

nine signalized and four unsignalized intersections from the Plan would remain significant and unavoidable. (EIR, pp. 5.11-66 to 5.11-68.)

With regard to roadway segment impacts, the City guidelines for the analysis of street segments does not include a mechanism for evaluating the impacts caused by reducing the number of through lanes on a street; therefore, the following analysis results apply to the cumulative baseline condition without the road diet only. Buildout of the Plan would increase vehicle trips, resulting in significant impacts on Lincoln Avenue and adjacent neighborhood streets that cross the corridor. Significant impacts would occur for the following roadway segments:

- Streets that are forecast to experience an increase of more than 7.5 percent over existing average daily traffic volumes and may require extensive physical mitigation include: Montana Street (east of Lincoln Avenue), Howard Street, Washington Boulevard, and Hammond Street (east of Lincoln Avenue)
- Washington Boulevard is a deemphasized street. No transportation capital or operational improvements to increase traffic capacity will be implemented on this corridor.
- Montana Street (west of Lincoln Avenue) is forecast to experience an increase of between 5.0 percent and 7.5 percent over existing average daily traffic volumes and may require soft or some physical mitigation.
- Woodbury Road is forecast to experience an increase of between 2.5 percent and 5.0 percent over existing average daily traffic volumes and may require soft mitigation.
- Study area streets that are forecast to experience an increase of less than 2.5 percent over existing average daily traffic volumes and may require staff review include: Wyoming Street, Forest Avenue, Idaho Street, and Seco Street.

Washington Boulevard is identified in the City of Pasadena General Plan Mobility Element (2004) as a deemphasized street. No transportation capital or operational

improvements to increase traffic capacity will be implemented on this corridor as this is in direct conflict with related adopted goals and policies. Therefore, mitigation measures to this roadway segment are infeasible for policy reasons. Impacts to this roadway segment would remain significant and unavoidable. Payment of capital improvement program fund fees to the City of Pasadena would not reduce impacts to the ten roadway segments identified in Impact 5.11-2 to less than significant. There are no feasible mitigation measures that would reduce this impact to less than significant, and this impact would remain significant and unavoidable. (EIR, p. 5.11-70.)

With regard to County Congestion Management Agency standards, there are less than significant impacts. A Congestion Management Program (CMP) analysis was conducted consistent with the procedures outlined in the CMP for Los Angeles County. The nearest CMP arterial monitoring intersection to the project site is at the intersection of Arroyo Parkway and California Boulevard. The Plan is not expected to add 50 or more trips per hour to this location, therefore no further analysis of this CMP monitoring intersection is required. The nearest mainline freeway monitoring location to the project site is the I-210 freeway west of Routes 134/710. The I-210 freeway segment west of Routes 134/710 is expected to operate at an acceptable LOS C or better during both peak periods, with the exception of eastbound I-210 during the AM peak period. Eastbound I-210 during the AM peak period currently operates at LOS F(0), and the demand-to-capacity ratio is forecast to increase by 0.014 under the Plan. Based on the

CMP criteria for a significant impact, the project is not forecast to cause a significant impact on the I-210 during either peak period. (EIR, p. 5.11-53.)

With regard to parking, implementation of the Plan would require additional parking capacity within the project area. The Plan's recommendations for shared parking, public parking facilities, and "park once" concepts would reduce parking impacts. New development will be required to provide adequate parking in accordance with the specific plan and City's Zoning Code, Chapter 17.46: Parking and Loading, which allows for a shared parking. Compliance with the City's Zoning Code will ensure that adequate parking is provided and impacts are less than significant. (EIR, p. 5.11-54.)

With regard to hazardous conditions, the Plan will have less than significant impacts. The Plan will enhance the pedestrian environment along the Lincoln Avenue corridor by creating a cohesive streetscape, and will create a "main street" and revitalize the area by phasing out incompatible land uses and improving the street system. The reduction from four to two-lanes along Lincoln Avenue south of Washington Boulevard is recommended as a traffic calming measure in an area of Lincoln Avenue that carries lower traffic volumes and has a high concentration of residences. This in combination with other streetscape improvements, including landscaped pedestrian refuge islands, would help to slow traffic and increase pedestrian safety. The road diet will not result in a hazardous condition and is being proposed to

enhance pedestrian safety and encourage increased compatibility with the existing residences. (EIR, p. 5.11-55.)

