussed above, existing transit service is provided in the vicinity of the Project. The Project trip generation, as shown in Table B-21 above, was adjusted by values set forth in the CMP (i.e., person trips equal 1.4 times vehicle trips, and transit trips equal 10.0 percent of the total person trips) to estimate transit trip generation. Pursuant to the CMP guidelines, the Project is forecast to generate demand for 8 transit trips during the weekday A.M. peak hour and 11 transit trips during the weekday P.M.

peak hour. Over a 24-hour period, the Project is forecast to generate demand for 124 weekday daily transit trips. Therefore, the calculations are as follows:

- Weekday A.M. Peak Hour = $59 \times 1.4 \times 0.10 = 8$ Transit Trips
- Weekday P.M. Peak Hour = $80 \times 1.4 \times 0.10 = 11$ Transit Trips
- Weekday Daily Trips = $883 \times 1.4 \times 0.10 = 124$ Transit Trips

As shown in Table B-17 above, seven bus transit lines and routes are provided adjacent to or in close proximity of the Project site. As outlined in Table B-17, under the “No. of Buses/Trains During Peak Hour” column, these seven transit lines provide services for an average of (i.e., average of the directional number of buses during the peak hours) generally 52 and 53 buses during the weekday A.M. and P.M. peak hours. Therefore, based on the above calculated weekday A.M. and P.M. peak hour trips, this would correspond to less than one additional transit rider per bus. It is anticipated that the existing transit service in the Project area would adequately accommodate the increase of Project-generated transit trips. Thus, given the number of Project-generated transit trips per bus, no Project impacts on existing or future transit services in the Project area are expected to occur due to the Project.

As such, based on the CMP TIA guidelines for intersections, freeways, and transit, a less than significant impact would occur for any analysis scenario based on CMP criteria.

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?

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

No Impact. The nearest public use airport is the Burbank-Glendale-Pasadena Airport (Bob Hope Airport) located in the City of Burbank, approximately 14 miles to the northwest. As such, the Project would not result in a change in air traffic patterns including increases in traffic levels or changes in location that would result in substantial safety risks. No impact would occur in this regard.

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

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

Less Than Significant Impact. Under existing conditions, vehicular access to the Project site is currently provided by two driveways respectively accessing the former automotive repair garage and the former lumber yard from East Walnut Street. Access is further provided by driveways accessing both properties

from Meridith Avenue, and a driveway accessing the former lumber yard from North Allen Avenue. The approximately 125-foot segment of Meridith Avenue between the two areas, which is currently publicly accessible, is paved and lined with sidewalks on both sides and a planter strip on the east side adjacent to Area 2. There are no existing hazardous design features such as sharp curves or dangerous intersections on-site.

Under proposed conditions, Meridith Avenue north of East Walnut Street would be vacated and incorporated into the Project site. With the street vacation, access to the Project site would be provided via a single driveway following the current alignment of Meridith Avenue. The Project driveway would provide access to both the subterranean and the at-grade parking stalls and accommodates full access to and from East Walnut Street (i.e., left and right turning movements for Project site ingress and egress). The Project driveway would be constructed to City design standards. Pursuant to Chapter 12.04, Sidewalk Ordinance, of the Municipal Code, all existing site driveways would be closed with concrete curb, gutter, and sidewalk. The Project Applicant would repair any existing or newly damaged curb, gutter, and sidewalk without cutting any pavement along the North Allen Avenue and East Walnut Street property frontages. In addition, the Project Applicant would repair any existing or newly damaged sidewalk along the property’s frontage prior to the issuance of a certificate of occupancy. Trash pick-up trucks would enter at the East Walnut Street (Meridith Avenue) driveway entrance and the bins would be pulled to the trash trucks with a smaller vehicle or by hand. Within the at-grade level parking structure, adjacent to the commercial/restaurant space, a designated commercial/restaurant loading and unloading delivery area would be provided. Similar to trash pick-up trucks, delivery trucks would enter at the East Walnut Street (Meridith Avenue) entrance and proceed through the parking structure to the designated loading/unloading area. The loading/unloading area is ten feet by 20 feet, with a 12-foot vertical clearance. The parking structure would provide a 25-foot turning radius allowing trash pick-up trucks and delivery trucks to reverse safely into the designated area. Further, PasDOT has conducted a preliminary review of site access and circulation to ensure the Project would not substantially increase hazards due to a design feature. Thus, impacts would be less than significant in this regard.

e. Result in inadequate emergency access?

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

Less Than Significant Impact. Construction ingress/egress for the Project site would be on East Walnut Street and emergency access would be maintained. While it is intended that construction parking would be on-site during the majority of construction activities, it would be necessary during some phases of Project construction for workers to park off-site at nearby parking facilities. In such cases, it is anticipated that the Project Applicant would rent spaces for construction workers within available nearby parking lots, at a location to be determined. As such, the Project Applicant would submit a Construction Staging and Traffic Management Plan for review and approval by the Public Works Department prior to the start of construction or the issuance of any permits. The Project Contractor would be required to obtain permission for limited street parking during construction work hours only. The Project Applicant anticipates intermittent parking and/or traffic lane closures primarily along East Walnut Street and North Allen Street during City-approved construction hours.

