



City of Pasadena  
Planning Division  
175 N. Garfield Avenue  
Pasadena, California 91101-1704

**DRAFT  
MITIGATED NEGATIVE DECLARATION**

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**PROJECT TITLE:** Amendment to the Transit-Oriented Development Ordinance (Zoning Code Section 17.50.340)

**PROJECT APPLICANT:** City of Pasadena, Planning Divisions

**PROJECT CONTACT PERSON:** Joanne Hwang

**ADDRESS:** 175 N. Garfield Avenue  
Pasadena, California 91101-1704

**TELEPHONE:** (626) 744-7309

**PROJECT LOCATION:** The proposed project would encompass all areas of the city within one half mile of a Metro Gold Line station except Sierra Madre Villa station, where only quarter mile applies, and the area within the Central District Transit Oriented Area.

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**PROJECT DESCRIPTION:**

The proposed project is an amendment to the Transit-Oriented Development (TOD) Ordinance, which is Section 17.50.340 of the City's Zoning Code. The proposed amendment consists of: 1) changes to the parking requirements; 2) creation of optional ½ mile TOD area for all TOD areas in the City except Sierra Madre Villa TOD area; 3) changes to the options to exceed maximum parking requirements; 4) addition of "Vehicle Services – Vehicle/Equipment Repair" use to the prohibited land use list within the TOD areas; and 5) other technical changes.

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FINDING

On the basis of the initial study on file in the Planning & Community Development Department Office:

The proposed project COULD NOT have a significant effect on the environment.

The proposed project COULD have a significant effect on the environment however there will not be a significant effect in this case because of mitigation measures.

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

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Completed by: Julian Capata  
Title: Consultant  
Date: December 9, 2015

Reviewed By: Joanne Hwang  
Title: Planner  
Date: December 9, 2015

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PUBLIC REVIEW PERIOD:  
COMMENTS RECEIVED ON DRAFT:  Yes  No  
INITIAL STUDY REVISED:  Yes  No

nd-mnd.doc

## MITIGATION MEASURES

### Amendment to the Transit-Oriented Development Ordinance

#### (Zoning Code Section 17.50.340)

**Mitigation Measure MM AIR-1:** 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 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 (OEHHA) and the South Coast Air Quality Management District (SCAQMD). The latest OEHHA guidelines shall be used for the analysis, including age sensitivity factors, breathing rates, and body weights appropriate for children. 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 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:

- Air intakes oriented away from high-volume roadways and/or truck loading zones.
- Heating, ventilation, and air conditioning systems of the buildings provided with appropriately sized maximum efficiency rating value (MERV) filters.
- 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.

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 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.

**Mitigation Measure MM CUL-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.

# **Errata Sheet for the Amendment to the Transit Oriented Development Ordinance (Zoning Code Section 17.50.340) Initial Study/Mitigated Negative Declaration**

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## **Introduction**

The City of Pasadena prepared an Initial Study and a Mitigated Negative Declaration (MND) for the proposed amendments to the City's Transit Oriented Development (TOD) Ordinance (Zoning Code Section 17.50.340). On November 19, 2015, the City published a corresponding Notice of Intent (NOI) to Adopt an MND. Subsequent to publishing the NOI and prior to adopting the MND, the City refined the proposed TOD Ordinance amendments related to the parking requirements. Accordingly, this Errata Sheet identifies the refinements to the proposed amendments and documents the all necessary revisions to the Initial Study and the MND to reflect the refined project. This Errata Sheet has been prepared by the City to fulfill its responsibility as the lead agency pursuant to the California Environmental Quality Act (CEQA).

## **CEQA Requirements and Determination**

State CEQA Guidelines §15073.5(a) requires that a lead agency recirculate a negative declaration "when the document must be substantially revised." A "substantial revision" means: (1) identification of a new, avoidable significant effect requiring mitigation measures or project revisions to reduce the effect to insignificance and/or (2) determination that proposed mitigation measures or project revisions will not reduce potential effects to less than significance and new measures or revisions must be required. Recirculation is not required when new information is added to the negative declaration which merely clarifies, amplifies, or makes insignificant modifications to the negative declaration.

In response to the City of Pasadena's Planning Commission desire to maintain the intent of the TOD Ordinance while providing an appropriate level of flexibility in TOD areas based on their existing environment, along with recognizing the unique characteristics of each station area, the changes identified below have been made to the Initial Study and incorporated as part of the Initial Study/Mitigated Negative Declaration. None of these changes modify the analysis of environmental effects, the conclusions of the analysis, or the determination of the document that the proposed project would not have a significant effect on the environment after the incorporation of mitigation measures. None of the changes constitute a substantial revision that requires recirculation of the MND.

## **Changes to the IS/MND**

Changes to the text of the Initial Study and MND are noted below by the corresponding section and page number of the document. Additions are indicated with double underlined text and the deletions are shown with ~~strikeout text~~.

### **Section 8. Description of the Project (pp. 1-3):**

The proposed project consists of an amendment to the City of Pasadena's Transit-Oriented Development (TOD) Ordinance, Section 17.50.340 of the City's Zoning Code.



The City's existing TOD Ordinance applies to projects located within a quarter mile of a Metro Gold Line station and the areas within the Central District Transit Oriented Area. The general provisions of the existing ordinance require reductions in parking standards and prohibit a number of non-transit-oriented land uses. Overall, the intent of the existing TOD Ordinance is to promote development of commercial and residential mixed uses near the stations that would encourage use of public transit.

The proposed project is an amendment to the existing TOD Ordinance. The primary intent of the proposed amendment is to provide for greater flexibility in parking standards in the TOD area surrounding the Sierra Madre Villa Gold Line station while maintaining the intent of the TOD Ordinance.

**Table 1 (Changes in Parking Requirements)** shows the proposed changes in residential, office, and other nonresidential uses.

**Table 1  
Changes in Parking Requirements**

		Sierra Madre Villa TOD Station Areas		Allen, Lake, Memorial Park, Del Mar, and Fillmore TOD Station Areas and Central District Transit Oriented Area	
		Existing	Proposed	Existing	Proposed
Residential* Projects Over 48 Dwelling Units/Acre	< 650 sq. ft.	1 to 1.25 space/unit	1 space/unit	1 to 1.25 space/unit	1 space/unit
	> 650 sq. ft.	1.5 to 1.75 space/unit	1.5 to 2 space/unit	1.5 to 1.75 space/unit	No change
Non-Residential	Office (excluding medical offices)	Mandatory 25% reduction from the code	<del>0% to 25% reduction from the code</del> <u>No Changes from existing TOD regulation</u>	Mandatory 25% reduction from the code	<del>No change</del> <u>25% to 35% reduction</u>
	All other non-residential uses	Mandatory 10% reduction from the code	<del>0% to 10% reduction from the code</del> <u>No Changes from existing TOD regulation</u>	Mandatory 10% reduction from the code	<del>No change</del> <u>10% to 20% reduction</u>

\*Code requires 1 parking space for units <650 sq. ft., and 2 parking spaces for units >650 sq. ft.