With regard to alternative transportation, Plan related increase in transit trips would not result in a significant impact on the regional transit system. The Plan will not interfere with any bus stops and would encourage ridership by enhancing the pedestrian experience and creating a more walkable corridor. In addition, the Plan recommends providing transit amenities in the form of bus shelters at bus stops identified with sufficient boardings. Future site-specific projects would also be required to encourage public transit use and coordinate with local transit operators in accordance with the Plan. As a result, impacts are less than significant. The Plan will not interfere with the existing bicycle routes and will not decrease the quality of the physical bicycle environmental adjacent to the project site. The assumed pedestrian enhancements include additional trees and planters, additional marked crosswalks, additional pedestrian street lighting, enhanced identity and public art, sidewalk repavement, and additional sidewalk ramps and audible traffic controls that comply with ADA requirements. With the proposed pedestrian improvements, pedestrian quality score segments will increase for all cross section locations. No significant impacts will result. (EIR, pp. 5.11-55 to 5.11-56.)

Finally, comparing the incremental effect of the proposed project and the incremental effect of the NFL project, the cumulatively considerable impact arises wholly from the NFL Project. Accordingly, imposing mitigation measures for cumulative

effects of the proposed project is not warranted since the incremental effects from the proposed project are not cumulatively considerable. (EIR, p. 5.11-56.)

VI. RESOLUTION REGARDING ALTERNATIVES

The City Council declares that the City has considered and rejected as infeasible the alternatives identified in the Final EIR as set forth herein. CEQA requires that an EIR evaluate a reasonable range of alternatives to a Plan, or to the location of a Plan, which: (1) offer substantial environmental advantages to the proposed Plan, and (2) may be feasibly accomplished in a successful manner within a reasonable period of time considering the economic, environmental, social and technological factors involved. An EIR must only evaluate reasonable alternatives to a Plan which could feasibly attain most of the basic Plan objectives, and evaluate the comparative merits of the alternatives. In all cases, the consideration of alternatives is to be judged against a rule of reason.

The lead agency is not required to choose the environmentally superior alternative if the alternative does not provide substantial advantages over the Plan, and (1) through the imposition of mitigation measures the environmental effects of a Plan can be reduced to an acceptable level, or (2) there are social, economic, technological or other considerations which make the alternative infeasible.

The Final EIR identified the objectives for the Plan as follows (see EIR, p. 7-2):

Objective 1: Create a neighborhood "main street" that will serve as the focal point for the neighborhoods surrounding Lincoln Avenue.

Objective 2: Preserve and enhance existing residential areas.

Objective 3: Provide new opportunities for all types of housing along the corridor.

Objective 4: Facilitate opportunities for catalytic developments that provide desired neighborhood oriented retail and service businesses, local employment opportunities, and a link to the community.

Objective 5: Provide for the gradual phasing out of industrial uses that create conflicts with surrounding neighborhoods.

Objective 6: Support design that contributes to the enhanced character of the City and Northwest Pasadena in particular.

Objective 7: Enrich the pedestrian environment along Lincoln Avenue through well-designed and appropriately scaled projects and pleasing streetscapes.

Objective 8: Invite pedestrian activity through a cohesive and improved streetscape corridor.

Objective 9: Encourage investment, maintenance, and pride in the Lincoln Avenue Specific Plan area.

Objective 10: Enhance public safety.

The alternatives analyzed in the EIR represent a reasonable range of alternatives based on the applicable provisions of the CEQA Guidelines.

a. ALTERNATIVES CONSIDERED BUT REJECTED

The City Council finds that all of the alternatives eliminated from further consideration in the Final EIR are infeasible, would not meet the basic Plan Objectives, and/or would not reduce or avoid any of the significant effects of the proposed Plan for the reasons detailed on pages 7-2 to 7-3 of the Final EIR and summarized herein.

Alternative Development Areas. An alternative development area for the Plan would not avoid any of the significant effects of the Plan. Additionally, an alternative development area would not meet the basic objectives of the Plan. The geographic location of the Plan was specifically chosen to enhance an underutilized area, phase out industrial uses, and create a neighborhood main street compatible with the surrounding area. While another location could meet some of the objectives in a general sense, it would not meet any of the objectives for this particular corridor, neighborhood, and location. (EIR, p. 7-3.)

Reduced Traffic Alternative. This alternative was considered to eliminate significant and unavoidable impacts related to traffic. In order to reduce impacts to a less than significant level project-generated trips would have to be reduced by about 90 percent, from approximately 21,000 to 2,100 daily trips. Based on a proportionate reduction in land uses, the Reduced Traffic Alternative would allow 50,000 square feet (sf) of new commercial development and 9 residential units and no additional Industrial related uses. This alternative would only allow a 25,000 square foot reduction in industrial uses which does not meet a basic objective of the project which is to phase out industrial uses and replace them with neighborhood serving uses that are compatible with the adjacent residential neighborhoods. While this alternative would substantially reduce traffic impacts, it would not meet any of the basic project objectives. The addition of 50,000 square feet of new commercial development and 9 residential units would not revitalize the area, create a neighborhood main street, or facilitate

opportunities for additional housing or catalytic development in the area. Further, without a substantial reduction in the existing underutilized industrial development, this alternative would not meet the objective of phasing out industrial development, which currently conflicts with the surrounding residential neighborhoods. This alternative would not create a more pedestrian friendly environment or encourage pedestrian activity, since it would not create a neighborhood main street. Therefore, the Reduced Traffic Alternative was rejected as being infeasible because it would not meet most of the fundamental objectives of the project. (EIR, p. 7-3.)

