

Additionally, the CD, SFO, LA Alternative would not avoid or substantially lessen the Refined Project's significant impacts related to air quality, GHG emissions, noise, and traffic. Further, this alternative would result in a 22.2 VMT per capita and 2.5 vehicle trips per capita (Fehr & Peers 2014), which is higher than the Refined Project at 22.1 VMT per capita and 2.4 vehicle trips per capita (Revised FEIR Section 6). A higher VMT per capita results in greater impacts related to traffic, GHG emissions, and consistency with SCAG's RTP/SCS.

### **3. Efficient Transportation Alternative**

**Description:** The Efficient Transportation Alternative was analyzed to recognize the state's direction set by Senate Bill 743, which aims to reduce VMT per capita in order to improve the efficiency of the transportation network. The VMT per capita is reduced by concentrating higher density, mixed use development around transit stations and by supporting a mix of land uses to reduce both the frequency and length of trips. This alternative was also considered in order to support the General Plan Update's foundational principal to plan for walking, biking, transit, and accessibility. This alternative adjusts intensity within specific plan areas to create an overall reduction in VMT per capita. Overall, this alternative includes 149,345 jobs and a population of 163,456, resulting in a total service population of 312,801 within the City boundaries. This represents an increase in 5,480 in service population compared to the Refined Project (Revised FEIR Section 6).

**Environmental Effects:** The Efficient Transportation Alternative would have similar impacts for aesthetics, biological resources, cultural resources, hazards and hazardous materials, hydrology and water quality, land use and planning, population and housing, and transportation and traffic impacts. Compared to the Refined Project, the alternative would result in an increase in 1,050 residential units and 846,623 nonresidential square feet (Revised FEIR Section 6), resulting in a slight increase in impacts related to air quality, GHG emissions, noise, public services, recreation, and utilities and service systems. This alternative would result in increased impacts to GHG emissions because it would result in an increase of 89,402 VMT and 6,901 vehicle trips per day compared to the Refined Project (Fehr & Peers 2014; DEIR Section 7.7.13; Revised FEIR Section 6). This alternative would not avoid or substantially lessen any of the significant unavoidable adverse impacts.

**Ability to Achieve Project Objectives:** The adoption of the Efficient Transportation Alternative would meet most of the project objectives since it would direct residential and mixed-use density and housing diversity in the central district, transit villages, and neighborhood villages (Objective 1). It would also slightly reduce VMT per capita relative to the project (Objective 2) and GHG emissions (Objective 9), consistent with AB 32, SB 375, and SB 743.

**Finding:** The Efficient Transportation Alternative would not be environmentally superior to the Refined Project because would it result in similar impacts in eight environmental categories and slightly greater impacts in six environmental categories. This alternative is

rejected as infeasible because it would not avoid or substantially lessen the Refined Project's significant unavoidable adverse impacts related to air quality, GHG emissions, noise, and traffic.

#### **4. Reduced Air Quality and Noise Alternative**

**Description:** Air pollutant concentrations are substantially increased near high-volume freeways. The air district recommends specialized studies when placing residential or other sensitive users (such as children and seniors) within 500 feet of a freeway. Additionally, the City's adopted General Plan Noise Element shows that the highest noise levels along a freeway are within 350 feet when the freeway is above ground. Therefore, the Reduced Air Quality and Noise Impact Alternative addresses concerns that air quality and noise impacts are higher adjacent to freeways. This alternative alters the proposed land use designations in the Land Use Diagram along freeways by changing multifamily designations within this distance to single family and mixed-use designations that are similarly dense and exclusively commercial designations. Overall, this alternative includes 151,444 jobs and a population of 163,561, resulting in a total service population of 315,005 within the City boundaries. This represents an increase in service population, compared to the Refined Project.

**Environmental Effects:** The Reduced Air Quality and Noise Impact Alternative would have similar impacts for aesthetics, biological resources, cultural resources, hydrology and water quality, and population and housing impacts. This alternative would result in an increase of 1,214 residential units and 1,935,645 nonresidential square feet over the Refined Project (DEIR Table 7-2; Revised FEIR Section 6), resulting in an increase in impact related to air quality, land use and planning, noise, and traffic. This alternative would result in an increase of 184,460 VMT and 11,986 vehicle trips compared to the Refined Project (Fehr & Peers 2014; DEIR Section 7.7.13; Revised FEIR Section 6). The increase in VMT and vehicle trips per day would result in increased impacts to GHG emissions.

This alternative would reduce some impacts related to air quality, land use and planning, and transportation and traffic, by avoiding one significant and unavoidable adverse impact to the CMP arterial intersection at Pasadena Avenue and California Boulevard and reducing exposure of sensitive receptors to air pollution, health effects, land use compatibility, and noise impacts from the freeways. However, it would result in an overall increase in five impact categories related to GHG emissions (determined to be significant and unavoidable), hazards and hazardous materials, public services, recreation, and utilities and service systems. This alternative would not avoid or substantially lessen significant unavoidable adverse impacts in the categories of air quality, GHG emissions, noise, and traffic would not be eliminated, with the exception of one CMP arterial intersection at Pasadena Avenue and California Boulevard.

**Ability to Achieve Project Objectives:** The adoption of the Reduced Air Quality and Noise Impact Alternative would attain most of the project objectives since it would direct

residential and mixed-use density and housing diversity in the central district, transit villages, and neighborhood villages (Objective 1). However, it would slightly increase VMT per capita relative to the Project (Objective 2) and GHG emissions (Objective 9), which is inconsistent with AB 32, SB 375, and SB 743.

**Finding:** The Reduced Air Quality and Noise Impact Alternative is not environmentally superior to the Refined Project. This alternative is rejected as infeasible because it would not avoid or substantially reduce significant unavoidable adverse impacts related to air quality, GHG, noise, and traffic. Although this alternative would eliminate one significant unavoidable CMP arterial intersection at Pasadena Avenue and California Boulevard, there would be significant CMP impacts on I-210 w/o Rte 134/710 in the PM peak hour for westbound lanes and on I-210 w/o Rosemead Boulevard in the AM peak hour for westbound lanes. In addition, this alternative would increase adverse impacts related to GHG emissions, hazards and hazardous materials, public services, recreation, and utilities and service systems.

#### **F. Findings on Responses to Comments on the Draft EIR and Revisions/Additions to the Final EIR**

The Revised Final EIR includes the comments received on the Draft EIR and responses to those comments. The focus of the responses to comments is on the disposition of significant environmental issues as raised in the comments, as specified by CEQA Guidelines § 15088(b). The City finds that responses to comments made on the Draft EIR and revisions and additions to the Final EIR merely clarify and amplify the analysis presented in the document and do not trigger the need to recirculate per CEQA Guidelines §15088.5(b).