As mentioned above, access to the Project site would be provided via a single driveway following the current alignment of Meridith Avenue. The Project would be designed to permit adequate emergency access to the site and not to impede access to any adjacent or surrounding properties. No other modifications with the potential to affect emergency access would occur in conjunction with the Project. As such, construction and operation of the Project would result in a less than significant impact with respect to emergency access.

f. Result in inadequate parking capacity?

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

No Impact. Chapter 17.46, Parking and Loading, Section 17.46.040, Number of Off-Street Parking Spaces Required and Chapter 17.50, Standards for Specific Land Uses, Section 17.50.340, TOD, of the Zoning Code, provides minimum parking standards and requirements applicable to the Project. Per Section 17.50.340, the Project is subject to mandatory parking reductions for TOD projects. Based on City requirements, the Project is required to provide 160 parking spaces for residential and 43 parking spaces for commercial/restaurant and guest, including the ten percent TOD parking reduction, for a total of 203 parking spaces. Project parking code requirements are summarized below in **Table B-24, Project Parking Summary**. The Project proposes 203 parking stalls to serve residents, guests, and commercial/restaurant employees and patrons. The subterranean parking level would accommodate 134 resident parking stalls. The at-grade podium level would accommodate 26 resident and guest parking stalls, 43 commercial and restaurant parking stalls, and 27 residential and guest bicycle racks and storage. The parking mix would include 153 standard stalls, 41 tandem stalls, and nine handicap stalls. The bicycle spaces would be provided in a readily accessible location for both residents and guests. As shown in Table B-24, the Project would meet the City's Municipal Code parking requirements. As such, no impacts regarding the Project's parking capacity would occur.

g. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

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

No Impact. The Project would be constructed and operated in compliance with adopted policies, plans, and programs supporting public transit, bicycle, and pedestrian facilities. The Project would concentrate residential and employee population on the Project site, providing opportunities for the use of light rail transit, bus transit, bicycle, and pedestrian transportation modes. The Project site and surrounding area is well served by public transit. The Project site is located approximately two blocks south of the Allen Avenue Gold Line Station. The Station serves as a transportation hub that connects travelers to local and regional transit services provided by Pasadena ARTS, Foothill Transit, Metro, and others. Seven bus transit lines and routes are provided adjacent to or in close proximity of the Project site; refer to Table B-17. Thus, it is expected that many of the person trips generated by the Project would utilize public transit as the primary transportation mode instead of vehicles. Bicycle access to the Project site would be facilitated by the City bicycle roadway network. A total of eight bicycle routes (i.e., Class II Bike Lanes, Class III Bike Routes, or

Table B-24

Project Parking Summary

<u>Parking Use</u>	<u>Code Requirements</u>	<u>Parking Spaces Required</u>	<u>Parking Spaces Provided</u>
Vehicular			
Residential	<i>Per PMU 17.50.340.D.3.a:</i> 1.0 space per unit under 650 sq.ft. and 1.5 space per unit over 650 sq.ft.	160 ^a	160
Commercial	<i>Per PMU 17.46.040, Table 4-6:</i> 3.0 spaces per 1,000 sq.ft. of office	8 ^b	
Restaurant	<i>Per PMU 17.46.040, Table 4-6:</i> 10 spaces per 1,000 sq.ft. of restaurant	25 ^c	43
TOD	<i>Per PMU 17.50.340.D.1.b:</i> TOD ten percent reduction	-3 ^d	
Guest	<i>Per PMU 17.46.040, Table 4-6:</i> 1 space per every 10 units	13 ^e	
Total Community Vehicular Parking		203	203
Bicycle			
Residential	<i>Per PMU 17.46.320, Table 4-6:</i> 1 space per every 6 units	21 ^f	
Guest	<i>Per PMU 17.46.320, Table 4-6:</i> A minimum of 4 on-site bicycle parking spaces (all nonresidential structures less than 15,000 square feet).	4	27
Total Community Bicycle Racks and Storage		25	27

^a 64 residential units X 1.0 parking spaces = 64 parking spaces; 64 residential units X 1.5 parking spaces = 96 parking spaces. 64 parking spaces + 96 parking spaces = 160 parking spaces.

^b 2,500 sq.ft. of commercial space/1,000 sq.ft. = 2.5 X 3 parking spaces = 7.5 parking spaces (rounded up to 8).

^c 2,500 sq.ft. of restaurant space/1,000 sq.ft. = 2.5 X 10 parking spaces = 25 parking spaces.

^d 8 commercial parking spaces + 25 restaurant spaces = 33 spaces X 10 percent = 3.3 parking spaces (rounded down to 3).

^e 128 residential units/10 parking spaces = 12.8 parking spaces (rounded up to 13).

^f 128 residential units/6 parking spaces = 21.3 parking spaces (rounded down to 21).