b. NO PROJECT/EXISTING 2004 GENERAL PLAN

Pursuant to Guidelines Section 15126.6, the EIR discussed a No Plan Alternative. The No Plan Alternative assumes that the Plan is not developed on the site. This alternative is environmentally superior to the proposed project in seven of the twelve resource areas analyzed in the EIR: air quality, GHG emissions, noise, population/housing, public services, transportation and traffic, and utilities and service systems. Impacts related to three resource areas would be the same as the proposed project: energy, hazards and hazardous materials, and hydrology/water quality. Impacts would be greater for aesthetics and land use under this alternative. This alternative would not meet most of the project objectives. Specifically, this alternative would not create a neighborhood “main street” (Objective 1), provide new opportunities for all types of housing along the corridor (Objective 3), or facilitate opportunities for catalytic developments that provide desired neighborhood-oriented retail and service businesses

(Objective 4). Further, this alternative would not meet the objectives which contribute to an enhanced pedestrian experience (Objectives 6, 7, 8 and 10). This alternative was therefore rejected. (EIR, p. 7-4 to 7-7.)

c. INCREASED RESIDENTIAL/REDUCED RETAIL DEVELOPMENT

The Increased Residential/Reduced Retail Development Alternative would increase the total number of residential units by 25 percent with a corresponding decrease in retail development by 25 percent. This alternative would allow for a net increase of 23 multifamily residential units and a decrease of 120,000 square feet of specialty retail as compared to the project. This results in a total net increase of 380,000 square feet of commercial uses and 114 residential units. The 300,000 square foot reduction in industrial, educational and institutional uses would remain the same as the project. This Alternative would achieve all of the objectives of the Plan, but not to the same extent as the Plan. The Increased Residential/Reduced Retail Development Alternative would lessen impacts to air quality, GHG emissions, noise, population/housing, public services, transportation/traffic, and utilities and service systems. The remaining impacts related to aesthetics, energy, hazards and hazardous materials, hydrology/water quality and land use are generally the same as the proposed project. The Increased Residential/Reduced Retail Development Alternative would meet all of the project objectives, except that it would not meet Objective 4 to the same degree as the project. The reduction in retail square footage would not facilitate opportunities to provide neighborhood-oriented retail (Objective 4) to the same degree.

For CEQA purposes this alternative is rejected because it does not reduce to below a level of significance the unmitigatable significant effect of the Plan with regard to segment impacts. (EIR, pp. 7-7 to 7-9.)

d. INCREASED OFFICE/REDUCED RETAIL DEVELOPMENT

The Increased Office/Reduced Retail Development Alternative would change the proposed mix of commercial development. This alternative would have the same net increase in residential units (91 units) and nonresidential development (500,000 square feet) as the project, but would allow for a total of 480,000 square feet of office and 320,000 square feet of specialty retail. The 300,000 square foot reduction in industrial, educational and institutional uses would remain the same as the proposed project. The Increased Office/Reduced Retail Development Alternative would lessen impacts to four resource areas: air quality, GHG emissions, noise, and transportation/traffic. The remaining impacts related to aesthetics, energy, hazards and hazardous materials, hydrology/water quality, land use, population/housing, public services, and utilities and service systems would be similar to the proposed project. Significant unavoidable impacts would remain related to air quality, GHG emissions, noise and traffic. This alternative would meet all of the project objectives. (EIR, p. 7-9 to 7-12.) However, this alternative is rejected because it does not reduce to below a level of significance any of the project's significant effects.

e. REDUCED INTENSITY ALTERNATIVE

The Reduced Intensity Alternative would reduce development intensity by 50 percent by reducing the allowable development of new and removed buildings for each proposed use by half. Compared to the proposed project, this alternative would result in a reduction of 46 residential units and 270,000 square feet of commercial development compared to the project. Buildout of this alternative would allow 160,000 sf of office, 240,000 sf of specialty retail, 46 residential units, and a corresponding decrease of 130,000 sf of industrial uses. This alternative is environmentally superior to the proposed project in seven of the twelve resource areas analyzed in Chapter 5 (air quality, energy, GHG emissions, noise, public services, transportation and traffic, and utilities and service systems); neutral in two resource areas (hazards and hazardous materials and hydrology/water quality); and inferior in three areas (aesthetics, GHG emissions, and land use). This alternative would reduce impacts related to construction and operation, and meet the project objectives described in the EIR but not to the same extent as the proposed project. While the impacts would be reduced, significant unavoidable impacts related to air quality, GHG emissions, noise and traffic would remain. (EIR, pp. 7-12 to 7-14.) Therefore, this alternative is rejected.