### **III. STATEMENT OF OVERRIDING CONSIDERATIONS**

CEQA requires the decision making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a Project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological or other benefits of a Project outweigh the unavoidable adverse environmental effects, those effects may be considered “acceptable” (State CEQA Guidelines § 15093[a]). When the lead agency approves a project which will result in the occurrence of significant effects which are identified in the Final EIR but are not avoided or substantially lessened, the agency must state, in writing, the specific reasons to support its actions based on the Final EIR and/or other information in the record. The statement of overriding considerations shall be supported by substantial evidence in record (State CEQA Guidelines § 15093 [b]). Having (i) adopted all feasible mitigation measures, (ii) recognized all significant, unavoidable impacts, and (iii) balanced the benefits of the Project against its significant and unavoidable impacts, the City finds that the Project’s benefits outweigh and override its significant unavoidable impacts for the reasons stated below. Each benefit set

forth below constitutes an overriding consideration warranting approval of the Revised Project, independent of the other benefits, despite each and every unavoidable impact.

After balancing the specific economic, legal, social, technological, and other benefits of the Project, the City of Pasadena has determined that the unavoidable, adverse environmental impacts identified above are considered “acceptable” due to the following considerations.

#### **A. Land Use Compatibility and Community Benefits**

The Refined Project would provide a new Land Use Element that targets growth to serve community needs and enhance the quality of life by directing higher density development away from residential neighborhoods and into the Central District, Transit Villages, and Neighborhood Villages. Despite the fact that the Central District comprises only 5.4 percent of Pasadena’s 14,803-acre area, the Central District Specific Plan area would accommodate approximately 48.5 percent of the City’s net growth at buildout under the Refined Project (see Table 1 of the Revised FEIR). This deliberate targeting of growth into the Central District and adjacent transit villages was designed to direct growth away from lower-density residential neighborhoods such as Bungalow Heaven. The Land Use Diagram shown in Figure 3-4 of the DEIR shows that a vast majority of higher-intensity uses (High Density Residential, Urban Housing, Medium Mixed Use, High Mixed Use, and Commercial uses) allowed in the City would be concentrated in the City’s specific plan areas.

The Refined Project would ensure new development builds upon Pasadena’s tradition of strong sense of place, great neighborhoods, gardens, plazas, parks, and trees by establishing policies that require future development to consider such design features. For example, Land Use Element Goal 5 is related to pedestrian vitality. Policy 5.2, *Pedestrian-Oriented Development*, requires building in the Central District, Transit Villages, Neighborhood Villages, and along corridors specific by adopted specific plans to be “located along the street/sidewalk” and designed to “promote pedestrian activity.” The policy lists transparent faces, small plazas, and outdoor dining areas as examples of amenities that create a sense of place and promote walking and bicycling.

#### **B. Historic Preservation Benefits**

The project would preserve Pasadena’s historic resources by ensuring that new development is compatible with and differentiated from existing historic resources. There are approximately 7,440 historical resources throughout Pasadena listed as or on one of the following registers: State Historical Landmarks, Points of Historical Interests, the California Register of Historical Resources, and the National Register of Historic Places. There are also a number of historic and landmark districts in the City, as shown in Figure 5.4-1 of the DEIR. Policies in the proposed Land Use Element devote considerable attention to protection of cultural resources. For example, Policy 8.5 promotes “an architecturally sensitive approach to new construction in Landmark and Historic districts.” A number of

General Plan Update policies have been incorporated to ensure that new development is compatible with the character and scale of the surrounding neighborhood (see proposed Land Use Element policies 4.11, 4.12, 6.1, 6.2, 6.3, 6.4, 7.1, 7.3, 7.4, 8.1, 8.2, 8.3, 8.4, 8.5, and 22.1).

As described in Sections 5.1 and 5.4 of the DEIR, proposed Land Use Element policies were designed to work in tandem with the City's Design Guidelines for Historic Districts; Citywide Design Principles and Design Guidelines; Specific Plan design guidelines; Design Guidelines for Neighborhood Commercial and Multifamily Districts; and development standards found in Title 17 of the City's Municipal Code.

### **C. Economic Benefits**

The project would achieve economic vitality and fiscal responsibility by providing jobs, services, revenues, and opportunities with a diverse economic base. As shown in Table 1 of the Revised FEIR, buildout of the Refined Project would allow development of approximately 9.26 million additional square feet of nonresidential building space compared to existing conditions. The additional space would accommodate new retail, office, industrial, and institutional uses and would be expected to generate approximately 35,000 jobs in the City prior to 2035.

The project would create a cultural, scientific, corporate, entertainment, and educational center for the region, providing long-term growth opportunities for existing institutions and foster a healthy economy to attract new cultural, scientific, corporate, entertainment, and educational institutions. As described in Section 3, *Project Description* and Figure 3-4 of the DEIR and Section 6 of the Revised FEIR, the Refined Project would allow development capacity in a wide variety of land use categories, including commercial, research and development, and institutional uses. The project also supports growth of existing Pasadena institutions and businesses by allowing housing growth near those amenities (e.g., in the Central District) while preserving the underlying land use designations of the institutions. City support of Pasadena's role as a center for culture, scientific research, business, entertainment, and education is embodied in numerous Land Use Element goals and policies, such as Goals 2, 14 and 17, Policies 9.7, 13.4, 17.2, 26.2, 27.1, 32.4, and 37.2.

Applied Development Economics, Inc. prepared an economic analysis of the Refined Project and determined that it provides a sound land use mix that would maintain and enhance a strong economic and fiscal foundation for the City, its residents, and business community (ADE 2015). The Refined Project would result in an Annual Fiscal Benefit to the City of \$11.51M and an annual economic benefit to the private sector economy of \$6,039.09M (ADE 2015; Table 5-1). Implementation of the General Plan Update would improve the current jobs/housing balance and support further development of the City as a major jobs center in the San Gabriel Valley (ADE 2015; DEIR Pages 5.10-14 and 5.10-15; FEIR Section 6). This economic growth would not only enhance prosperity in the private

sector economy, but would strengthen the tax base of the City and generate sufficient revenue to expand City services and facilities to meet the needs of the growing population and economic base (ADE 2015).

## **D. Sustainability Benefits**

### **Reduce VMT**

The Refined Project would reduce vehicle miles traveled (VMT) for the City and the region by providing a diverse housing stock, job opportunities, and exciting districts with commercial and recreational uses, and transit opportunities in the Central District, Transit Villages, and Neighborhood Villages. As described in Section 6.1.2 of the Revised FEIR, compared to existing conditions, the land use pattern of the Refined Project would be expected to reduce the City's per capita VMT from 22.6 to 22.1 and its vehicle trips per capita from 2.8 to 2.4 (Fehr & Peers 2015). The transportation improvements and distribution of land uses proposed by the Refined Project would increase the percentage of the City's service population that is within a quarter mile of bicycle facilities. These improved metrics would aid the City in its progress to create a multimodal transportation network that encourages walking, allows easy use of transit, and reduces dependency on the private automobile.