Source: Allen and Watson T.O.D. Conceptual Design Review, prepared by Withee Malcolm Architects, LLP, dated July 15, 2013.

Enhanced Class III Bike Routes) in the City's bicycle network are located within an approximate one-mile radius from the Project site; refer to Table B-18. Bicycle lanes are currently striped in both directions on East Walnut Street and North Allen Avenue. The Project provided sidewalks along the entire perimeter of the Project site with stairs and elevators connecting all floors of the Project and the subterranean parking garage. The Project would not conflict with adopted policies, plans, or programs supporting public transit, bicycle, or pedestrian facilities. Thus, no impacts would occur in this regard.

18. UTILITIES AND SERVICE SYSTEMS

Would the project:

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

Potentially
Significant
Impact

Significant
Unless
Mitigation is
Incorporated

Less Than
Significant
Impact

No Impact

Less Than Significant Impact. As discussed in detail in Section 10, *Hydrology and Water Quality*, under the LARWQCB NPDES permit system, all existing and future municipal and industrial discharges to surface waters within the City are subject to applicable local, State and/or federal regulations. New development pursuant to implementation of the Project must to comply with all provisions of the NPDES program and other applicable WDRs, as enforced by the LARWQCB and the California SWRCB. Therefore, implementation of the Project would not result in an exceedance of wastewater treatment requirements.

Wastewater collected within the City of Pasadena Department of Water and Power (PWP) service area is transported to Whittier Narrows Water Reclamation Plant (WRP) and the San Jose Creek WRP, both operated by the Sanitation Districts of Los Angeles County (LACSD). Due to the elevation difference between the two WRPs and the service area of PWP, treated water from these WRPs is not used in the PWP service area. Within the PWP service area, there are 3,500 miles of sewer pipelines, ranging from six to 42 inches in diameter. There are two sewer pump stations to transport wastewater to the two WRPs in the LACSD service area. Dry weather flows are estimated to be 13.5 million gallons per day (mgd). The Whittier Narrows WRP, located approximately 12 miles southeast of Pasadena near the City of South El Monte, provides primary, secondary, and tertiary treatment for 15 million gallons of wastewater per day with an average daily flow of 8.1 mgd. The San Jose Creek WRP, located approximately 22 miles southeast of Pasadena near the City of Industry, also provides primary, secondary, and tertiary treatment for 100 mgd with an average daily flow of 39 mgd.⁵⁶

Build-out of the Project would not result in the discharge of wastewater to any surface water. Instead, operational discharges would be sent to the sewer system, which would ultimately be treated at the Whittier Narrows WRP or the San Jose Creek WRP. The wastewater reclamation plants are required to comply with associated WDRs and any updates or new permits issued. WDRs set the levels of pollutants allowable in water discharged from a facility. Compliance with applicable WDRs would ensure that implementation of the Project would not exceed the applicable wastewater treatment requirements of the LARWQCB with respect to discharges to the sewer system. As such, impacts would be less than significant in this regard.

⁵⁶ Pasadena Water and Power, *Final 2010 Urban Water Management Plan*, prepared by CDM, dated June 2011.

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?

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

Less Than Significant Impact.

Wastewater

During Project construction, a negligible amount of wastewater would be generated by construction workers. It is anticipated that portable toilets would be provided by a private company and the waste disposed off-site. Wastewater generation from construction activities is not anticipated to cause a measurable increase in wastewater flows at a point where, and at a time when, a sewer’s capacity is already constrained or that would cause a sewer’s capacity to become constrained. Additionally, construction is not anticipated to generate wastewater flows that would substantially or incrementally exceed the future scheduled collection of the PWP or the capacity of the Whittier Narrows WRP or the San Jose Creek WRP. Therefore, construction impacts to the local wastewater conveyance and treatment system would be less than significant.

Existing wastewater facilities include 8-inch sewer mains on the street centerlines of both Meridith Avenue and East Walnut Street and west of the centerline on North Allen Avenue.⁵⁷ The existing service connections for the former automotive repair garage and former lumber yard would be removed per future street vacation for the portion of Meridith Avenue, north of East Walnut Street. The existing 8-inch sewer main on Meridith Avenue would remain to serve the future building.⁵⁸ As shown in **Table B-25 Estimated Wastewater Generation**, implementation of the Project would generate approximately 17,190 gpd of wastewater. The Project’s wastewater flows would be treated by the Whittier Narrows WRP or the San Jose Creek WRP. The Whittier Narrows WRP and the San Jose Creek WRP have current capacities of 6.9 mgd and 61 mgd, respectively. Given the current capacity of the two wastewater treatment facilities that serve the City, Project wastewater generation would account for a less than one percent increase in demand at the treatment plants and there would be ample capacity to treat this increase.