VII. RESOLUTION REGARDING CUSTODIAN OF RECORDS

The documents and materials that constitute the record of proceedings on which these findings are based are located at the City of Pasadena, Planning & Community Development Department at 175 North Garfield Avenue, Pasadena, California 91101.

VIII. RESOLUTION REGARDING NOTICE OF DETERMINATION

Staff is directed to file a Notice of Determination with the Clerk of the County of Los Angeles within five working days of final approval of the Alternative 3—Hotel Option Project.

Adopted at the _____ meeting of the City Council on the _____ day of _____, 2013 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Mark Jomsky, CMC
City Clerk

APPROVED AS TO FORM:



Theresa E. Fuentes
Assistant City Attorney

EXHIBIT A
MITIGATION MONITORING AND REPORTING PROGRAM

EXHIBIT A

Mitigation Monitoring and Reporting Program

**Mitigation Monitoring and Reporting Program
Lincoln Avenue Specific Plan**

No.	Mitigation Measures	Method of Verification	Timing of Verification	Responsible Agency	Date of Completion/Initials
5.2 AIR QUALITY 2-1	<p>Applicants for new development projects within the Lincoln Avenue Specific Plan shall require the construction contractor to use equipment that meets the United States Environmental Protection Agency (EPA)-Certified emissions standards according to the following schedule.</p> <ul style="list-style-type: none"> From the end of 2011 to December 31, 2014, all project-related off-road diesel-powered construction equipment greater than 50 horsepower shall meet Tier 3 off-road emissions standards. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine, as defined by CARB regulations. After January 1, 2015, all off-road diesel-powered construction equipment greater than 50 horsepower shall meet the Tier 4 emission standards. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 4 diesel emissions control strategy for a similarly sized engine, as defined by CARB regulations. <p>Prior to construction, the project engineer shall ensure that all demolition and grading plans clearly show the requirement for EPA Tier 3 or higher emissions standards for construction equipment over 50 horsepower. During construction, the construction contractor shall maintain a list of all operating equipment in use on the project site for verification by the Building Official or their designee. The construction equipment list shall state the makes, models, and numbers of construction equipment onsite. Equipment shall properly service and maintain construction equipment in accordance with the manufacturer's recommendations. Construction contractors shall also ensure that all nonessential idling of construction equipment is restricted to five</p>	Periodic inspection	Prior to construction and periodically during construction (at least once per month)	City Building Official	

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2-2	<p>minutes or less in compliance with California Air Resources Board's Rule 2449. If construction activities involve haul of demolition materials and/or soil, the construction contractor shall use haul trucks and/or require subcontractors to use haul trucks that are 2010 or newer for demolition and construction (C&D) debris removal offsite and soil haul, unless evidence is provided by the contractor/subcontractor that such trucks are not readily available at the time of issuance of a demolition and/or grading permit.</p> <p>Applicants for new development projects within the Lincoln Avenue Specific Plan shall require the construction contractor to prepare a dust control plan and implement the following measures during ground-disturbing activities in addition to the existing requirements for fugitive dust control under South Coast Air Quality Management District Rule 403 to further reduce PM10 and PM2.5 emissions. The Building Official or their designee shall verify compliance that these measures have been implemented during normal construction site inspections.</p> <ul style="list-style-type: none"> • Following all grading activities, the construction contractor shall reestablish ground cover on the construction site through seeding and watering. • During all construction activities, the construction contractor shall sweep streets with Rule 1186-compliant, PM10-efficient vacuum units on a daily basis if silt is carried over to adjacent public thoroughfares or occurs as a result of hauling. • During all construction activities, the construction contractor shall maintain a minimum 24-inch freeboard on trucks hauling dirt, sand, soil, or other loose materials and tarp materials with a fabric cover or other cover that achieves the same amount of protection. • During all construction activities, the construction contractor shall water exposed ground surfaces and disturbed areas a minimum of every three hours on the construction site and a minimum of three times per day. • During all construction activities, the construction contractor shall 	Applicant shall prepare and submit dust control plans	Prior to issuance of grading permit	City Building Official	