### **Support SB 743**

The Refined Project would create mobility guidelines and implement multimodal metrics consistent with SB 743. SB 743 is a state law that was passed by the California legislature in 2013. The law is intended to, among other goals, change how transportation impacts are analyzed under CEQA. The State Office of Planning and Research is currently drafting guidelines to implement SB 743 and is expected to proposed new CEQA thresholds that look at transportation impacts holistically instead of focusing on automobile congestion and related roadway capacity improvements.

In November 2014, the Pasadena City Council adopted by resolution City staff's recommendation to replace two existing transportation performance measures, focused entirely on automobile travel, with five new transportation measures that include measures of automobile, transit, bicycle, and pedestrian travel. The new performance measures were adopted to enhance livability; encourage walking, biking, transit, and other alternatives to motor vehicles; create a supportive climate for economic viability.

The City's five categories of adopted transportation performance metrics are:

- Vehicle Miles Traveled (VMT) per Capita
- Vehicle Trips (VT) per Capita
- Proximity and Quality of Bike Facilities
- Proximity and Quality of Transit Facilities

- Pedestrian Accessibility

Section 5.13, *Transportation and Traffic*, of the DEIR and Section 6 of the FEIR utilizes these new thresholds when analyzing impacts of the proposed General Plan Update. Furthermore, policies found in the proposed Mobility Element (and listed in Section 5.5.4 of the DEIR) demonstrate the City’s focus on promoting a balanced, multimodal transportation system.

The project would encourage walking, biking, transit, and other alternatives to motor vehicles by creating strategies to encourage nonautomotive travel and protect residential neighborhoods consistent with SB 743.

## **E. Legal Benefits**

### **Implements AB 1358, the California Complete Streets Act**

On September 30, 2008, Assembly Bill 1358 (AB 1358), the California Complete Streets Act, was signed into law and became effective January 1, 2011. AB 1358 requires jurisdictions to amend their circulation elements to plan for multimodal transportation networks.

Several of the overarching goals of the Pasadena General Plan Update are to allow growth while reducing trip length and overall VMT. Further, one of the primary project objectives is to incorporate new goals, policies, and programs that balance multiple modes of transportation and meet the requirements of the Complete Streets Act. To reach this goal, the plan encourages multimodal transportation infrastructure. In 2014, the City adopted new performance measures that were used to analyze the transportation impacts of the General Plan Update. The new performance measures focus on reducing VMT to create more sustainable communities, reducing GHG emissions, and accommodating all modes of travel. In support of multimodal infrastructure, the City is updating its transportation fee program to apply fees toward pedestrian improvements.

The proposed Land Use and Mobility elements include policies and implementation measures that help the City implement the Complete Streets Act (AB 1358). Specifically, Land Use Element Policies 18.1 through 18.6 and Mobility Element Policies 1.1 through 1.32 and 2.1 through 2.11 include measures to create transit-oriented development, multimodal features, and pedestrian/bicycle facilities; enhance livability; and encourage walking, biking, transit, and other alternatives to motor vehicles (see policies, below). Land Use Element Policy 36.5 ensures that Lake Avenue and Washington Boulevard are designed as complete streets to accommodate transit, bicycle, and pedestrian use.

### **Provides Consistency with SCAG’s Regional Housing Needs Assessment**

The project would incorporate housing sites identified in the adopted Housing Element with the Land Use Element. As identified in Table 5.10-7 of the DEIR, Pasadena’s Regional Housing Needs Assessment (RHNA) allocation for the period between 2014 and 2021—as

determined by SCAG—is 1,332 total units. The affordability breakdown of the 2014–2021 RHNA is 340 very low units, 207 low income units, 224 moderate income units, and 561 above moderate income units. As indicated in Section 6, *Refined Project Environmental Analysis*, of the Revised FEIR, buildout of the Refined Project would accommodate 11,223 additional units in Pasadena, well above the 1,332 units needed to accommodate its RHNA allocation. Furthermore, the Land Use Diagram shown in Figure 3-4 of the DEIR was specifically crafted to allow development of housing on the opportunity sites identified in the Housing Element. The greatest concentration of such sites is located in the Central District. As shown in Table 1 of the Revised FEIR, the Refined Project would allow 5,444 additional units in the Central District, or approximately 48.5 percent of the total allowed under the project.

### **Supports SCAG’s 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Goals**

SB 375 requires the MPOs to prepare a Sustainable Communities Strategy in their regional transportation plan. For the SCAG region, the 2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) was adopted in April 2012 (SCAG 2012). The RTP/SCS establishes a development pattern for the region, which, when integrated with the transportation network and other measures and policies, would reduce GHG emissions from transportation (excluding goods movement). The RTP/SCS is meant to provide growth strategies that will achieve the GHG emissions-reduction targets established for the SCAG region.

SCAG’s 2012 RTP/SCS is a regional growth-management strategy that targets per capita GHG reduction from passenger vehicles and light-duty trucks in the Southern California region. The 2012 RTP/SCS incorporates local land-use projections and circulation networks in city and county general plans. The projected regional development pattern, including locations of land uses and residential densities included in local general plans, when integrated with the proposed regional transportation network identified in the 2012 RTP/SCS, would reduce per capita vehicular travel-related GHG emissions and achieve the GHG reduction per capita targets for the SCAG region of 8 percent per capita from 2005 GHG emission levels by 2020 and 13 percent per capita from 2005 GHG emission levels by 2035. Section 5.8, *Land Use and Planning*, Table 5.8-1, *Consistency with SCAG’s 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy Goals*, of the DEIR, provides an assessment of the Project’s relationship to applicable RTP/SCS goals addressing multimodal transportation and reduction of GHG. As shown in Table 5.8-1, the proposed Land Use and Mobility Elements contain over 60 policies that either directly or indirectly encourage active transportation. Furthermore, the addition of mixed use land designations to the General Plan Land Use Diagram (see Figure 3-4 in the DEIR) and the General Plan Update’s emphasis on focusing new development capacity in established transit corridors will incentivize nonmotorized transportation modes such as biking and walking. This strategy, which acknowledges the relationship between land use and mobility, would reduce vehicle



miles traveled per capita and thereby reduce impacts related to air quality, greenhouse gas emissions, and traffic.

As identified in this table, the proposed General Plan Update and its policies would be consistent with the applicable RTP/SCS goals. Implementation of Policies LU 32.3, 36.2, and 37.1 would create higher density mixed-use communities centered around the Metro Gold Line stations. These policies, in addition to Policies LU 4.6, 18.1, and 21.6, which also call for creation of more mixed-use and walkable communities, would contribute to reduced VMT per capita and overall GHG emissions from passenger vehicles. Therefore, the proposed General Plan Update is consistent with SCAG's 2012 RTP/SCS.