According to the City of Pasadena Department of Public Works, City sewer infrastructure has adequate capacity to serve the Project.⁵⁹ On- site sewer pipe improvements and connections would be provided by the Project in consultation with PWP, with the Project Applicant responsible for payment of all sewer facility improvements and connection fees as set forth in Chapter 4.52, Sewer Use Fee and Storm Drain Charge, and Chapter 4.53, Sewer Facility Charge, of the Municipal Code. The fees are utilized to fund wastewater treatment and regional wastewater conveyance improvements associated with the Project. The necessary improvements would be verified through the permit approval process of obtaining a sewer capacity and

⁵⁷ Pacific Coast Civil, Inc., Walnut-Allen Mixed Use Project Memorandum, July 31, 2013 (Appendix A).

⁵⁸ Ibid.

⁵⁹ Daniel A. Rix, City Engineer, City of Pasadena Department of Public Works, letter dated March 28, 2013.

Table B-25

Estimated Wastewater Generation

Land Use	Quantity	Factor	Average Daily Flow (gpd)
Existing Land Uses			
Former Automotive Repair Garage	2,735 s.f.	80 gpd/1,000 s.f.	219 gpd
Former Lumber Yard	12,013 s.f.	80 gpd/1,000 s.f.	961 gpd
		Total	961.04
Proposed Land Uses			
Residential			
Studio	21 units	80 gpd/d.u.	1,680 gpd
1-Bedroom	64 units	120 gpd/d.u.	7,680 gpd
2-Bedroom	43 units	160 gpd/d.u.	6,880 gpd
Commercial	2,500 s.f.	80 gpd/1,000 s.f.	200 gpd
Restaurant	2,500 s.f.	300 gpd/1,000 s.f.	750 gpd
		Total	17,190 gpd
Net Increase (Existing/Proposed)			16,229 gpd

s.f. = square feet; *gpd* = gallons per day; *d.u.* = dwelling unit.

Source: Generation factors based on Los Angeles Department of Public Works, Bureau of Sanitation Sewer Generation Rates table dated 3/20/2002. Uses not listed are estimated by the closest type of use available in the table.

connection permit from the City. Therefore, given existing and anticipated future capacity at the wastewater treatment facilities and wastewater generation expected from the Project, impacts to wastewater facilities would be less than significant.

Water

The PWP provides water and water treatment to the City, including the Project site. PWP's water supply consists of three sources with an additional three sources planned over the 2035 timeframe. Current sources are imported water purchases, groundwater, and surface supplies. The majority of the water supply for PWP is from imported water from the MWD. MWD is the largest water supplier in California, supplying approximately 1.7 billion gallons of water per day. PWP has a contract to purchase imported water to supplement groundwater pumping. On average, PWP receives 61 percent of its water from MWD. Water is delivered to the City after being treated at the MWD's Weymouth Water Treatment Plant ("WTP"). During outages at the Weymouth WTP, PWP receives treated water from MWD's Jensen WTP. Sufficient turnout capacity exists to meet existing and projected PWP demands. PWP currently utilizes two local water supplies within the Raymond Basin: groundwater, which is pumped directly into the distribution system, and surface water, which is diverted and spread for groundwater pumping credits. Planned sources include

recycled water starting in 2015, Devil's Gate surface water diversion starting in 2015, and a groundwater storage program using MWD replenishment water which would be implemented as needed.⁶⁰

Existing water distribution facilities include the following: 8-inch water main on East Walnut Street, 19 feet north of street centerline; 10-inch water main on East Walnut Street, 18 feet south of street centerline; 4-inch water line on Meridith Avenue, 14 feet west of street centerline; and 8-inch water main on North Allen Avenue, 15 feet west of street centerline.⁶¹ The existing service connections for the former automotive repair garage and former lumber yard would be removed per future street vacation for the portion of Meridith Avenue, north of East Walnut Street.⁶² The domestic and fire water service for the Project would connect to the existing 8-inch water main on East Walnut Street.⁶³ Per the PFD, a current fire flow report (not older than six months) performed by the Pasadena Water Department, would be provided to the PFD when applying for building permits to construct any structure. The minimum fire flow for the Project site would be 8,000 gpm at 20 psi. The connections would be provided by the Project in consultation with PWP, with the Project Applicant responsible for payment of all applicable water connection fees as set forth in the Chapter 13.20, Water Service and Rates, of the Municipal Code.

The Project would result in estimated water consumption of approximately 21,488 gpd (or approximately 7,650,000 gallons per year) when fully occupied. However, the Project would comply with the Water Conservation Plan and Water Shortage Procedure Ordinance (Chapter 13.10, Water Waste Prohibitions and Water Supply Shortage Plans, of the Municipal Code) and the City's CWCP, which targets a 20 percent reduction in per-capita water consumption by the year 2020, in accordance with California's 20x2020 Plan. The water-conservation plan would be reviewed and approved by the PWP and Building Division prior to issuance of a building permit. The Project irrigation and plumbing plans would comply with the approved water-conservation plan and the City's requirements for landscape irrigation. Landscaping for the Project would be provided in accordance with standard City requirements per Chapter 17.44, Landscaping, of the Zoning Code.