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2-3	<p>limit onsite vehicle speeds on unpaved roads to no more than 15 miles per hour.</p> <p>Applicants for new development projects within the Lincoln Avenue Specific Plan shall require the construction contractor to use coatings and solvents with a volatile organic compound (VOC) content lower than required under Rule 1113 (i.e., super compliant paints). All architectural coatings shall be applied either by (1) using a high-volume, low-pressure spray method operated at an air pressure between 0.1 and 10 pounds per square inch gauge to achieve a 65 percent application efficiency; or (2) manual application using a paintbrush, hand-roller, trowel, spatula, dauber, rag, or sponge, to achieve a 100 percent applicant efficiency. The construction contractor shall also use pre-coated/natural colored building materials, where feasible. Use of low-VOC paints and spray method shall be included as a note on architectural building plans and verified by the Building Official or their designee during construction.</p>	Periodic inspection	Prior to construction and periodically during construction (at least once per month)	City Building Official	
2-4	Residential developments that include garage parking shall be electrically wired to accommodate electric vehicle charging. Non-residential developments that construct 50,000 square feet with parking shall allocate a minimum of one parking space that is installed with an electric vehicle charging station. The location of the electrical outlets shall be specified on building plans and proper installation shall be verified by the Building Division prior to issuance of a Certificate of Occupancy.	Verification of electrical outlets	Prior to issuance of certificate of occupancy	City Building Official	
2-5	Applicant-provided appliances shall be Energy Star appliances (dishwashers, refrigerators, clothes washers, and dryers). Installation of Energy Star appliances shall be verified by the Building Division during plan check.	Verification of Energy Star appliances	Prior to issuance of certificate of occupancy	City Building Official	
2-6	The Project Applicant for residential or residential mixed-use projects within: 1) 1,000 feet from the truck bays of an existing distribution centers that accommodate more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units, or where transport	Applicant shall prepare and submit HRA	Prior to issuance of building permit	Zoning Administrator	

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	<p>refrigeration unit operations exceed 300 hours per week; 2) 1,000 feet of an industrial facility which emits toxic air contaminants; or 3) 500 feet of Interstate 210 (I-210) shall submit a health risk assessment (HRA) prepared in accordance with policies and procedures of the state Office of Environmental Health Hazard Assessment (OEHHA) and the South Coast Air Quality Management District (SCAQMD).</p> <p>The HRA shall be submitted to the Zoning Administrator prior to approval of any future discretionary residential or residential mixed-use project. If the HRA shows that the incremental cancer risk exceeds one in one hundred thousand (1.0E-05), or the appropriate noncancer hazard index exceeds 1.0, or if the PM10 or PM2.5 ambient air quality standard exceeds 2.5 µg/m3, the HRA shall identify the level of high-efficiency Minimum Efficiency Reporting Value (MERV) filter required to reduce indoor air concentrations of pollutants to achieve the cancer, noncancer, and/or ambient air quality threshold. Heating, ventilation, and air conditioning systems for units that are installed with MERV filters shall maintain positive pressure within the building's filtered ventilation system to reduce infiltration of unfiltered outdoor air.</p> <p>The Applicant shall be required to install high efficiency MERV filters in the intake of residential ventilation systems, consistent with the recommendations of the HRA. Heating, air conditioning and ventilation (HVAC) systems shall be installed with a fan unit power designed to force air through the MERV filter. To ensure long-term maintenance and replacement of the MERV filters in the individual units, the following shall occur:</p> <ol style="list-style-type: none"> a) Developer, sale, and/or rental representative shall provide notification to all affected tenants/residents of the potential health risk for affected units. b) For rental units, the owner/property manager shall maintain and replace MERV filters in accordance with the manufacturer's recommendations. The property owner shall 				

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	<p>inform renters of increased risk of exposure to diesel particulates when windows are open.</p> <p>c) For residential owned units, the Homeowner's Association (HOA) shall incorporate requirements for long-term maintenance in the Covenant Conditions and Restrictions and inform homeowners of their responsibility to maintain the MERV filter in accordance with the manufacturer's recommendations. The HOA shall inform homeowners of increased risk of exposure to diesel particulates when windows are open.</p> <p>d) Outdoor active-use public recreational areas associated with development projects shall be located more than 500 feet from the nearest lane of traffic on the Interstate 210 if cancer, noncancer, and PM concentrations exceed the applicable thresholds identified above.</p> <p>e) For projects within 500 feet of the freeway, air intakes on residential buildings shall be placed as far from I-210 as possible as identified on a case-by-case basis in consultation with the Building Official.</p> <p>f) For projects within 500 feet of the freeway, the residential buildings shall be designed to limit the use of operable windows and/or balconies on portions of the site adjacent to and facing I-210 to the extent allowed by the Building Code and Fire Code.</p>				
5.4 GREENHOUSE GAS EMISSIONS					
4-1	<p>Applicants for non-residential projects within the Lincoln Avenue Specific Plan or applicable designee (e.g., building manager), that employ 20 or more people—which is equivalent to 16,000 square feet of retail space or 10,000 square feet of office space—shall implement an employee commute trip reduction (CTR) program. The CTR program shall identify alternative modes of transportation to the project, including transit schedules, bike and pedestrian routes, and carpool/vanpool availability. Information regard these programs shall</p>	Applicant shall prepare and submit CTR Program	Prior to issuance of building permit	Zoning Administrator	