#### **F. Provides a Guiding Framework for Future Development**

Even without implementation of the Pasadena General Plan Update, SCAG projects population growth in the San Gabriel Valley to increase from 1,588,100 in 2020 to 1,714,300 in 2035. This 13.4 percent increase will require development to accommodate housing, employment, and public service needs; growth in Pasadena is inevitable. The Pasadena General Plan would shape development and create compatibility between the existing and proposed land uses. Without a comprehensive guiding framework of planning principles to outline development within the city and concentrate development within the Central District, Transit Villages, and Neighborhood Villages, development would occur under the Adopted General Plan without consistent goals. The Pasadena General Plan would help maintain balanced land uses, create a strong sense of place, and protect historic districts and neighborhoods than would occur without this type of planning document.

#### **G. Improves Quality of Life and the Physical Environment**

The Refined Project would provide a General Plan that establishes the goals and policies to create a socially, economically, and environmentally sustainable community. Provide safe, well-designed, accessible, and human-scale residential and commercial areas where people of all ages can live, work, and play, including neighborhood parks, urban open spaces, and the equitable distribution of public and private recreational facilities. The General Plan Update's focus on quality neighborhood design and the protection of existing aesthetic resources is described in Section 5.1, *Aesthetics*, of the DEIR. Section 5.15, *Recreation*, of the DEIR demonstrates that the General Plan Update devotes substantial attention to the provision of recreational amenities and open space. For example, Policies LU-2.8, LU-2.13, LU-2.7, and LU-21.10 advocate for the provision of parks and recreational amenities that are located and sized to meet the needs of each neighborhood.

Although development in Pasadena would have significant impacts on the environment such as those relating to air quality, greenhouse gas emissions, noise, and transportation, a number of the policies would reduce these impacts on the environment and promote more

environmentally sustainable development than would otherwise result in the development of Pasadena. These types of policies include those that:

- Preserve historic resources (LU 8.1 through 8.14)
- Manage the roadway network and encourage multimodal and complete streets system of transportation (ME 1.1 through 1.31, 2.1 through 2.11 and 3.1 through 3.11)
- Maintain and conserve natural resources (LU 2.12, 10.9 through 10.11)
- Encourage health and wellness (LU 2.2, 2.10, 2.11, 3.5, and 4.1, 16.1 through 16.8)
- Improve air quality and reduce greenhouse gas emissions (LU 18.1 through 18.5, MF 1.1 through 1.31 and 2.1 through 2.11)
- Promote water quality (LU 10.17 and 10.18)

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**Exhibit #2 to RESOLUTION NO. \_\_\_\_\_**

**MITIGATION MONITORING AND REPORTING PROGRAM**

July 2015 | Mitigation Monitoring and Reporting Program  
State Clearinghouse No. 2013091009

# PASADENA GENERAL PLAN

for City of Pasadena

*Prepared for:*

**City of Pasadena**

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# 1. Mitigation Monitoring and Reporting Program

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## 1.1 PURPOSE

Section 21081.6 to the State of California Public Resources Code requires a lead or responsible agency that approves or carries out a project where an environmental impact report (EIR) has identified significant environmental effects to adopt a “reporting or monitoring program for adopted or required changes to mitigate or avoid significant environmental effects.” The City of Pasadena (the "City") is the lead agency for the Pasadena General Plan EIR, SCH No. 2013091009 (EIR), and therefore is responsible for implementation of the mitigation monitoring and reporting program. An EIR has been prepared for this project which addresses potential environmental impacts and, where appropriate, recommends measures to mitigate these impacts.

The Mitigation Monitoring and Reporting Program (MMRP) has been prepared in conformance with CEQA Guidelines Section 21081.6. It is the intent of this program to (1) verify satisfaction of the required mitigation measures of the EIR; (2) provide a methodology to document implementation of the required mitigation; (3) provide a record of the monitoring program; (4) identify monitoring responsibility; (5) establish administrative procedures for the clearance of mitigation measures; (6) establish the frequency and duration of monitoring; and (7) utilize existing review processes wherever feasible.

## 1.2 INTRODUCTION

The MMRP describes the procedures that will be used to implement the mitigation measures adopted in connection with the approval of the Pasadena General Plan and the methods of monitoring such actions. A monitoring program is necessary only for impacts which would be significant if not mitigated. The following consists of a monitoring program table noting the responsible entity for mitigation monitoring, the timing, and a list of all project-related mitigation measures.



## Mitigation Monitoring and Reporting Program

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Mitigation Monitoring and Reporting Program

Table 1 Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation and Implementation Action	Timing of Verification	Responsibility for Monitoring and Monitoring Action	Monitor (Signature Required) (Date of Compliance)	
5.2 AIR QUALITY	2-1	<p>Prior to issuance of any construction permits, development project applicants shall prepare and submit to the City of Pasadena Planning Division a technical assessment evaluating potential project construction-related air quality impacts. The evaluation shall be prepared in conformance with South Coast Air Quality Management District (SCAQMD) methodology for assessing air quality impacts. If construction-related criteria air pollutants are determined to have the potential to exceed the SCAQMD-adopted thresholds of significance, the City of Pasadena Planning Division shall require that applicants for new development projects incorporate mitigation measures to reduce air pollutant emissions during construction activities. These identified measures shall be incorporated into all appropriate construction documents (e.g., construction management plans) submitted to the City and shall be verified by the City's Planning Division. Mitigation measures to reduce construction-related emissions include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• Requiring fugitive-dust control measures that exceed SCAQMD's Rule 403, such as:                             <ul style="list-style-type: none"> <li>• Use of nontoxic soil stabilizers to reduce wind erosion.</li> <li>• Applying water every four hours to active soil-disturbing activities.</li> <li>• Tarping and/or maintaining a minimum of 24 inches of freeboard on trucks hauling dirt, sand, soil, or other loose materials.</li> </ul> </li> <li>• Using construction equipment rated by the United States Environmental Protection Agency as having Tier 3 (model year 2006 or newer) or Tier 4 (model year 2008 or newer) emission limits, applicable for engines between 50 and 750 horsepower.</li> <li>• Ensuring that construction equipment is properly serviced and maintained to the manufacturer's standards.</li> <li>• Limiting nonessential idling of construction equipment to no more than five consecutive minutes.</li> <li>• Using Super-Compliant VOC paints for coating of architectural surfaces whenever possible. A list of Super-Compliant</li> </ul>	<p>Project applicants shall implement SCAQMD rules</p>	<p>Prior to issuance of construction and periodically during construction</p>	<p>Planning and Community Development Department shall review/approve technical assessments and perform periodic inspections</p>	