PWP's 2011 WIRP provides water demand projections in five-year increments through 2035, based on demographic data from Southern California Association of Governments' Regional Transportation Plan, as well as on billing data for each major customer class, weather, and conservation. The City's water demand is estimated to reach 43,300 acre-feet by 2035, which is an increase of 3,300 acre-feet (less than eight percent) from the estimated 2015 consumption.⁶⁴ The estimated 23.48 acre-feet per year, increase in water demand generated by the Project would constitute approximately 0.7 percent of the City's total increase in water demand through 2035, or approximately 0.05 percent of the City's projected water demand for 2035 (43,300 acre-feet). As such, the Project would fall within PWP's available and projected water supplies.

PWP is currently able to meet new demand and anticipates being able to meet future demands as alternative planned water supplies are implemented in the future. As such, PWP would be able to meet the water demand of the Project, as well as the existing and planned future water demands of its service area. Based

⁶⁰ Pasadena Water and Power, *Final 2010 Urban Water Management Plan*, prepared by CDM, dated June 2011.

⁶¹ Pacific Coast Civil, Inc., *Walnut-Allen Mixed Use Project Memorandum*, July 31, 2013 (Appendix A).

⁶² *Ibid.*

⁶³ *Ibid.*

⁶⁴ Pasadena Water and Power, *2011 Water Integrated Resources Plan*, Table 3-1, "Projected Water Demands for PWP", page 3-4.

on the above, no additional water treatment facilities are required to meet the water supply demands associated with the Project, and the Project would not require the construction or expansion of water treatment facilities. Therefore, water supply impacts associated with Project operation would be less than significant.

Based on the above, a less than significant impact would occur in this regard.

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

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

Less Than Significant Impact. As discussed in Section 10, *Hydrology and Water Quality*, consistent with applicable regulatory requirements, post-development runoff quantities would not exceed that of existing conditions. Drainage patterns under the Project would be similar to the existing site conditions. The Project site gently slopes to the south with three to four feet of vertical relief across the property, and is approximately 98 percent impervious.⁶⁵ Stormwater runoff is discharged from the Project site via overland sheet flow into the gutters lining Meridith Avenue, East Walnut Street, and North Allen Avenue. Flows enter storm drain inlets to a catch basin near the intersection of North Allen Avenue and East Walnut Street and are conveyed to a 60-inch storm drain beneath North Allen Avenue that is maintained by the Los Angeles County Flood Control District. No off-site storm drain systems improvements would be necessary. Further, the Project Applicant must submit and implement an on-site drainage plan that meets the approval of the Building Official and the Public Works Department; and the City's SUSMP ordinance which requires post-development peak storm water runoff rates to not exceed pre-development peak storm water runoff rates. Therefore, the Project would not require or result in the construction of new stormwater drainage facilities or expansion of existing facilities. Therefore, impacts would be less than significant in this regard.

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

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

Less Than Significant Impact. Project construction would create a temporary, intermittent demand for water over the approximately 18-year construction period, for such activities as soil watering for site preparation, fugitive dust control, concrete preparation, painting, cleanup, and other short-term activities.

⁶⁵ *Pacific Coast Civil, Inc., Walnut-Allen Mixed Use Project Memorandum, July 31, 2013 (Appendix A).*

Construction-related water usage is not expected to have an adverse impact on available water supplies or the existing water distribution system, and impacts would be less than significant.

Water is supplied to the Project site by the PWP. Current sources are groundwater, surface supplies, and imported water from the MWD, PWP's main source. As discussed in PWP's 2010 Water Integrated Resource Plan⁶⁶ (herein referred to as the "2010 WIRP"), which serves as a basis for the PWP 2010 Urban Water Management Plan⁶⁷ (herein referred to as the "2010 UWMP"), over the period from 2010 to 2035, the PWP's projected water demand increases from 38,460 acre-feet per year (AFY) to 43,300 AFY, representing an annual increase of 0.5 percent. As presented in the 2010 WIRP, MWD has shown that it would be able to meet the supplemental needs of all its member agencies reliably through 2035 during average (1922-2004 hydrology), single dry (1977 hydrology), and multiple dry years (1990-1992 hydrology), even during prolonged drought events.⁶⁸

The Project would result in estimated water demand of approximately 21,488 gpd when fully occupied. This would amount to approximately 23.1 AFY per year.⁶⁹ The 23.1 AFY per year increase in water demand generated by the Project would constitute approximately 0.05 percent of the City's projected water demand for 2035 (43,300 AFY). The Project would fall within the available and projected water supplies projected in the 2010 UWMP.