The proposed amendment to the TOD Ordinance would also revise the current provision that allows projects to exceed the maximum allowable parking requirements. Per the current TOD Ordinance, projects in all TOD areas may exceed the maximum allowable parking requirements through approval of a Minor Conditional Use Permit if the additional parking spaces are used as Commercial Off-Street Parking. The proposed amendment would add specific standards for projects that wish to utilize this option. For an example, a project that wishes to utilize this option would be required to provide a minimum of 25 commercial off-street parking spaces that are dedicated as public parking spaces, identify clear hours of operation and location of such parking spaces, as well as comply with additional operational standards. In addition, projects proposed within the Sierra Madre Villa TOD area may exceed the maximum parking requirements up to an amount that is consistent with the standards applicable to other areas outside of the TOD area through a parking demand study and an approval of a Minor Conditional Use



Errata Sheet for the Amendment to the  
Transit Oriented Development Ordinance  
(Zoning Code Section 17.50.340) Initial Study/Mitigated Negative Declaration

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~~Permit, only if it can be shown to the satisfaction of the Zoning Administrator that additional parking is necessary due to project's location, surroundings, characteristics, and/or proposed used.~~ The proposed TOD Ordinance would also include a provision that allows existing parking spaces to remain on the project site for all TOD station areas, even if they exceed the maximum parking allowed under the TOD regulations.

In addition, the proposed TOD Ordinance would expand the TOD area from a quarter mile to a one half mile radius from all stations within the City as an option, except for the Sierra Madre Villa station. Future development projects located between the quarter mile and one half mile radius would have the option to benefit from the TOD Ordinance standards; however, projects that choose to benefit from these standards would be subject to all applicable standards. Furthermore, land uses that are prohibited within the quarter mile TOD area would not be allowed to benefit from the TOD standards even if they are proposed to be located within the optional half mile TOD area. The proposed TOD Ordinance does not change applicability within the quarter mile radius.

Lastly, the proposed amendment to the TOD Ordinance would ~~also add "Vehicle Services - Vehicle/Equipment Repair" to the list of prohibited land uses within the quarter mile TOD area, and would also modify the entitlement requirements to remove duplicative process.~~

The proposed TOD Ordinance (or the project) would not entitle or fund any specific projects and, thus, would not result in any direct physical changes to the environment. The proposed amendment to the TOD Ordinance would establish the framework for the future development and improvement of various forms of TOD across the city in accordance with the City's adopted General Plan Land Use Element.

End of Errata.

**DRAFT  
INITIAL STUDY/ MITIGATED NEGATIVE  
DECLARATION**

**Amendment to the Transit-  
Oriented Development  
Ordinance**

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Lead Agency:

**CITY OF PASADENA**  
175 North Garfield Avenue  
Pasadena, CA 91101  
**Contact: Joanne Hwang, Planner**  
(626) 744-7309

Prepared by:

**MICHAEL BAKER INTERNATIONAL**  
3900 Kilroy Airport Way, Suite 120  
Long Beach, CA 90806  
**Contact: Julian Capata**  
(562) 200-7168

November 2015





## LIST OF FIGURES

Figure 1	Regional Vicinity.....	5
Figure 2	TOD Areas.....	7



## LIST OF TABLES

Table 1	Changes in Parking Requirements .....	2
Table 2	Pasadena General Plan Policy Consistency Analysis .....	39



# **INITIAL STUDY/MITIGATED NEGATIVE DECLARATION**



## 1.0 PROJECT INFORMATION

In accordance with the Environmental Policy Guidelines of the City of Pasadena, this analysis and supporting data constitute the Initial Study for the subject project. This Initial Study provides the assessment for a determination whether the project may have a significant effect on the environment.

1. **Project Title:** Amendment to the Transit-Oriented Development Ordinance (Zoning Code Section 17.50.340)
2. **Lead Agency Name and Address:** City of Pasadena Planning and Community Development Department  
175 N. Garfield Avenue  
Pasadena CA 91101-1704
3. **Contact Person and Phone Number:** Joanne Hwang, Planner, (626) 744-7309
4. **Project Location:** The proposed project would encompass all areas of the city within one half mile of a Metro Gold Line station except Sierra Madre Villa station, where only quarter mile applies, and areas within the Central District Transit-Oriented Area. Refer to Figure 1, Regional Vicinity and Figure 2, TOD Planning Areas.
5. **Project Sponsor's Name and Address:** City of Pasadena Planning and Community Development Department  
175 N. Garfield Avenue  
Pasadena, CA 91101-1704
6. **General Plan Designation:** Various
7. **Zoning:** Various
8. **Description of the Project:**

The proposed project consists of an amendment to the City of Pasadena's Transit-Oriented Development (TOD) Ordinance, Section 17.50.340 of the City's Zoning Code.

The City's existing TOD Ordinance applies to projects located within a quarter mile of a Metro Gold Line station and the areas within the Central District Transit Oriented Area. The general provisions of the existing ordinance require reductions in parking standards and prohibit a number of non transit-oriented land uses. Overall, the intent of the existing TOD Ordinance is to promote development of commercial and residential mixed uses near the stations that would encourage use of public transit.

The proposed project is an amendment to the existing TOD Ordinance. The primary intent of the proposed amendment is to provide for greater flexibility in parking standards in the TOD area



surrounding the Sierra Madre Villa Gold Line station while maintaining the intent of the TOD Ordinance.

**Table 1 (Changes in Parking Requirements)** shows the proposed changes in residential, office, and other nonresidential uses.

**Table 1  
 Changes in Parking Requirements**

		Sierra Madre Villa TOD Station Areas		Allen, Lake, Memorial Park, Del Mar, and Fillmore TOD Station Areas and Central District Transit Oriented Area	
		Existing	Proposed	Existing	Proposed
Residential* Projects Over 48 Dwelling Units/Acre	< 650 sq. ft.	1 to 1.25 space/unit	1 space/unit	1 to 1.25 space/unit	1 space/unit
	> 650 sq. ft.	1.5 to 1.75 space/unit	1.5 to 2 space/unit	1.5 to 1.75 space/unit	No change
Non-Residential	Office (excluding medical offices)	Mandatory 25% reduction from the code	0% to 25% reduction from the code	Mandatory 25% reduction from the code	No change
	All other non-residential uses	Mandatory 10% reduction from the code	0% to 10% reduction from the code	Mandatory 10% reduction from the code	No change

\*Code requires 1 parking space for units <650 sq. ft., and 2 parking spaces for units >650 sq. ft.

The proposed amendment to the TOD Ordinance would also revise the current provision that allows projects to exceed the maximum allowable parking requirements. Per the current TOD Ordinance, projects in all TOD areas may exceed the maximum allowable parking requirements through approval of a Minor Conditional Use Permit if the additional parking spaces are used as Commercial Off-Street Parking. The proposed amendment would add specific standards for projects that wish to utilize this option. For an example, a project that wishes to utilize this option would be required to provide a minimum of 25 commercial off-street parking spaces that are dedicated as public parking spaces, identify clear hours of operation and location of such parking spaces, as well as comply with additional operational standards. In addition, projects proposed within the Sierra Madre Villa TOD area may exceed the maximum parking requirements up to an amount that is consistent with the standards applicable to other areas outside of the TOD area, only if it can be shown to the satisfaction of the Zoning Administrator that additional parking is necessary due to project's location, surroundings, characteristics, and/or proposed used. The proposed TOD Ordinance would also include a provision that allows existing parking spaces to remain on the project site for all TOD station areas, even if they exceed the maximum parking allowed under the TOD regulations.