## Mitigation Monitoring and Reporting Program

**Table 1 Mitigation Monitoring Requirements**

	Mitigation Measure	Responsibility for Implementation and Implementation Action	Timing of Verification	Responsibility for Monitoring and Monitoring Action	Monitor (Signature Required) (Date of Compliance)
2-2	<p>architectural coating manufactures can be found on the SCAQMD's website at <a href="http://www.aqmd.gov/prdas/brochures/Super-Compliant_AIM.pdf">http://www.aqmd.gov/prdas/brochures/Super-Compliant_AIM.pdf</a>.</p> <p>Prior to future discretionary project approval, development project applicants shall prepare and submit to the City of Pasadena Planning Division a technical assessment evaluating potential project operation phase-related air quality impacts. The evaluation shall be prepared in conformance with South Coast Air Quality Management District (SCAQMD) methodology in assessing air quality impacts. If operation-related air pollutants are determined to have the potential to exceed the SCAQMD-adopted thresholds of significance, the City of Pasadena Planning Division shall require that applicants for new development projects incorporate mitigation measures to reduce air pollutant emissions during operational activities. The identified measures shall be included as part of the Standard Conditions of Approval. Below are possible mitigation measures to reduce long-term emissions:</p> <ul style="list-style-type: none"> <li>• For site-specific development that requires refrigerated vehicles, the construction documents shall demonstrate an adequate number of electrical service connections at loading docks for plug-in of the anticipated number of refrigerated trailers to reduce idling time and emissions.</li> <li>• Applicants for manufacturing and light industrial uses shall consider energy storage and combined heat and power in appropriate applications to optimize renewable energy generation systems and avoid peak energy use.</li> <li>• Site-specific developments with truck delivery and loading areas and truck parking spaces shall include signage as a reminder to limit idling of vehicles while parked for loading/unloading in accordance with California Air Resources Board Rule 2845 (13 CCR Chapter 10 § 2485).</li> <li>• Site-specific development shall demonstrate that an adequate number of electrical vehicle Level 2 charging stations are provided onsite. The location of the electrical outlets shall be specified on building plans, and proper installation shall be verified by the</li> </ul>	<p>Project applicants shall prepare/submit an air quality study evaluating operational impacts</p>	<p>Prior to discretionary project approval</p>	<p>Planning and Community Development Department shall review/approve technical assessments</p>	

Mitigation Monitoring and Reporting Program

Table 1 Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation and Implementation Action	Timing of Verification	Responsibility for Monitoring and Monitoring Action	Monitor (Signature Required) (Date of Compliance)
2-3	<p>Building Division prior to issuance of a Certificate of Occupancy.</p> <ul style="list-style-type: none"> <li>Applicant-provided appliances shall be Energy Star appliances (e.g., dishwashers, refrigerators, clothes washers, and dryers). Installation of Energy Star appliances shall be verified by the Building &amp; Safety Division during plan check.</li> <li>Applicants for future development projects along existing and planned transit routes shall coordinate with the City of Pasadena, Metro, and Foothill Transit to ensure that bus pads and shelters are incorporated, as appropriate.</li> </ul> <p>Prior to future discretionary project approval, applicants for new industrial or warehousing land uses that 1) have the potential to generate 100 or more diesel truck trips per day or have 40 or more trucks with operating diesel-powered transport refrigeration units, and 2) are within 1,000 feet of a sensitive land use (e.g., residential, schools, hospitals, or nursing homes), as measured from the property line of the project to the property line of the nearest sensitive use, shall submit a health risk assessment (HRA) to the City of Pasadena Planning Division. The HRA shall be prepared in accordance with policies and procedures of the state Office of Environmental Health Hazard Assessment and the South Coast Air Quality Management District. If the HRA shows that the incremental cancer risk and/or noncancer hazard index exceeds the respective thresholds, as established by the SCAQMD at the time a project is considered, the applicant will be required to identify and demonstrate that best available control technologies for toxics (T-BACTs), including appropriate enforcement mechanisms, are capable of reducing potential cancer and noncancer risks to an acceptable level. T-BACTs may include, but are not limited to, restricting idling onsite or electrifying warehousing docks to reduce diesel particulate matter, or requiring use of newer equipment and/or vehicles. T-BACTs identified in the HRA shall be identified as mitigation measures in the environmental document and/or incorporated into the site plan.</p>	<p>Project applicants for certain new industrial or warehousing developments shall prepare and submit an HRA</p>	<p>Prior to discretionary project approval</p>	<p>Planning and Community Development Department shall review/approve HRAs</p>	
2-4	<p>Prior to future discretionary approval, the City of Pasadena Planning Division shall evaluate new development proposals for sensitive land uses (e.g., residences, schools, and day care centers) within the City</p>	<p>Project applicants for sensitive land uses that are within the recommended</p>	<p>Prior to discretionary project approval</p>	<p>Planning and Community Development Department shall evaluate proposed</p>	

## Mitigation Monitoring and Reporting Program

**Table 1 Mitigation Monitoring Requirements**

Mitigation Measure	Responsibility for Implementation and Action	Timing of Verification	Responsibility for Monitoring and Monitoring Action	Monitor (Signature Required) (Date of Compliance)
<p>for potential incompatibilities with regard to the California Air Resources Board's Air Quality and Land Use Handbook: A Community Health Perspective (April 2005). In addition, applicants for siting or expanding sensitive land uses that are within the recommended buffer distances listed in Table 1-1 of the CARB Handbook shall submit a health risk assessment (HRA) to the City of Pasadena. The HRA shall be prepared in accordance with policies and procedures of the state Office of Environmental Health Hazard Assessment (OEHA) and the South Coast Air Quality Management District (SCAQMD). The latest OEHA guidelines shall be used for the analysis, including age sensitivity factors, breathing rates, and incremental cancer risk and/or noncancer hazard index exceeds the respective thresholds, as established by the SCAQMD at the time a project is considered, the applicant will be required to identify and demonstrate that mitigation measures are capable of reducing potential cancer and noncancer risks to an acceptable level (i.e., below the aforementioned thresholds as established by the SCAQMD), including appropriate enforcement mechanisms. Measures to reduce risk may include but are not limited to:</p> <ul style="list-style-type: none"> <li>• Air intakes oriented away from high-volume roadways and/or truck loading zones.</li> <li>• Heating, ventilation, and air conditioning systems of the buildings provided with appropriately sized maximum efficiency rating value (MERV) filters.</li> <li>• 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.</li> </ul> <p>Mitigation measures identified in the HRA shall be identified as mitigation measures in the environmental document and/or incorporated into the site development plan as a component of the proposed project. The air intake design and MERV filter requirements shall be noted and/or reflected on all building plans submitted to the City and shall be verified by the City's Planning Division. The intent of</p>	<p>buffer distances from specified types of sources of hazardous air emissions shall prepare an HRA</p>		<p>projects (ongoing) and review/approve HRAs</p>	