As discussed in Response 18.b., the Project would comply with the Water Conservation Plan and Water Shortage Procedure Ordinance (Chapter 13.10, Water Waste Prohibitions and Water Supply Shortage Plans, of the Municipal Code) and the City's *Comprehensive Water Conservation Plan* ("CWCP"), which targets a 20 percent reduction in per-capita water consumption by the year 2020, in order to meet the mandatory conservation goals established by the State Water Conservation Act of 2009 ("California's 20x2020 plan"). Further, the Project would be required to incorporate water conservation efforts where applicable, such as using drought-resistant landscaping and using low-flow faucets and toilets. The City's Water Efficient Landscaping Regulations Ordinance (Chapter 13.22, Water Efficient Landscape, of Municipal Code) has water efficiency requirements for new public and private projects in the City, and the Project would be required to comply with this ordinance. Given the Project's nominal increase in water demand and required compliance with applicable water conservation measures, impacts regarding the City's existing supplies would be less than significant.

⁶⁶ Pasadena Water and Power Water Integrated Resources Plan, prepared by CDM, dated January 12, 2011.

⁶⁷ Pasadena Water and Power, Final 2010 Urban Water Management Plan, prepared by CDM, dated June 2011.

⁶⁸ Pasadena Water and Power, Final 2010 Urban Water Management Plan, prepared by CDM, dated June 2011 and Pasadena Water and Power Water Integrated Resources Plan, prepared by CDM, dated January 12, 2011.

⁶⁹ 1 acre-foot = 325,851 gallons. $21,488 \text{ gpd} / 325,851 \text{ gallons} \times 365 = 24.1 \text{ AFY}$.

- 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?**

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

Less Than Significant Impact. As described in Response 18.b., the Project would result in estimated wastewater generation of approximately 17,190 gpd when fully occupied. The proposed increase to wastewater service demand is negligible compared to the existing service area of the PWP and LACDS wastewater treatment systems. Further, the Whittier Narrows WRP and the San Jose Creek WRP would have adequate capacity to serve the Project. Thus, Project impacts related to wastewater treatment capacity would be less than significant.

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

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

Less Than Significant Impact. The City of Pasadena Department of Public Works, Street Maintenance and Integrated Waste Management Division (IWMD), collects residential solid waste. Commercial and industrial solid waste is picked up by private haulers. The IWMD also provides a curbside recycling program including paper, cardboard, cans/aluminum, plastic, and glass. The recyclable materials are hauled to private recyclable materials companies. The City produces approximately 164,418 tons of solid waste per year.⁷⁰ The City sends its waste to up to 15 landfills as shown **Table B-26, Landfills Used by Pasadena**. Table B-26 illustrates the permitted disposal rate, remaining capacity, and estimated closure date of all 15 landfills that serve the City. The primary landfill used within the City, the Scholl Canyon Landfill, is permitted through 2030 with a remaining capacity of approximately 9,900,000 cubic yards. As illustrated in **Table B-27, Projected Solid Waste Generated During Operation** and based on solid waste generation factors from the California Integrated Waste Management Board (CIWMB), the proposed 128 multi-family residential units and 5,000 square feet of commercial/restaurant space would generate a total of approximately 53.7 lbs/day (0.268 tons/day or 97.82 tons/year) of solid waste. The annual amount of solid waste generated by the Project site would represent a minor amount (less than 0.06 percent) of the annual solid waste disposed of by the City (164,418 tons/year), thus representing a negligible fraction of the total waste generated citywide. In addition, the solid waste generated by the Project could be accommodated by the landfills serving the City.

⁷⁰ Lincoln Avenue Specific Plan Draft EIR, Section 5.11, Utilities and Service Systems, prepared by The Planning Center/DC&E, dated March 2013

Table B-26

Landfills Used by Pasadena

Landfill	Permitted Disposal Rate (tons/day)	Remaining Capacity (cubic yards)	Estimated Closure Date
Antelope Valley Public Landfill	3,564	20,400,000	1/1/2042
Azusa Land Reclamation County Landfill	6,500	34,100,000	1/1/2025
Bakersfield Metropolitan Sanitary Landfill	4,500	34,994,127	12/31/2038
Chiquita Canyon Sanitary Landfill	6,000	29,300,000	11/24/2019
El Sobrante Landfill	16,054	145,530,000	1/1/2045
Frank R. Bowerman Sanitary Landfill	11,500	205,000,000	12/31/2053
Lancaster Landfill and Recycling Center	5,100	14,514,648	3/1/2044
Mid-Valley Sanitary Landfill	7,500	67,520,000	4/1/2033
Olinda Alpha Sanitary Landfill	8,000	38,578,383	12/31/2021
Scholl Canyon Landfill	3,400	9,900,000	4/1/2030
Simi Valley Landfill and Recycling Center	9,250,000	119,600,000	1/31/2052
Sunshine Canyon City/County Landfill	12,100	112,300,000	12/31/2037
Victorville Sanitary Landfill	3,000	83,510,000	10/1/2047

Source: California Department of Resources Recycling and Recovery. Facility/Site Summary Details. <http://www.calrecycle.ca.gov/SWFacilities/Directory/Search/>, accessed August 15, 2013.