In addition, the proposed TOD Ordinance would expand the TOD area from a quarter mile to a one half mile radius from all stations within the City as an option, except for the Sierra Madre Villa station. Future development projects located between the quarter mile and one half mile radius would have the option to benefit from the TOD Ordinance standards; however, projects that choose to benefit from these standards would be subject to all applicable standards. Furthermore, land uses that are prohibited within the quarter mile TOD area would not be



allowed to benefit from the TOD standards even if they are proposed to be located within the optional half mile TOD area. The proposed TOD Ordinance does not change applicability within the quarter mile radius.

Lastly, the proposed amendment to the TOD Ordinance would also add "Vehicle Services – Vehicle/Equipment Repair" to the list of prohibited land uses within the quarter mile TOD area, and would also modify the entitlement requirements to remove duplicative process.

The proposed TOD Ordinance (or the project) would not entitle or fund any specific projects and, thus, would not result in any direct physical changes to the environment. The proposed amendment to the TOD Ordinance would establish the framework for the future development and improvement of various forms of TOD across the city in accordance with the City's adopted General Plan Land Use Element.

## **9. Surrounding Land Uses and Setting:**

### Setting and Surrounding Land Uses

Pasadena encompasses approximately 14,803 acres (23 square miles) in the western San Gabriel Valley, bordered by the unincorporated Altadena community to the north; South Pasadena and San Marino to the south; Arcadia, Sierra Madre, and unincorporated Los Angeles County to the east; and Glendale, La Cañada Flintridge, and Los Angeles to the west. The areas associated with the TOD Ordinance are moderate to high-density mixed-use clusters of residential and commercial uses developed in an urban environment in proximity to Metro Gold Line stations.

## **10. Public agencies whose approval is required (e.g. permits, financing approval, or participation):**

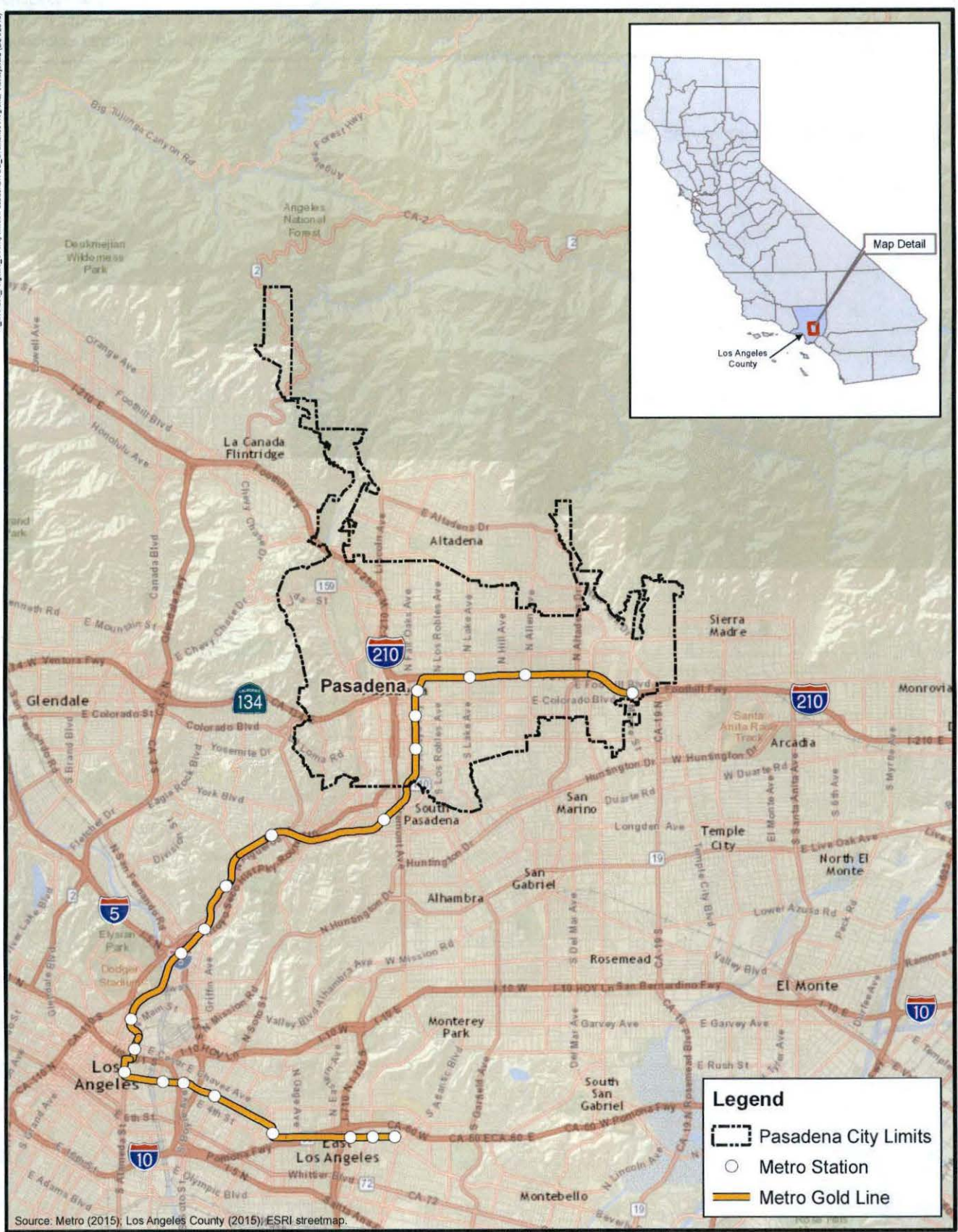
This Initial Study/Mitigated Negative Declaration covers all approvals by governmental agencies that may be needed to implement or operate the project. At this time, no discretionary public agency approvals are known to be required for the project, other than those required by the City of Pasadena.