Mitigation Monitoring and Reporting Program

Table 1 Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation and Implementation Action	Timing of Verification	Responsibility for Monitoring and Monitoring Action	Monitor (Signature Required) (Date of Compliance)
2-5	<p>this mitigation measure is to reflect current CARB and SCAQMD Guidance/Standards as well as CEQA legislation and case law, and the City implementation of the measure shall adhere to current standards/law at the time such analyses are undertaken.</p> <p>Prior to future discretionary approval, if it is determined that a project has the potential to emit nuisance odors beyond the property line, an odor management plan shall be prepared by the project applicant, subject to review and approval by the Planning &amp; Community Development Director or their designee. Facilities that have the potential to generate nuisance odors include but are not limited to:</p> <ul style="list-style-type: none"> <li>• Wastewater treatment plants</li> <li>• Composting, green waste, or recycling facilities</li> <li>• Fiberglass manufacturing facilities</li> <li>• Painting/coating operations</li> <li>• Large-capacity coffee roasters</li> <li>• Food-processing facilities</li> </ul> <p>The odor management plan shall show compliance with the South Coast Air Quality Management District's Rule 402 for nuisance odors. The Odor Management Plan shall identify the best available control technologies for toxics (T-BACTs) that will be utilized to reduce potential odors to acceptable levels, including appropriate enforcement mechanisms. T-BACTs may include but are not limited to scrubbers (i.e., air pollution control devices) at the industrial facility. T-BACTs identified in the odor management plan shall be identified as mitigation measures in the environmental document and/or incorporated into the site plan.</p>	<p>Project applicants shall prepare and submit an odor management plan for specified uses</p>	<p>Prior to discretionary project approval</p>	<p>Planning and Community Development Department shall review/approve odor management plan</p>	

5.3 BIOLOGICAL RESOURCES

3-1	<p>The City of Pasadena shall require applicants of future development projects that disturb undeveloped land in the San Rafael Hills and tract of land at the northwest intersection of Crestford Drive and Florencia Drive, shown on Figure 5.3-2, to prepare a biological resources survey. The survey shall be conducted by a qualified biologist and shall be a reconnaissance level field survey of the</p>	<p>Project applicants of future development projects that disturb undeveloped land shall prepare and submit a biological resources survey</p>	<p>Prior to issuance of grading permits</p>	<p>Planning and Community Development Department shall review/approve biological resources survey</p>	
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### Mitigation Monitoring and Reporting Program

**Table 1 Mitigation Monitoring Requirements**

	Mitigation Measure	Responsibility for Implementation and Implementation Action	Timing of Verification	Responsibility for Monitoring and Monitoring Action	Monitor (Signature Required) (Date of Compliance)
3-2	<p>project site for the presence and quality of biological resources potentially affected by project development. These resources include, but are not limited to, special status species or their habitat, sensitive habitats such as wetlands or riparian areas, and jurisdictional waters. If sensitive or protected biological resources are absent from the project site and adjacent lands potentially affected by the project, the biologist shall submit a written report substantiating such to the City of Pasadena before issuance of a grading permit by the City, and the project may proceed without any further biological investigation. If sensitive or protected biological resources are present on the project site or may be potentially affected by the project, implementation of Mitigation Measure 3-2 shall be required.</p> <p>A qualified biologist shall evaluate impacts to sensitive or protected biological resources from development. The impact assessment may require focused surveys that determine absence or presence and distribution of biological resources on the site. These surveys may include, but are not limited to: 1) focused special status animal surveys if suitable habitat is present; 2) appropriately timed focused special status plant surveys that will maximize detection and accurate identification of target plant species; and 3) a delineation of jurisdictional boundaries around potential wetlands, riparian habitat, and waters of the United States or State. The results of these surveys will assist in assessing actual project impacts, and with the development of project-specific mitigation measures. Alternatively, the project applicant may forgo focused plant and animal surveys and assume presence of special status species in all suitable habitats on the project site. The qualified biologist shall substantiate the impact evaluation or the assumed presence of special-status species in all suitable habitats onsite in a written report submitted to the City of Pasadena before issuance of a grading permit by the City.</p>	<p>Project applicants shall prepare and submit a biological impact assessment, if the site contains sensitive or potential resources (i.e. native habitat, threatened or endangered species or jurisdictional habitat/waterways)</p>	<p>Prior to issuance of grading permits</p>	<p>Planning and Community Development Department shall review/approve biological impact assessment</p>	
3-3	<p>The City of Pasadena shall require applicants of development project to avoid potential impacts to sensitive or protected biological resources to the greatest extent feasible. Depending on the resources potentially present on the project site, avoidance may include: 1) establishing appropriate no-disturbance buffers around onsite or</p>	<p>Project applicants shall avoid impacts to sensitive or protected biological resources as appropriate</p>	<p>Prior to issuance of grading permits</p>	<p>Planning and Community Development Department shall review/approve grading permits</p>	

Mitigation Monitoring and Reporting Program

Table 1 Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation and Implementation Action	Timing of Verification	Responsibility for Monitoring and Monitoring Action	Monitor (Signature Required) (Date of Compliance)
3-4	<p>adjacent resources, and/or 2) initiating construction at a time when special status or protected animal species will not be vulnerable to project-related mortality (e.g., outside the avian nesting season or bat maternal or wintering roosting season). Consultation with relevant regulatory agencies may be required in order to establish suitable buffer areas; if the project avoids all sensitive or protected biological resources, no further action is required. If avoidance of all significant impacts to sensitive or protected biological resources is not feasible, the project shall implement Mitigation Measure 3-4.</p> <p>The City of Pasadena shall require applicants to design development projects to minimize potential impacts to sensitive or protected biological resources to the greatest extent feasible, in consultation with a qualified biologist and/or appropriate regulatory agency staff. Minimization measures may include 1) exclusion and/or silt fencing, 2) relocation of impacted resources, 3) construction monitoring by a qualified biologist, and 4) an informative training program conducted by a qualified biologist for construction personnel on sensitive biological resources that may be impacted by project construction. If minimization of all significant impacts to sensitive or protected biological resources is infeasible, the project shall implement Mitigation Measure 3-5.</p>	<p>Project applicants that have potential to affect sensitive or protected species shall implement avoidance and monitoring strategies</p>	<p>Design phase of project development</p>	<p>If the site contains sensitive or potential resources (i.e. native habitat, threatened or endangered species or jurisdictional habitat/waterways), Planning and Community Development Department shall review/approve all minimization measures</p>	
3-5	<p>A qualified biologist will develop appropriate mitigations that will reduce project impacts to sensitive or protected biological resources to a less than significant level, if feasible. The type and amount of mitigation will depend on the resources impacted, the extent of the impacts, and the quality of habitats to be impacted. Mitigations may include, but are not limited to: 1) compensation for lost habitat or waters in the form of preservation or creation of in-kind habitat or waters, either onsite or offsite, protected by conservation easement; 2) purchase of appropriate credits from an approved mitigation bank servicing the Pasadena area; and 3) payment of in-lieu fees.</p>	<p>Project applicants that have potential to affect sensitive or protected species shall coordinate with the qualified biologist and implement project-level mitigation measures</p>	<p>Prior to issuance of grading permits</p>	<p>Planning and Community Development Department shall review/approve grading permits and oversee compensation related to lost habitat (payment of fees, etc.) if required</p>	