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	<p>be readily available to employees and clients. The project applicant or designee shall consider the following incentives for commuters as part of the CTR program:</p> <ul style="list-style-type: none"> • Ride-matching assistance (e.g., subsidized public transit passes) • Vanpool assistance or employer-provided vanpool/shuttle • Car-sharing program (e.g., Zipcar) • Bicycle end-trip facilities, including bike parking and lockers. 				
5.5 HAZARDS AND HAZARDOUS MATERIALS					
5-1	<p>Before issuance of a grading permit for any new development within the specific plan area, the project applicant shall conduct an asbestos survey if the project involves the demolition or renovation of structures constructed prior to 1978. If ACM is present, the removal, transport, and disposal of the ACM shall be conducted in accordance with SCAQMD Rule 1403.</p>	<p>Applicant shall prepare and submit asbestos survey</p>	<p>Prior to issuance of grading permit</p>	<p>City Building Official</p>	
5-2	<p>Before issuance of a grading permit for any new development within the Specific Plan area, the project applicant shall determine whether lead-based paint is present for projects involving the demolition or renovation of structures constructed prior to 1978. A LBP survey shall be conducted for any painted surfaces, and the removal, transport, and disposal of LBP shall be undertaken in accordance with California Health & Safety Code Sections 17920.10 and 105255.</p>	<p>Applicant shall prepare and submit LBP survey</p>	<p>Prior to issuance of grading permit</p>	<p>City Building Official</p>	
5-3	<p>Prior to issuance of grading permits for new development within the Specific Plan area, the applicant shall review the most current records available for the subject site and adjacent properties to determine if they are listed on federal and/or state databases as having potential or historic contamination. The applicant shall complete a Phase I Environmental Site Assessment (ESA) to identify environmental conditions and determine whether contamination is present. The Phase I ESA shall be prepared by a Registered Professional Engineer and in accordance with the American Society for Testing and Materials (ASTM) Standard E 1527.05, Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process. If the</p>	<p>Applicant shall prepare and submit Phase I ESA</p>	<p>Prior to issuance of grading permit</p>	<p>City Building Official</p>	

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	Phase I ESA determines the need for additional sampling and testing, a Phase II ESA shall be completed. Should contamination be found at significant levels, the applicant shall complete site remediation in accordance with state and local agency requirements (DTSC, RWQCB, Pasadena Fire Department, etc.). A report documenting the completion, results, and any follow-up (remediation on the recommendations, if any, shall be provided to the Building Official and the Pasadena Fire Department Hazardous Material Specialist prior to the issuance of grading permits within the project area.				
5.6 HYDROLOGY AND WATER QUALITY					
6-1	Notice of Intent (NOI). Prior to the issuance of a grading permit for construction sites with a disturbed area of one or more acres, the project applicant shall provide the City Engineer with evidence that a NOI has been filed with the State Water Resources Control Board. Such evidence shall consist of a copy of the NOI stamped by the State Water Resources Control Board or Regional Water Quality Control Board, or a letter from either agency stating that the NOI has been filed.	Applicant shall submit Notice of Intent	Prior to issuance of grading permit	City Engineer	
6-2	Storm Water Pollution Prevention Plan (SWPPP). Prior to the issuance of grading permits for construction sites with a disturbed area of one or more acres, the project applicant shall prepare a SWPPP that will: <ul style="list-style-type: none"> • Require implementation of best management practices (BMPs) designed with a goal of preventing a net increase in sediment load in stormwater discharges relative to preconstruction levels; • Prohibit during the construction period, discharges of stormwater or non-storm water at levels which would cause or contribute to an exceedance of applicable water quality standards contained in the Basin Plan; • Discuss in detail the BMPs planned for the project related to control of sediment and erosion, nonsettling pollutants, and potential pollutants in non-storm water discharges; 	Applicant shall prepare and submit SWPPP	Prior to issuance of grading permit	City Engineer	

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6-3	<ul style="list-style-type: none"> • Describe postconstruction BMPs for the project; • Explain the maintenance program for the project's BMPs; • During construction, require reporting of violations to the Regional Board; and • List the parties responsible for SWPPP implementation and BMP maintenance during and after grading. The project proponent shall implement the SWPPP and will modify the SWPPP as directed by the Storm Water Permit. <p>Water Quality Management Plan (WQMP). Project-specific WQMPs/SUSMPs must be submitted to the City for approval as part of project submittal packet for projects that meet the SUSMP thresholds. A conceptual WQMP shall be reviewed and approved prior to any entitlement approval. A Final WQMP shall be submitted for review prior to issuance of any building permit approved by the Building Department. The WQMP shall identify the best management practices (BMPs) that will be used on the site to control predictable pollutant runoff. More specifically, the WQMP shall:</p> <ul style="list-style-type: none"> • Describe the routine and special postconstruction BMPs to be used at the proposed development site (including both structural and non-structural measures); • Describe responsibility for the initial implementation and longterm maintenance of the BMPs; • Provide narrative with the graphic materials as necessary to specify the locations of the structural BMPs; • Certify that the project applicant will seek to have the WQMP carried out by all future successors or assigns to the property. 	Applicant shall prepare and submit WQMP	Prior to issuance of grading permit	City Engineer	
5.8 NOISE					
8-1	Prior to issuance of a building permit, applicants for new residential development in the Lincoln Avenue Specific Plan shall submit an acoustic report prepared to the satisfaction of the Building Official or their designee to ensure that all habitable rooms would meet the 45 dBA Ldn interior noise standard. These noise studies would need to be	Applicant shall prepare and submit acoustic report	Prior to issuance of building permit	City Building Official	