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T:\GIS\Los\_Angeles\_County\Multi-Pasadena\_TOD\_Ordinance\Regional\_Vicinity.mxd (8/24/2015)



**Figure 1**  
Regional Vicinity



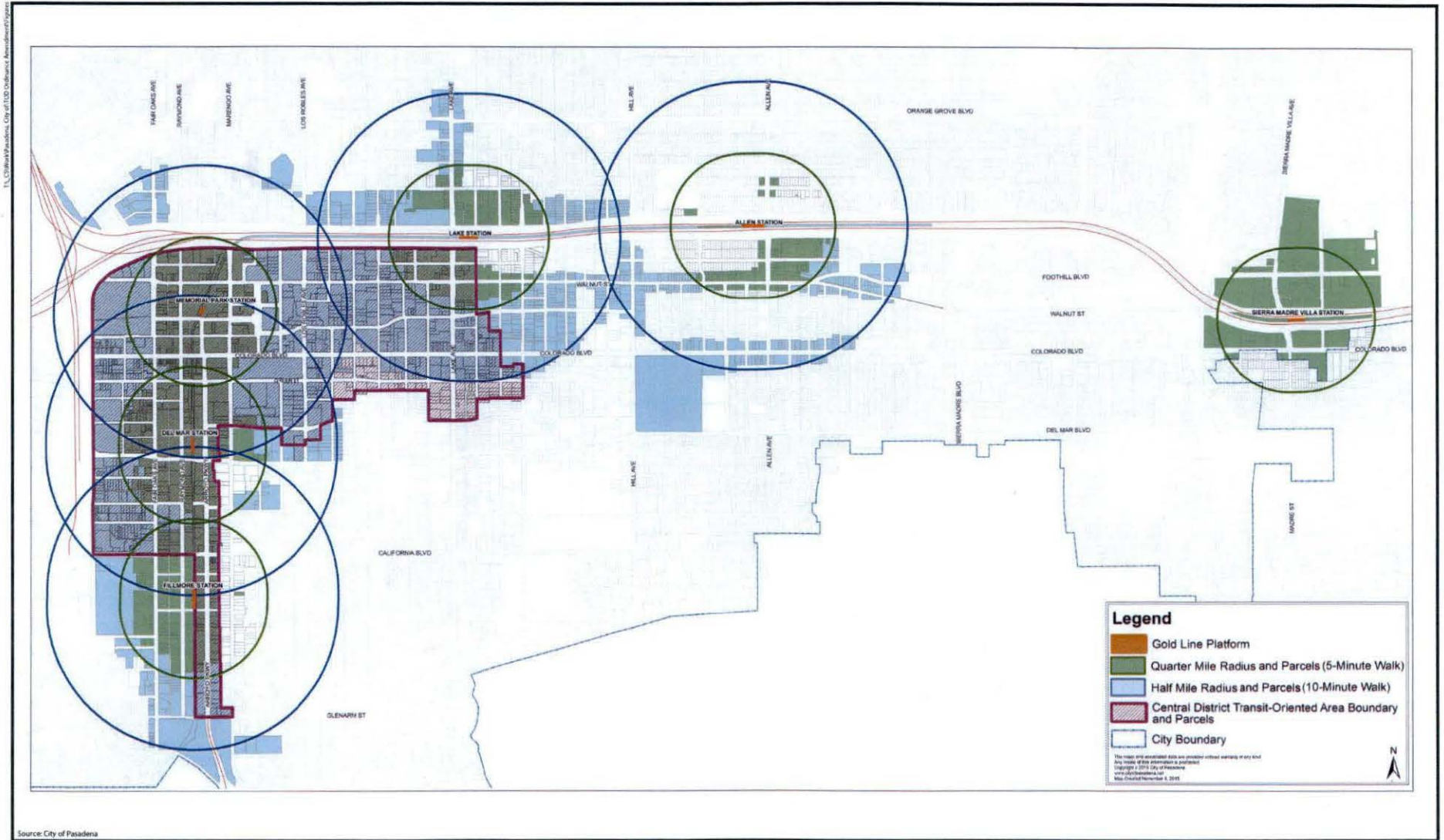


Figure 2  
TOD Areas



**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED**

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

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

**DETERMINATION** (to be completed by the Lead Agency)

On the basis of this initial evaluation:

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

Prepared By: Justin F. Capata      Date: 11/16/15      Reviewed By: Joanne Hwang      Date: 11/16/15  
 Printed Name: Justin F. Capata, Consultant      Printed Name: Joanne Hwang, Planner

Negative Declaration/Mitigated Negative Declaration adopted on: \_\_\_\_\_ Date

Adoption attested to by: \_\_\_\_\_ Signature \_\_\_\_\_ Date \_\_\_\_\_  
 \_\_\_\_\_ Printed Name



## 2.0 ENVIRONMENTAL CHECKLIST FORM

### BACKGROUND

Date checklist submitted:

Department requiring checklist: \_\_\_\_\_ Case Manager:

### ENVIRONMENTAL IMPACTS

Explanations of all answers are required:

#### 2.1 AESTHETICS

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?				X

**Why?** The proposed project is an amendment to the City of Pasadena's TOD Ordinance and would encompass all areas of the city within one half mile of a Metro Gold Line station except Sierra Madre Villa station where only quarter mile applies, and an expanded area within the City's Central District Transit Oriented Area. Pasadena encompasses approximately 14,803 acres (23 square miles) in the western San Gabriel Valley, bordered by the unincorporated Altadena community to the north; South Pasadena and San Marino to the south; Arcadia, Sierra Madre, and unincorporated Los Angeles County to the east; and Glendale, La Cañada Flintridge, and Los Angeles to the west. The areas associated with the TOD Ordinance are moderate to high-density mixed-use clusters of residential and commercial uses developed in an urban environment in proximity to Metro Gold Line stations. Limited views of the San Gabriel Mountains, which provide the north-facing backdrop for much of the city, may be available from the TOD areas; however, the primary views of the mountains are from north-south oriented roadways which would not be affected by the proposed Ordinance revision. Furthermore, any future transit-oriented development would be required to evaluate potential impacts to such views. As the proposed project does not entitle any development, the TOD Ordinance would not result in any direct physical changes to the environment. Therefore, the proposed project would have no impact to scenic vistas.



<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X

**Why?** The only designated state scenic highway in the City of Pasadena is the Angeles Crest Highway (State Highway 2), which is located north of Arroyo Seco Canyon in the extreme northwest portion of the city. The TOD areas are not within the viewshed of the Angeles Crest Highway, and are not located along any scenic roadway corridors identified in the City's General Plan documents. Further, the proposed project is an amendment to the City of Pasadena's TOD Ordinance and would not result in any direct physical changes to the environment. Therefore, the proposed project would have no impacts to state scenic highways or scenic roadway corridors.

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Substantially degrade the existing visual character or quality of the site and its surroundings?			X	

**Why?** The proposed project is an amendment to the City of Pasadena TOD Ordinance and would not entitle or fund any specific project and, thus, would not result in any direct physical changes to the environment. Any subsequent development that would occur within TOD areas would be required to go under City review. These individual projects would be required to comply with all applicable guidelines (i.e. Pasadena's Citywide Design Principles, Pasadena Design Guidelines for Historic Districts, applicable specific plan design guidelines) and policies in the General Plan. All of these regulations require that development be context-sensitive and compatible with surrounding development, including historic structures. Compliance with these requirements would prevent future development within the TOD areas from degrading the visual quality and character of the surrounding community. Therefore, aesthetic impacts are less than significant.