Mitigation Monitoring and Reporting Program

Table 1 Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation and Implementation Action	Timing of Verification	Responsibility for Monitoring and Monitoring Action	Monitor (Signature Required) (Date of Compliance)
3-6	Applicants of projects developed pursuant to the General Plan Update shall obtain appropriate permit authorization(s) for impacts to jurisdictional waters, wetlands, and/or riparian habitats. The types of permits potentially required for impacts to jurisdictional waters are a Clean Water Act (Section 404) permit issued by the US Army Corps of Engineers, a California Water Certificate or Waste Discharge Order issued by the Regional Water Quality Control Board, and a Stream Alteration Agreement issued by the California Department of Fish and Wildlife.	Project applicants that have potential to impact jurisdictional waters, wetlands, and/or riparian habitats shall obtain appropriate permits	Prior to issuance of grading permits	Planning and Community Development Department shall verify that applicants have acquired appropriate permits	
<b>5.4 CULTURAL RESOURCES</b>					
4-1	If cultural resources are discovered during construction of land development projects in Pasadena that may be eligible for listing in the California Register for Historic Resources, all ground disturbing activities in the immediate vicinity of the find shall be halted until the find is evaluated by a Registered Professional Archaeologist. If testing determines that significance criteria are met, then the project shall be required to perform data recovery, professional identification, radiocarbon dates as applicable, and other special studies; and provide a comprehensive final report including site record to the City and the South Central Coastal Information Center at California State University Fullerton. No further grading shall occur in the area of the discovery until Planning Department approves the report.	Project applicants shall conduct onsite monitoring during grading	During ground disturbance activities	Planning and Community Development Department shall perform periodic inspections and review/approve final cultural resources report if required	
4-2	The City shall require applicants for development permits that involve grading in areas within the paleontologically sensitive Topanga formation (see Figure 5.4-2 of the DEIR) to provide studies by a qualified paleontologist assessing the sensitivity of the project for buried paleontological resources. On properties determined to be moderately to highly sensitive for paleontological resources, such studies shall provide a detailed mitigation plan, including a monitoring program and recovery and/or in situ preservation plan, based on the recommendations of a qualified paleontologist. The mitigation plan shall include the following requirements:	Project applicants for development within the paleontologically sensitive Topanga formation shall prepare and submit a paleontological study	Prior to issuance of grading permits	Planning and Community Development Department shall review/approve paleontological study if required	

## Mitigation Monitoring and Reporting Program

**Table 1 Mitigation Monitoring Requirements**

	Mitigation Measure	Responsibility for Implementation and Implementation Action	Timing of Verification	Responsibility for Monitoring and Monitoring Action	Monitor (Signature Required) (Date of Compliance)
	<ul style="list-style-type: none"> <li>A paleontologist shall be retained for the project and will be on call during grading and other significant ground-disturbing activities more than six feet below the ground surface.</li> <li>Should any potentially significant fossil resources be discovered, no further grading shall occur in the area of the discovery until the Planning and Community Development Director concurs in writing that adequate provisions are in place to protect any significant resources. Work may continue outside a minimum radius of 25 feet from the discovery pending review by the Director.</li> <li>Unanticipated discoveries shall be evaluated for significance by a qualified paleontologist. If evaluation determines that significance criteria are met, then the project shall be required to perform data recovery, professional identification, radiocarbon dates as applicable, and other special studies; and provide a comprehensive final report, including catalog with museum numbers.</li> </ul>				
<b>5.5 GREENHOUSE GAS EMISSIONS</b>					
5-1	<p>Within approximately 18 months of adoption of the proposed General Plan Update, the City of Pasadena shall prepare and present to the City Council for adoption a community climate action plan/greenhouse gas reduction plan (Plan). The Plan shall identify strategies to be implemented to reduce GHG emissions associated with the City, and shall include as one alternative a program that achieves the AB 32 targets. In addition, the City shall monitor GHG emissions by updating its community-wide GHG emissions inventory every five years upon adoption of the initial Plan. Upon the next update to the Plan, the inventory, GHG reduction measures, and GHG reductions shall be forecast to year 2035 to ensure progress toward achieving the interim target that aligns with the long-term GHG reduction goals of Executive Order S-03-04. The Plan update shall take into account the reductions achievable from federal and state actions and measures as well as ongoing work by the City and the private sector. The 2035 Plan update shall be completed by January 1, 2021, with a plan to achieve GHG reductions for 2035 or 2040, provided the state has an actual plan to achieve reductions for 2035 or 2040. New reduction programs</p>	City of Pasadena shall prepare a Climate Action Plan	Within 18 months of General Plan Update adoption	Planning and Community Development Department shall oversee submission of Climate Action Plan to City Council consideration of approval	

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**Table 1 Mitigation Monitoring Requirements**

	Mitigation Measure	Responsibility for Implementation and Implementation Action	Timing of Verification	Responsibility for Monitoring and Monitoring Action	Monitor (Signature Required) (Date of Compliance)
	<p>in similar sectors as the proposed Plan (building energy, transportation, waste, water, wastewater, agriculture, and others) will likely be necessary. Future targets shall be considered in alignment with state reduction targets, to the maximum extent feasible, but it is premature at this time to determine whether or not such targets can be feasibly met through the combination of federal, state, and local action given technical, logistical and financial constraints. Future updates to the Plan shall account for the horizon beyond 2035 as the state adopts actual plans to meet post-2035 targets. In all instances, the Plan and any updates shall be consistent with state and federal law.</p>				
<b>5.9 NOISE</b>					
9-1	<p>Prior to issuance of building and occupancy permits, applicants of industrial projects that involve vibration-intensive machinery or activities adjacent to sensitive receptors shall prepare a study to evaluate potential vibration impacts. The study shall be prepared by an acoustical engineer and be submitted to the City of Pasadena Planning Division. The study shall evaluate the vibration levels associated with operation of project-related equipment and activities experienced by nearby sensitive receptors. If it is determined that vibration impacts to nearby receptors exceed the Federal Transit Administration (FTA) vibration-annoyance criterion, the study shall recommend and the applicant shall implement the identified measures with the purpose of reducing vibration impacts to a less than significant level. The City of Pasadena shall verify implementation of all identified measures.</p>	<p>Project applicants of industrial projects shall prepare and submit a vibration study</p>	<p>Prior to issuance of building and occupancy permits</p>	<p>Planning and Community Development Department shall review/approve vibration study and verify implementation of identified measures</p>	
9-2	<p>Prior to issuance of building permits for the new construction of habitable area, applicants for development projects shall adhere to the appropriate Vibration Category 2 and Vibration Category 3 screening distances for light rail transit as recommended in Table 9-2 of the Federal Transit Administration's (FTA) Transit Noise and Vibration Impact Assessment (FTA 2006) in evaluating vibration impacts related to trains on the Metro Gold Line. Applicants for development projects that fall within the screening distances shall prepare and submit to the City of Pasadena Planning Division a study</p>	<p>Project applicants of development adjacent to the Metro Gold Line shall prepare and submit a vibration study</p>	<p>Prior to issuance of building permits</p>	<p>Planning and Community Development Department shall review/approve vibration study</p>	