The California Department of Resources and Recycling and Recovery (CalRecycle) is the California State Agency that promotes the importance of reducing waste and oversees California's waste management and recycling efforts. CalRecycle has issued jurisdiction waste diversion rate targets equivalent to 50 percent of the waste stream as expressing in pounds per person per day. Thus, it is important to note that the estimate of solid waste generated by the Project is conservative, in that the amount of solid waste that would need to be landfilled would likely be less than this forecast based on the City's implementation of solid waste diversion targets. Assuming the Project achieves a 50 percent diversion rate, the amount of Project solid waste that would need to be landfilled would be reduced to an estimated 48.91 tons annually.

Table B-27

Projected Solid Waste Generated During Operation

Land Uses	Quantity	Factor ^a	Solid Waste Generated (lbs/day)	Solid Waste Generated (tons/day)	Solid Waste Generated (tons/year)
Proposed Use					
Residential	128 d.u.	4 lbs/unit/day	512	0.256	93.44
Commercial	2,500 s.f.	5 lbs/k.s.f./day	12.5	0.006	2.19
Restaurant	2,500 s.f.	5 lbs/k.s.f./day	12.5	0.006	2.19
Total			53.7	0.268	97.82

Notes: d.u. = dwelling unit; s.f. = square feet; k.s.f.= thousand square feet; lbs. = pounds.

^a Generation factors provided by the CalRecycle website, refer to Estimated Solid Waste Generation Rates. <http://www.calrecycle.ca.gov/WasteChar/WasteGenRates/default.htm>, accessed August 15, 2013.

Source: PCR Services Corporation, 2013.

Construction of the Project would result in generation of solid waste such as scrap, lumber, concrete, residual wastes, packing materials, and plastics which could require disposal of construction associated debris at the landfills. It is anticipated that a large amount of the construction debris would be recycled. Disposal and recycling of the construction debris would be required to comply with all federal, State, and local regulations. In addition, the Project would comply with Section 8.62, Waste Management Plan for Certain Construction and Demolition Projects Within the City of Pasadena (Construction and Demolition Waste Ordinance), of the Municipal Code, and the design requirements for refuse storage areas per Section 17.40.120, Refuse Storage Facilities, of the Zoning Code. According to the Construction and Demolition Waste Ordinance, the Project Applicant would submit a construction and demolition recycling and waste assessment plan prior to issuance of the permit. Monthly reports would be submitted throughout the construction of the Project. Further, summary reports with documentation would be submitted prior to final inspection. Therefore, the Project would not cause any significant impacts from conflicting with statutes or regulations related to solid waste.

Based on the above, a less than significant impact regarding solid waste would occur.

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

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

No Impact. All local governments, including the City of Pasadena, are required under Assembly Bill 939 (AB 939), the Integrated Waste Management Act of 1989, to develop source reduction, reuse, recycling, and composting programs to reduce tonnage of solid waste going to landfills. Cities must divert at least 50

percent of their solid waste generation into recycling. If the City’s target is exceeded, the City would be required to pay fines or penalties from the State for not complying with AB 939. The waste generated by the Project would be incorporated into the waste stream of the City, and diversion rates would not be altered. Thus, no impacts regarding compliance with SB 939 would occur with Project implementation.

19. MANDATORY FINDINGS OF SIGNIFICANCE

a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of 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?

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

Less Than Significant Impact. The preceding analysis does not reveal any significant unmitigable impacts to the environment. Based on these findings, the Project is not expected to significantly degrade the quality of the environment. The Project site is located in a highly urbanized area of the City. The Project site is developed with facilities associated with the former automotive repair garage and former lumber yard, including surface parking. As discussed Section 4, *Biological Resources*, the Project site does not support sensitive plant or animal species and less than significant impacts to biological resources would occur. According to the Tree Report, the Project site includes 13 trees, eight within the Project site to be removed and five to be retained, located in the public right-of-way adjacent to the site. Of the eight trees proposed for removal, only one, a Sawleaf Zelkova, with a trunk diameter of eight inches, is on the City’s list of protected species. However, the minimum trunk size for protection is 15 inches; it therefore does not qualify for protection under Chapter 8.52, City Trees and Tree Protection Ordinance, of the Municipal Code. The remaining seven trees do not qualify for protection under the “mature tree” definition as they fall below the 19-inch trunk diameter required for preservation. The Project Applicant would be required to plant and maintain on the East Walnut Street frontage, for a period of three years, a maximum of nine (9) officially designated street trees in accordance with the City’s master street tree plan (Chinese pistache, *Pistacia chinensis*). As discussed above in Section 5, *Cultural Resources*, the Project site does not contain any known cultural resources as defined by the CEQA Guidelines. Therefore, no impacts would occur in this regard.

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.)

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

Less Than Significant Impact.

According to the Traffic Study, there are a total of 22 related projects within the Project area that might add traffic to the study intersections; refer to Figure B-7. Thus, the analysis of cumulative impacts considers the development of these projects in addition to the Project. Please refer to Section 17, *Traffic and Transportation* for a description of the 22 related projects.