<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

**Why?** The proposed project is an amendment to the City of Pasadena TOD Ordinance and would not entitle or fund any specific projects and, thus, would not result in any direct physical changes to the environment. All future development would be required to comply with the standards in the zoning code that regulate glare and outdoor lighting. Height and direction of any outdoor lighting and the screening of mechanical equipment must conform to Municipal Code requirements. Title 17 of the Pasadena Municipal Code. Section 17.40.080 of the City Municipal Code regulates outdoor lighting requiring lighting to be energy-efficient and shielded; no lights shall blink, flash, or be of high intensity or brightness; and lighting shall be appropriate in scale, intensity, and height. Furthermore, Land Use Element Policies 4.11, 6.7, and 27.4 require that lighting be shielded and efficient. Adherence to design standards in the Municipal Code and other regulations would ensure that light and glare from new development and redevelopment projects in TOD areas would be minimized. Impacts related to light and glare would be less than significant.

## 2.2 AGRICULTURAL RESOURCES

<i>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X

**WHY?** The City of Pasadena is a developed urban area surrounded by hillsides to the north and northwest. The City contains no Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. Therefore, the proposed project would have no impact on farmland resources.



<i>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X

**WHY?** The City of Pasadena has no land zoned for agricultural use other than commercial growing areas. Implementation of the proposed project would establish the regulatory framework for the future development and improvement of various forms of transit-oriented development across the city, and would not conflict with any existing zoning for agricultural uses. Therefore, no impact would occur.

<i>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220 (g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104 (g))?				X

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

<i>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
d. Result in the loss of forest land or conversion of forest land to a non-forest use?				X

**WHY?** There is no forest land in the City of Pasadena. Therefore, the proposed project would not result in the conversion or loss of forest land, and no impact would occur.





<i>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
e. Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?				X

**WHY?** There is no known farmland in the City of Pasadena. Therefore, the proposed project would not result in the conversion of farmland to a nonagricultural use, and no impact would occur.

**2.3 AIR QUALITY**

<i>Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?			X	

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

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

The most recently adopted plan is the 2012 AQMP, adopted on December 7, 2012. This plan is the SCAB's portion of the State Implementation Plan (SIP). This plan is designed to achieve the 5 percent annual reduction goal of the California Clean Air Act.

The AQMP accommodates and accounts for population growth and transportation projections based on the predictions made by the Southern California Association of Governments (SCAG). Thus, projects that are consistent with employment and population forecasts are consistent with the AQMP.



The proposed amendment to the TOD Ordinance would establish the regulatory framework for future development and improvement of various forms of transit-oriented development across the city in accordance with the City's adopted General Plan Land Use Element. Future development that would occur within the TOD areas would be consistent with the growth projections evaluated under the General Plan, and therefore, consistent with SCAG projections. Further, such future development would need to be analyzed for consistency with the AQMP. Lastly, the proposed project would not entitle or fund any specific projects and, thus, would not result in any direct physical changes to the environment. Inasmuch as new development may occur under the proposed TOD Ordinance Amendment, the development would encourage the use of alternative transportation modes, which would indirectly result in reduced vehicle trips. Therefore, the project would not conflict with or obstruct implementation of the applicable air quality plan, and impacts would be considered less than significant.

<i>Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Violate any air quality standard or contribute to an existing or projected air quality violation?			X	

**WHY?** The City of Pasadena is within the SCAB, which is an airshed that regularly exceeds ambient air quality standards, known as a non-attainment area. The SCAB is designated a non-attainment area for respirable particulate matter (PM<sub>10</sub>), fine particulate matter (PM<sub>2.5</sub>), and ozone (O<sub>3</sub>). The SCAB is currently designated an attainment area for the remaining criteria pollutants, which include carbon monoxide (CO), nitrogen oxides (NO<sub>x</sub>), and sulfur dioxide (SO<sub>2</sub>). Due to its geographical location and the prevailing off-shore daytime winds, Pasadena receives smog from downtown Los Angeles and other areas in the Los Angeles basin. The prevailing winds, from the southwest, carry smog from wide areas of Los Angeles and adjacent cities, to the San Fernando Valley and to Pasadena in the San Gabriel Valley where it is trapped against the foothills. For these reasons, the potential for adverse air quality in Pasadena is high.

Inasmuch as the proposed project could indirectly result in new development, the project could result in air pollutant generation from construction activities, increased vehicle use, natural gas combustion, and other operational sources. Such emissions could incrementally contribute to the basin's non-attainment conditions. Construction emissions would be reduced through implementation of existing regulatory requirements, such as SCAQMD Rule 403 for fugitive dust control, and Rule 1113 for architectural coatings, as well as the City's ordinances such as Section 17.40.170 in the City Municipal Code, which regulates the number of truck trips per six-day work week. Additionally, Pasadena's Green City Action Plan and Green Building Ordinance, which exceeds California Green Building Code requirements, would result in lower emissions from future buildings than existing buildings in Pasadena. In summary, any future development that could occur under the proposed TOD Ordinance would be required to implement policies and programs that reduce vehicle miles traveled (VMT) per capita and reduce building energy and natural gas consumption per square foot, thus furthering plans intended to improve the basin's attainment status. Therefore, the potential future air emissions that could indirectly result from adoption of the proposed TOD Ordinance and their potential contribution to air quality violations is a less than significant impact of the project.





<i>Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			X	

**WHY?**

The proposed amendment to the TOD Ordinance would establish the regulatory framework for the future development and improvement of various forms of transit-oriented development across the city in accordance with the City's adopted General Plan Land Use Element. Future development and improvements would need to be analyzed for increases in criteria pollutants. However, as described in Issue 2.3.b, above, the City has multiple policies, programs, and plans in place that reduce emissions. Additionally, Pasadena's Green City Action Plan and Green Building Ordinance, which exceeds California Green Building Code requirements, would result in lower emissions from future buildings than existing buildings in Pasadena. The proposed project would not entitle or fund any specific projects and, thus, would not result in any direct physical changes to the environment regarding a cumulatively considerable net increase of any criteria pollutant. Impacts would be considered less than significant.

<i>Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
d. Expose sensitive receptors to substantial pollutant concentrations?		X		

**WHY?** Industrial land uses, such as chemical processing facilities, chrome-plating facilities, dry cleaners, and gasoline-dispensing facilities, have the potential to be substantial stationary sources that would require a permit from SCAQMD for emissions of toxic air contaminants (TACs). Development of these uses would be limited to those allowed under the TOD Ordinance, and any potential emissions of TACs would be controlled by SCAQMD through permitting and would be subject to further study and health risk assessment prior to the issuance of any necessary air quality permits under SCAQMD Rule 1401.

The other sources of TAC within the City are I-210 and SR-134, which have annual average daily traffic volumes exceeding 100,000. Development of new residential uses and other sensitive receptors could be located within 500 feet of the I-210 could occur under the TOD Ordinance. However, the General Plan Update identified Mitigation Measure 2-4 to address the impacts of exposing sensitive receptors to substantial pollutant concentrations. Future development projects and improvements within 500 feet of the I-210 freeway would be required to implement Mitigation Measure 2-4, incorporated into this IS/MND as MM AIR-1. Any future development that could occur under the amended TOD Ordinance that includes sensitive



receptors would be required to comply with all applicable SCAQMD and City regulations, including future CEQA review. Implementation of MM AIR-1 would ensure that development of individual projects would be required to achieve the incremental risk thresholds established by SCAQMD, and TAC exposure would be less than significant.