## Mitigation Monitoring and Reporting Program

**Table 1 Mitigation Monitoring Requirements**

	Mitigation Measure	Responsibility for Implementation and Implementation Action	Timing of Verification	Responsibility for Monitoring and Monitoring Action	Monitor (Signature Required) (Date of Compliance)
9-5	<p>(e.g., nonexplosive rock blasting and use of hand tools) and preparation of a preconstruction survey report to assess the condition of the affected sensitive structure. Notwithstanding the above, pile drivers shall not be allowed within 150 feet of any historic structures. Identified measures shall be included on all construction and building documents and submitted for verification to the City of Pasadena Planning Division.</p> <p>Prior to issuance of construction permits, applicants for new development projects within 500 feet of noise-sensitive receptors shall implement the following best management practices to reduce construction noise levels:</p> <ul style="list-style-type: none"> <li>• Consider the installation of temporary sound barriers for construction activities immediately adjacent to occupied noise-sensitive structures.</li> <li>• Equip construction equipment with mufflers.</li> <li>• Restrict haul routes and construction-related traffic.</li> <li>• Reduce nonessential idling of construction equipment to no more than five minutes.</li> </ul> <p>The identified best management practices shall be noted on all site plans and/or construction management plans and submitted for verification to the City of Pasadena Planning Division.</p>	<p>Project applicants for development within 500 feet of noise-sensitive receptors shall implement BMPs</p>	<p>Prior to issuance of grading permits and periodic monitoring</p>	<p>Building and Safety Division shall review/approve grading permits and perform periodic monitoring of construction; Planning Division shall review/approve construction management plans</p>	
<b>5.13 TRANSPORTATION AND TRAFFIC</b>					
13-1	<p>The City of Pasadena shall update its existing transportation impact fee program by 2020. The City shall prepare a "Nexus" Study that will serve as the basis for requiring development impact fees under AB 1600 legislation, as codified by California Code Government Section 66000 et seq. The established procedures under AB 1600 require that a "reasonable relationship" or nexus exist between the traffic improvements and facilities required to mitigate the traffic impacts of new development pursuant to the proposed project. After approval of the Nexus Study, the City shall update the transportation impact fee program to fund all citywide circulation improvements, including the pedestrian and bicycle network. The fee program shall stipulate that</p>	<p>City shall prepare a nexus study and transportation impact fee program</p>	<p>Prior to Year 2020</p>	<p>Public Works Department shall oversee submission of nexus study and fee program to City Council for adoption</p>	

Mitigation Monitoring and Reporting Program

Table 1 Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation and Implementation Action	Timing of Verification	Responsibility for Monitoring and Monitoring Action	Monitor (Signature Required) (Date of Compliance)
9-3	<p>evaluating vibration impacts to the proposed development from train operations. The study shall be prepared by an acoustical engineer who shall identify measures to reduce impacts to habitable structures to below the FTA vibration annoyance criterion. The identified measures shall be incorporated into all design plans submitted to the City of Pasadena.</p> <p>Prior to issuance of any grading and construction permits, applicants for individual projects that involve vibration-intensive construction activities, such as pile drivers, jack hammers, and vibratory rollers, within 25 feet of sensitive receptors (e.g., residences and historic structures) shall prepare and submit to the City of Pasadena Planning Division a study to evaluate potential construction-related vibration impacts. The study shall be prepared by an acoustical engineer and shall identify measures to reduce impacts to habitable structures to below the FTA vibration annoyance criterion. If construction-related vibration is determined to be perceptible at vibration-sensitive uses, additional requirements, such as use of less-vibration-intensive equipment or construction technique, shall be implemented during construction (e.g., drilled piles, static rollers, and nonexplosive rock blasting). Identified measures shall be included on all construction and building documents and submitted for verification to the City of Pasadena Planning Division.</p>	<p>Project applicants within 25 (e.g., residences and historic structures) feet of sensitive receptors shall prepare and submit a vibration study</p>	<p>Prior to issuance of grading and construction permits</p>	<p>Planning and Community Development Department shall review/approve vibration study</p>	
9-4	<p>Prior to issuance of any construction permits, applicants for individual projects that involve vibration-intensive construction activities, such as pile drivers, jack hammers, bulldozers, and vibratory rollers, within 25 feet of sensitive receptors (e.g., residences) or 50 feet of historic structures, shall prepare and submit to the City of Pasadena Planning Division a study to evaluate potential construction-related vibration impacts. The vibration assessment shall be prepared by an acoustical engineer and be based on the FTA vibration-induced architectural damage criterion. If the study determines a potential exceedance of the FTA thresholds, measures shall be identified that ensure vibration levels are reduced to below the thresholds. Measures to reduce vibration levels can include use of less-vibration-intensive equipment (e.g., drilled piles and static rollers) and/or construction techniques</p>	<p>Project applicants within 25 feet of sensitive receptors (e.g., residences) or 50 feet of historic structures shall prepare and submit a vibration study</p>	<p>Prior to issuance of construction permits</p>	<p>Planning and Community Development Department shall review/approve vibration study</p>	

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Table 1 Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation and Implementation Action	Timing of Verification	Responsibility for Monitoring and Monitoring Action	Monitor (Signature Required) (Date of Compliance)
	<p>fees are assessed when there is new construction or when there is an increase in square footage within an existing building or the conversion of existing square footage to a more intensive use. Fees are calculated by multiplying the proposed square footage or dwelling unit by the rate identified. The fees are included with any other applicable fees payable at the time the building permit is issued. The City will use the development fees to fund construction (or to recoup fees advanced to fund construction).</p>				

## Mitigation Monitoring and Reporting Program

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