Compliance with applicable City standards and regulations would preclude cumulative impacts for a number of environmental issues. Cumulative impacts are concluded to be less than significant for those issues for which it has been determined that the Project would have no impact. Environmental issues meeting this criterion include agricultural and forestry resources, cultural resources, energy, and mineral resources. Compliance with applicable federal, State and City standards and regulations would preclude significant cumulative impacts with regard to biological resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, and hydrology and water quality.

The Project and the related projects could have a cumulative aesthetic impact. However, due to intervening development and the visual separation of the Project from the related projects, the potential for simultaneous viewing of the Project and the related projects is minimized. Therefore, no significant cumulative aesthetic impacts would occur.

As discussed in Section 3, *Air Quality*, although the Project site is located in a region that is in non-attainment for ozone, PM₁₀, and PM_{2.5}, the emissions associated with the Project would not be cumulatively considerable, as the emissions would fall below SCAQMD daily significance thresholds. In addition, the Project would be consistent with the AQMP, which is intended to bring the Basin into attainment for all criteria pollutants. As such, the Project's contribution to cumulative impacts on air quality are concluded to be not considerable and less than significant.

Implementation of the Project and the related projects could have a cumulative impact relative to consistency with applicable land use plans, policies or regulations. Those related projects that are consistent with applicable land use plans, policies or regulations would not contribute to a cumulative impact. Similarly, those related projects that are dependent on modifications to adopted land use plans would not have cumulative consistency impacts with necessary amendments in place. Notwithstanding, each of these related projects would be subject to discretionary review by the City in order to address and resolve land use impacts on an individual and cumulative basis. As such, cumulative land use impacts are concluded to be less than significant.

Potential noise impacts of the Project are related to construction activity, Project-related traffic and on-site stationary sources. The Project and related projects are physically separated such that individual construction noise levels are not expected to have cumulative effects. Nevertheless, each of these related projects presumably would comply with the applicable provisions of the Municipal Code, thereby precluding the potential for significant construction noise impacts. Cumulative traffic noise increases would be below 3 dBA, and thus, would not cause a perceptible increase in cumulative roadway noise. On-site noise sources for the Project and all related projects are subject to the provisions of the Municipal Code and as such, compliance with the regulations established therein would preclude significant environmental impacts. Cumulative impacts from on-site sources are anticipated to be less than significant given the distance between the Project and the related projects and that the impacts from each related project would be reduced to less than significant levels.

The increase in area population and employment resulting from the Project and the related projects would have a less than significant cumulative impact as these increases are anticipated to be within both the 2008-2014 Housing Element of the General Plan and the *Southern California 2020 – A Preliminary Growth Forecast: Regional Overview* prepared by SCAG. In addition, the Project provides housing opportunities, including inclusionary housing, to accommodate the future population of the area. No significant cumulative impacts to population or housing are expected.

The increase in area population resulting from the Project would place new demands on public services such as fire protection, police protection, schools, libraries and parks. Development of the Project and related projects would increase the demand for public services. As the service providers collect City required impact fees, adjust their resources accordingly, and monitor growth, cumulative impacts on City services would be less than significant. Cumulative development would increase the demand for educational facilities within the Project area. Pursuant to the provisions of SB50, all school impacts within the PUSD are considered reduced to less than significant levels through the payment of mandatory school impact fees. Thus, cumulative impacts on school facilities resulting from development of the Project together with other related projects are concluded to be less than significant. In addition, future development projects would be required develop park facilities and/or open space areas or pay in-lieu fees to provide recreational/park facilities in accordance with the provisions of the Municipal Code.

As indicated in Section 17, *Transportation/Traffic*, the Project would not add 50 or more peak-hour trips to any CMP monitoring intersection, nor would the Project add 150 or more peak-hour directional trips to any CMP freeway segment. As such, the Project would not exceed, either individually or cumulatively, a level of service standard established by the 2010 CMP for Los Angeles County for designated roads or highways. In addition, as determined in the Traffic Study, the Project is not expected to cause significant intersection or street segment impacts under future conditions including traffic from all identified related projects.

Due to the shared urban infrastructure, the wastewater generation, stormwater discharge and water consumption associated with the Project and the related projects could have a cumulative impact. During the approval process for each related project, utility system capacity must be demonstrated. As the service providers conduct on-going evaluations to ensure facilities are adequate to serve the forecasted growth of the community, cumulative impacts on utilities are concluded to be less than significant.

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

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

Less Than Significant Impact. Based on the documentation provided herein, the Project would not cause environmental effects that cause substantial direct or indirect adverse effects on human beings with the adoption and implementation of the mitigation measures and compliance with applicable City standards and regulations proposed throughout this document.

PCR PASADENA

80 South Lake Avenue

Suite 570

Pasadena, California 91101

TEL 626.204.6170

FAX 626.204.6171

PCR SANTA MONICA

201 Santa Monica Boulevard

Suite 500

Santa Monica, California 90401

TEL 310.451.4488

FAX 310.451.5279

PCR IRVINE

One Venture

Suite 150

Irvine, California 92618

TEL 949.753.7001

FAX 949.753.7002

PCRinfo@pcrnet.com

www.pcrnet.com