### Mitigation Measures

**MM AIR-1** 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 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 (OEHHA) and the South Coast Air Quality Management District (SCAQMD). The latest OEHHA guidelines shall be used for the analysis, including age sensitivity factors, breathing rates, and body weights appropriate for children. 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 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:

- Air intakes oriented away from high-volume roadways and/or truck loading zones.
- Heating, ventilation, and air conditioning systems of the buildings provided with appropriately sized maximum efficiency rating value (MERV) filters.
- 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.

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 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.



<i>Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
e. Create objectionable odors affecting a substantial number of people?				X

**WHY?** According to the SCAQMD CEQA Air Quality Handbook, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The proposed project is an amendment to the City of Pasadena TOD Ordinance and development that would be allowed would not include any uses identified by the SCAQMD as being associated with odors. Therefore, the proposed project would have no impact.

## 2.4 BIOLOGICAL RESOURCES

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X

**WHY?** The TOD areas are located in developed urbanized areas throughout the city. The proposed project is an amendment to the City of Pasadena TOD Ordinance and would not entitle or fund any specific projects and, thus, would not result in any direct physical changes to the environment. Therefore, the project would not have a substantial adverse effect either directly or through habitat modifications on any species. No impact would occur.

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X

**WHY?** The TOD areas are located in developed urbanized areas throughout the city. The proposed project is not located within a biological resources area, and no riparian habitat or



other sensitive natural communities are present in the project area as identified in regional plans or regulations of the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.

There are no designated natural communities in the city. Natural habitat areas within the city's boundaries are largely limited to the upper and lower portions of the Arroyo Seco, the City's western hillside area, and Eaton Canyon. The proposed TOD ordinance would not apply to any of these areas, as such areas are not in proximity to the City's Gold Line stations or Central District. The proposed project is a regulatory tool and approval of the proposed project will not create a substantial adverse effect on any natural habitat areas. No impact would occur.

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Have a substantial adverse effect of federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X

**WHY?** The TOD areas are located in urbanized areas and do not include any discernible drainage courses, inundated areas, wetland vegetation, or hydric soils, and thus does not include US Army Corps of Engineers jurisdictional drainages or wetlands. There are no federally protected waters or wetlands, as defined by Section 404 of the Clean Water Act, within the TOD areas. No water features or other topographic depressions are present within the TOD areas that could support wetlands. Further, the proposed project would not entitle or fund any specific projects and, thus, would not result in any direct physical changes to the environment. Therefore, the proposed project would have no impact to federally protected wetlands as defined by Section 404 of the Clean Water Act.

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				X

**WHY?** The proposed project is an amendment to the TOD Ordinance, and would not entitle or fund any specific projects and, thus, would not result in any direct physical changes to the environment. The proposed project is a regulatory tool that applies to urbanized portions of the City of Pasadena. Therefore, no impacts to migratory species, wildlife movement corridors, or native wildlife nursery sites would occur as a result of the proposed project.



<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X

**WHY?** The proposed project is an amendment to the TOD Ordinance, and would not entitle or fund any specific projects and, thus, would not result in any direct physical changes to the environment. Therefore, the proposed project would not conflict with any local policies or ordinances protecting biological resources, and would have no related impacts.

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
f. Conflict with the provisions of an adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other approved local, regional, or state habitat conservation plan?				X

**WHY?** There are no adopted Habitat Conservation or Natural Community Conservation Plans in the City of Pasadena. There are also no approved local, regional, or state habitat conservation plans. Therefore, no impacts would occur as a result of the proposed project.

## 2.5 CULTURAL RESOURCES

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5?			X	

**WHY?** The proposed project would not entitle or fund any specific projects and, thus, would not result in any direct physical changes to the environment. Development of new uses under the TOD Ordinance could involve historic resources; however, such projects would be subject to the City's development standards and processes, which include strict protections for historical resources. Chapter 2.75 of the City Municipal Code outlines the Historic Preservation Commission. The Commission carries out the duties in section 2.75.045 such as reviewing and making recommendations on environmental reports, zone changes, master development plans, planned development and other land use entitlements as they are applicable to historic resources in the city. Future modification of any historical resource would require additional



discretionary approvals by the City of Pasadena. Therefore, the proposed project would not cause a substantial adverse change in the significance of a historical resource, and impacts would be less than significant.

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?		X		

**WHY?** The proposed project is an amendment to the TOD Ordinance, and would not entitle or fund any specific projects and, thus, would not result in any direct physical changes to the environment. Due to the limited number of archaeological resources documented and the built-out nature of the city, potential impacts to archaeological resources are considered to be low. The City completed SB 18 and AB 52 consultations/notification for the proposed project. The Native American consultation did not identify any sacred lands or known archaeological resource sites in the Specific Plan area. Nonetheless, California Public Resources Code 5097.9–5097.991 provides protection to Native American historical and cultural resources, and sacred sites. However, development or redevelopment on vacant parcels or infill sites may occur where deep excavations may unearth previously undisturbed areas. The General Plan Update EIR identified Mitigation Measure MM 4-1 to address potential impacts to previously unknown archeological resources. Mitigation Measure 4-1 has been incorporated into this IS/MND as MM CUL-1. Implementation of MM CUL-1 would protect unanticipated discoveries by halting work and requiring that the resource be evaluated by a Registered Professional Archaeologist. Therefore, this impact would be less than significant.

**Mitigation Measures**

**MM CUL-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.



<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	

**WHY?** The TOD areas are located within highly developed areas and have been previously disturbed and graded as a result of the existing on-site structures. Further, the proposed project is an amendment to the TOD Ordinance, and would not entitle or fund any specific projects and, thus, would not result in any direct physical changes to the environment. According to Figure 4.5-2 of the City of Pasadena General Plan Update Environmental Impact Report (EIR), the proposed TOD areas are not within the paleontologically sensitive geologic formations. Therefore, this impact is less than significant.

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
d. Disturb any human remains, including those interred outside of formal ceremonies?			X	

**WHY?** The proposed project is an amendment to the TOD Ordinance, and would not entitle or fund any specific projects and, thus, would not result in any direct physical changes to the environment. Development or redevelopment on vacant parcels or infill may occur where deep excavations may unearth previously undisturbed areas. Future development that may occur under the TOD Ordinance may encounter previously unknown human remains; however, California Public Resources Code 5097.9–5097.991 provides protection to Native American historical and cultural resources, and sacred sites, including notification to descendants of discoveries of Native American human remains and provides for treatment and disposition of human remains and associated grave goods. As such, this impact would be less than significant.