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Mitigation Monitoring and Reporting Program Lincoln Avenue Specific Plan

No.	Mitigation Measures	Method of Verification	Timing of Verification	Responsible Agency	Date of Completion/ Initials
8-2	<p>submitted after the precise grading and architectural plans are prepared, but prior to issuance of building permits. The study reports shall demonstrate that interior noise levels in habitable rooms shall not exceed 45 dBA Ldn. The required reduction can be accomplished with enhanced construction design or materials such as upgraded dual-glazed windows and/or upgraded exterior wall assemblies. These features shall be shown on all building plans and incorporated into construction of the project. City inspectors shall verify compliance of the building with the acoustic report's recommendations prior to issuance of a Certificate of Occupancy.</p> <p>Prior to issuance of a building permit, applicants for new commercial, office, or retail developments in the Lincoln Avenue Specific Plan shall submit an acoustic report prepared to the satisfaction of the Zoning Administrator and Building Official or their designee to ensure that the operation of stationary noise sources (i.e., HVAC units, drive-thru speakerphones, truck deliveries) would not cause a noise increase over 5 dBA over the ambient noise levels to any adjacent property. These noise studies would need to be submitted after the precise grading and architectural plans are prepared, but prior to issuance of building permits. This requirement can be accomplished with selection of quieter equipment, judicious site layouts and equipment positioning, and/or equipment enclosures, sound screening, or parapet walls. These features shall be shown on all building plans and incorporated into the construction of the project. City inspectors shall verify compliance of the building with the acoustic report's recommendations prior to issuance of a Certificate of Occupancy.</p>	<p>Applicant shall prepare and submit acoustic report</p>	<p>Prior to issuance of building permit</p>	<p>City Building Official</p>	
8-3	<p>Prior to issuance of a building permit, applicants for projects within the specific plan that involve high-vibration construction activities, such as pile driving or vibratory rolling/compacting, shall be evaluated for potential vibration impacts to nearby sensitive receptors. The project developer shall submit a vibration report prepared to the satisfaction of the City of Pasadena Building Official or their designee to determine if the use of pile driving and/or vibratory rolling/compacting equipment</p>	<p>Applicant shall prepare and submit vibration report</p>	<p>Prior to issuance of grading permit</p>	<p>City Building Official</p>	

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8-4	<p>would exceed the Federal Transit Administration's (FTA's) vibration-annoyance criteria of 78 VdB during the daytime or FTA's vibration-induced architectural damage PPV criteria of 0.2 inches/second for wood-framed structures or 0.5 inches/second for reinforced masonry buildings. The construction contractor shall require the use of lower-vibration-producing equipment and techniques. Examples of lower vibration equipment and techniques would include avoiding the use of vibratory rollers near sensitive areas and/or the use of drilled piles, sonic pile driving, or vibratory pile driving (as opposed to impact pile driving).</p> <p>For projects to be constructed adjacent to any historic structure the project developer shall submit a vibration report prepared to the satisfaction of the City of Pasadena Building Official or their designee to determine if the use of heavy construction equipment such as bulldozer, backhoes, excavators, hoe rams, jackhammers, etc. would exceed the FTA's vibration-induced architectural damage PPV criteria of 0.2 inches/second for historical structures. The construction contractor shall require the use of lower-vibration-producing equipment and techniques. Mitigation measures could include a pre-construction survey, the use of smaller equipment and techniques (i.e., jackhammers or concrete saws as opposed to hoe rams), and vibration monitoring.</p>	<p>Applicant shall prepare and submit vibration report</p>	<p>Prior to issuance of grading permit</p>	<p>City Building Official</p>	