## 2.6 ENERGY

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with adopted energy conservation plans?				X

**WHY?** The proposed project is an amendment to the TOD Ordinance, and would not entitle or fund any specific projects and, thus, would not result in any direct physical changes to the environment. In addition, future development that could occur in the TOD areas under the



proposed project would be required to be consistent with the City's Municipal Code Sections 14.04.500 through 14.04.526 and the Green City Action Plan. Per Pasadena Municipal Code Section 14.04.010, the future development is required to comply with the amended 2013 edition of the California Green Building Standards Code and the 2013 California Energy Code. Therefore, the proposed project would not conflict with adopted energy conservation plans.

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Use non-renewable resources in a wasteful and inefficient manner?				X

**WHY?** The proposed project is an amendment to the TOD Ordinance, and would not entitle or fund any specific projects and, thus, would not result in any direct physical changes to the environment. In addition, future development that could occur in the TOD areas would be required to be consistent with the City's Municipal Code Sections 14.04.500 through 14.04.526 and the Green City Action Plan. Further, future development is required to comply with the amended 2013 edition of the California Green Building Standards Code and the 2013 California Energy Code. Therefore, the proposed TOD Ordinance amendment would not use nonrenewable resources in a wasteful and inefficient manner.

## 2.7 GEOLOGY AND SOILS

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X	

**WHY?** The city is subject to the effects of seismic activity due to the active faults that traverse the area. Active faults are defined as those that have experienced surface displacement within Holocene time (approximately the last 11,000 years) and/or are in a state-designated Earthquake Fault Zone. According to the City's General Plan Safety Element, the San Andreas Fault is a "master" active fault and controls seismic hazard in Southern California. This fault is located approximately 21 miles north of Pasadena.

The County of Los Angeles and the City of Pasadena are both affected by Alquist-Priolo Earthquake Fault Zones. Pasadena is in four U.S. Geological Survey (USGS) quadrants: the





Los Angeles, Mt. Wilson, El Monte, and Pasadena quadrangles. The quadrants, with the exception of the Pasadena quadrangle, were mapped for Earthquake Fault Zones under the Alquist-Priolo Act in 1977. The proposed project is located within the Pasadena USGS quadrangle.

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

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

The proposed project is an amendment to the TOD Ordinance, and would not entitle or fund any specific projects and, thus, would not result in any direct physical changes to the environment. Inasmuch as the proposed project could indirectly result in new development, future development projects could expose additional persons and structures to seismic hazards. However, any such future projects would be required to comply with all applicable Building and Safety division requirements. Further, the City's Building Code (Pasadena Municipal Code, Title 14) requires future developments to submit an engineering geology report and soils engineering report to identify and ameliorate geology conditions and hazards. Therefore, the proposed project would not expose people or structures to potential substantial adverse effects caused by the rupture of a known fault. Impacts would be considered less than significant.

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
ii) Strong seismic ground shaking.			X	

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



However, the risk of earthquake damage is minimized because new structures are required to be built according to the California Uniform Building Code and other applicable codes, and are subject to inspection during construction. Structures for human habitation must be designed to meet or exceed California Uniform Building Code standards for Seismic Zone 4.

Further, the proposed project is an amendment to the TOD Ordinance, and would not entitle or fund any specific projects and, thus, would not result in any direct physical changes to the environment. Future development uses that could be developed under the proposed amendment would be required to comply with the City's Building Code (Pasadena Municipal Code, Title 14) which requires future development to submit an engineering geology report and soils engineering report to identify and specify construction requirements to account for geology conditions and hazards. The geotechnical investigation would include site-specific assessment of geological and seismic hazards, including the risk of strong ground shaking. Future development would be required to comply with applicable Building and Safety regulations and Chapter 18 of the CBC which addresses geotechnical requirements. Compliance with the CBC and City Building Code would ensure potential impacts would be less than significant.

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
iii) Seismic-related ground failure, including liquefaction as delineated on the most recent Seismic Hazards Zones Map issued by the State Geologist for the area or based on other substantial evidence of known areas of liquefaction.				X

**WHY?** Liquefaction is the sudden decrease in shearing strength of cohesionless soil due to vibration. During dynamic or cyclic shaking, the soil mass is distorted, and interparticulate stresses are transferred from the sand grains to the pore water. When the pore water pressure increases to the point that the interparticulate effective stresses are reduced to zero, the soil behaves temporarily as a viscous fluid (liquefaction) and, consequently, loses its capacity to support structures. Liquefaction potential has been found to be the greatest where the groundwater level and loose sands occur within a depth of about 50 feet or less. The potential for liquefaction decreases with increasing grain size and clay and gravel content, but increases as the ground acceleration and duration of shaking increase. According to the California Department of Conservation, Division of Mines and Geology none of the city's TOD areas are not located in a liquefaction zone. Therefore, the proposed project would have no impacts related to seismic-related ground failure.



<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
iv) Landslides as delineated on the most recent Seismic Hazards Zones Map issued by the State Geologist for the area or based on other substantial evidence of known areas of landslides.				X

**WHY?** Landslides and other forms of slope failure form in response to the long-term geologic cycle of uplift, mass wasting, and disturbance of slopes. Mass wasting refers to a variety of erosion processes from gradual downhill soil creep to mudslides, debris flows, landslides, and rock fall, processes that are commonly triggered by intense precipitation, which varies according to climatic shifts. Often, various forms of mass wasting are grouped together as landslides, which are generally used to describe the downhill movement of rock and soil. According to the California Department of Conservation, Division of Mines and Geology none of the city's TOD areas are located in an earthquake-induced landslide zone. Rather, the city's TOD areas are located within largely flat alluvial portions of the city. Therefore, the proposed project would have no impacts related to known landslide areas.

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Result in substantial soil erosion or the loss of topsoil?			X	

**WHY?** The proposed project is an amendment to the TOD Ordinance, and would not entitle or fund any specific projects and, thus, would not result in any direct physical changes to the environment. Future development under the proposed amendment would be required to comply with the SCAQMD's Rule 403 and water erosion protections required by the Clean Water Act and the National Pollutant Discharge Elimination System (NPDES). Therefore, impacts are less than significant.

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	

**WHY?** The City of Pasadena rests primarily on an alluvial plain. To the north, the San Gabriel Mountains are relatively new in geological time. These mountains run generally east-west and



have the San Andreas Fault on the north and the Sierra Madre Fault to the south. The action of these two faults in conjunction with the north-south compression of the San Andreas tectonic plate is pushing up the San Gabriel Mountains. This uplifting combined with erosion has helped form the alluvial plain. As shown on Plate 2-4 of the Technical Background Report to the 2002 Safety Element, the majority of the city lies on the flat portion of the alluvial fan, which is expected to be stable.

Based on these reasons, even though the project site is located within a seismically active region, impacts related to liquefaction would be less than significant. In addition, the project site would not be subject to earthquake-induced landslides.

Further, the proposed project is an amendment to the TOD Ordinance, and would not entitle or fund any specific projects and, thus, would not result in any direct physical changes to the environment. Development under the proposed amendment would be required to comply with the City's Building Code (Pasadena Municipal Code, Title 14) which requires future development to submit an engineering geology report and soils engineering report to identify and specify construction requirements to account for geology conditions and hazards. The geotechnical investigation would include site-specific assessment of hazards from subsidence and collapsible soils. Future development would be required to comply with applicable Building and Safety regulations and Chapter 18 of the CBC which addresses geotechnical requirements. Compliance with the CBC and City Building Code would ensure potential impacts would be less than significant.