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8-5	<p>Prior to issuance of grading permits, the project applicant shall ensure the following notes are included on the grading plan cover sheet, and the construction contractor shall comply with these measures during the duration of all construction activities.</p> <ul style="list-style-type: none"> • Properly maintain and tune all construction equipment to minimize noise. • Fit all equipment with properly operating mufflers, air intake silencers, and engine shrouds, no less effective than as originally equipped by the manufacturer, to minimize noise emissions. • Locate all stationary noise sources (e.g., generators, compressors, staging areas) as far from noise-sensitive receptors as possible. <p>Material delivery, soil haul trucks, and equipment servicing shall be restricted to the hours between 7:00 AM and 7:00 PM Mondays through Fridays, and on Saturdays from 8:00 AM to 5:00 PM, and not at all on Sundays.</p>	Periodic inspection	Prior to issuance of grading permit and periodically during construction (at least once per month)	City Building Official	
8-6	<p>Prior to the issuance of grading permits, the project applicant shall prepare a construction management plan that shall be approved by the City of Pasadena Public Works and Pasadena Department of Transportation. The construction management plan shall:</p> <ul style="list-style-type: none"> • Establish truck haul routes on the appropriate transportation facilities. Truck routes that avoid congested streets and sensitive land uses shall be considered. • Provide Traffic Control Plans (for detours and temporary road closures) that meet the minimum City criteria. Traffic control plans shall determine if dedicated turn lanes for movement of construction truck and equipment on- and off-site are available. • Minimize offsite road closures during the peak hours. • Keep all construction-related traffic onsite at all times. • Provide temporary traffic controls, such as a flag person, during all phases of construction to maintain smooth traffic flow. 	Applicant shall prepare and submit construction management plan	Prior to issuance of grading permit	Public Works and Pasadena Department of Transportation	

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5.11 11-1	<p>Prior to the issuance of a building permit for a site specific development for new construction or redevelopment that meets the requirement of a traffic analysis (pursuant to Pasadena Transportation Impact Review Current Practice and Guidelines) within the Lincoln Avenue Specific Plan, the project applicant shall prepare a traffic signal warrant analysis. This traffic study will determine whether the project will impact intersection locations, identified below. The signal warrant analysis shall be subject to review and approval by the City. If the project requires a signal warrant at those intersections or exceed the performance criteria, the project applicant shall to construct the required improvement. Traffic signal warrants shall be determined for the following intersections:</p> <ul style="list-style-type: none"> • Lincoln Avenue and Hammond Street (#8) • Lincoln Avenue/Prospect Boulevard & Forest Avenue (#9) • EB I-210 Ramps and Howard Street (#26) • EB I-210 Ramps and Mountain Street (#29) • WB I-210 Ramps and Mountain Street (#30) 	Applicant shall prepare and submit traffic signal warrant analysis	Prior to the issuance of a building permit	Department of Transportation	
11-2	<p>Prior to the issuance of a building permit for new development or redevelopment within the specific plan, the project applicant shall contribute fair share funds to the Neighborhood Traffic Management Capital Improvement Program Fund Number 75210. The funds will be used to implement traffic management measures to protect neighborhoods potentially influenced by the project's traffic on the roadway segments listed below. The payment of funds shall be for the purpose of reducing impacts to the following roadway segments:</p> <ul style="list-style-type: none"> • 1. Lincoln Avenue south of Woodbury Road • 2. Lincoln Avenue south of Idaho Street • 3. Lincoln Avenue south of Howard Street • 4. Lincoln Avenue south of Washington Boulevard • 5. Lincoln Avenue south of Hammond Street • 8. Woodbury Road west of Lincoln Avenue • 9. Montana Street east of Lincoln Avenue 	Funding provided	Prior to the issuance of a building permit	Department of Transportation	

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	<ul style="list-style-type: none"> • 12. Idaho Street east of Lincoln Avenue • 13. Howard Street west of Forest Avenue • 14. Howard Street east of Lincoln Avenue • 15. Howard Street west of Lincoln Avenue • 16. Washington Boulevard east of Lincoln Avenue • 17. Washington Boulevard west of Lincoln Avenue • 19. Hammond Street west of Lincoln Avenue • 20. Hammond Street east of Lincoln Avenue 				
6.12 UTILITIES AND SERVICE SYSTEMS					
12-1	<p>Prior to issuance of a grading permit for future site specific development, the project applicant shall prepare a water study and identify the sizing and location of backbone facilities necessary to service the proposed project, in accordance with City standards and submit the plan to the City's Public Works Department for review and approval. Design of the facilities that serve the project shall be sufficient to meet the projected service demands of the proposed project.</p> <p>1</p>	Applicant shall prepare and submit a water study	Prior to issuance of grading permits	Public Works Department	
12-2	<p>Prior to issuance of a grading permit for future site specific development, the project applicant shall prepare a sewer study and identify the sizing and location of backbone facilities necessary to service the proposed project, in accordance with City standards and submit the plan to the City's Public Works Department for review and approval. Design of the facilities that serve the project shall be sufficient to meet the projected service demands of the proposed project.</p>	Applicant shall prepare and submit a sewer study	Prior to issuance of grading permits	Public Works Department	