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			X	

**WHY?** The proposed project is an amendment to the TOD Ordinance, and would not entitle or fund any specific projects and, thus, would not result in any direct physical changes to the environment. Future development that could occur under the proposed amendment would be required to comply with the City's Building Code (Pasadena Municipal Code, Title 14) which requires future development to submit an engineering geology report and soils engineering report to identify and specify construction requirements to account for geology conditions and hazards. The geotechnical investigation would include site-specific assessment of geological hazards, including expansive soils. Future development would be required to comply with applicable Building and Safety regulations and Chapter 18 of the CBC which addresses geotechnical requirements. Compliance with the CBC and City Building Code would ensure potential impacts would be less than significant.



<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				X

**WHY?** The proposed project is an amendment to the TOD Ordinance, and would not entitle or fund any specific projects and, thus, would not result in any direct physical changes to the environment. Future development that could occur under the proposed amendment would be required to connect to the existing sewer system. Further, no septic tanks or alternative wastewater systems would be constructed as part of the project. Therefore, no impacts would occur.

## 2.8 GREENHOUSE GAS EMISSIONS

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	

**WHY?** The proposed project is an amendment to the TOD Ordinance, and would not entitle or fund any specific projects and, thus, would not result in any direct physical changes to the environment. However, the proposed project could indirectly result in new development, where there may be impacts in greenhouse gas (GHG) emissions from construction activities, increased vehicle use, natural gas combustion, and other operational sources. Emissions would incrementally contribute to the global GHG levels. However, the City has multiple policies, programs, and plans in place that serve to reduce emissions. The City's Green City Action Plan and Green Building Ordinance, which exceeds California Green Building Code requirements, would result in lower emissions from future buildings than existing buildings in Pasadena. Additionally, new development that could occur under the TOD Ordinance would be located in areas served by high-quality transportation, and would encourage an increase in alternative transportation modes, and reduce GHG emissions per capita.

In summary, any future development supported by the proposed TOD Ordinance amendment would be required to implement policies and programs that reduce vehicle miles traveled (VMT) per capita and reduce building energy and natural gas consumption per square foot. Therefore, the City considers the potential future GHG emissions that could indirectly result from adoption of the proposed TOD Ordinance amendment and their potential contribution to air quality violations a less than significant impact of the project.



<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?			X	

**WHY?** California has adopted several policies and regulations for the purpose of reducing GHG emissions. Assembly Bill (AB) 32 was enacted in 2006 to reduce statewide GHG emissions to 1990 levels by 2020. Senate Bill (SB) 375 (Linking Regional Transportation Plans to State Greenhouse Gas Reduction Goals; codified as Government Code Sections 65080, 65400, 65583, 65584.01, 65584.02, 65584.04, 65587, 65588, 14522.1, 14522.2, and 65080.01 as well as Public Resources Code Sections 21061.3 and 21159.28 and Chapter 4.2) was enacted in 2009 with the goal of reducing GHG emissions by limiting urban sprawl and its associated vehicle emissions. Per the requirements of SB 375, SCAG created a sustainable communities strategy (SCS) that integrates transportation and land use elements in order to achieve the emissions reduction target. The SCS encourages transit-oriented development, which places residential uses and employment centers near mass transit stations to increase use of mass transit and reduce vehicle trips. The proposed TOD Ordinance amendment would provide the regulatory framework for development projects that are consistent with the SCS.

The proposed amendment to the TOD Ordinance would establish the regulatory framework development and improvement of various forms of transit-oriented development across the city in accordance with the City's adopted General Plan Land Use Element. Future indirect development associated with the project would be subject to the above and the City's Green City Action Plan and Green Building Ordinance, further reducing project-related GHG emissions. However, the proposed project would not entitle or fund any specific projects and, thus, would not result in any direct physical changes to the environment. Therefore, the proposed project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions and impacts would be considered less than significant.

**2.9 HAZARDS AND HAZARDOUS MATERIALS**

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?			X	

**WHY?** The proposed project is an amendment to the TOD Ordinance, and would not entitle or fund any specific projects and, thus, would not result in any direct physical changes to the environment. Future development that could occur under the amendment to the TOD Ordinance could involve the routine transport, use, or disposal of hazardous materials during construction



or operation. However, such projects would be subject to federal, state, and local regulations regarding the handling and disposal of such materials. The City of Pasadena has ordinances regulating hazardous materials management in accordance with state law: Municipal Code Title 8, Chapter 8.80, Handling and Disclosure of Hazardous Materials. Hazardous materials are regulated by state, federal, and local agencies, including the EPA, OSHA, and the Pasadena Fire Department. Therefore, the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, and this impact would be considered less than significant.

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	

**WHY?** The proposed project is an amendment to the TOD Ordinance, and would not entitle or fund any specific projects and, thus, would not result in any direct physical changes to the environment. Future development that could occur under the amendment to the TOD Ordinance could involve the accidental release of hazardous materials during construction or operation of such uses. However, such projects would be subject to federal, state, and local regulations regarding the handling and disposal of such materials. The City of Pasadena has ordinances regulating hazardous materials management in accordance with state law: Municipal Code Title 8, Chapter 8.80, Handling and Disclosure of Hazardous Materials. Hazardous materials are regulated by state, federal, and local agencies, including the EPA, OSHA, and the Pasadena Fire Department. Therefore, the proposed TOD Ordinance amendment would not create any hazard through release of hazardous materials, and this impact would be considered less than significant.

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	

**WHY?** The proposed project is an amendment to the TOD Ordinance, and would not entitle or fund any specific projects and, thus, would not result in any direct physical changes to the environment. Roosevelt Elementary School and Jefferson Elementary School are within the proposed TOD areas. Future development that could occur under the amendment to the TOD Ordinance could involve the emission or handling hazardous materials during construction or operation, such projects would be subject to federal, state, and local regulations regarding the handling and disposal of such materials. The storage, handling, and disposal of hazardous materials are regulated by the EPA, OSHA, and the Pasadena Fire Department, which would



ensure that the above mentioned schools would not be adversely impacted by the proposed project. Therefore, the proposed TOD Ordinance amendment would have less than significant impacts to schools.

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			X	

**WHY?** The proposed project is an amendment to the TOD Ordinance, and would not entitle or fund any specific projects and, thus, would not result in any direct physical changes to the environment. While unexpected, if such a scenario arises, the project would be subject to various federal, state, and local laws and agencies that regulate hazardous material sites, such as the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), the Resource Conservation and Recovery Act (RCRA), the state and federal Environmental Protection Agencies (EPA), the California Department of Toxic Substances Control (DTSC), and the Pasadena Fire Department. Therefore, the proposed project will not result in significant impacts related to hazardous material sites compiled pursuant to Government Code Section 65962.5.

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				X

**WHY?** The TOD areas are not located within an airport land use plan or within 2 miles of a public airport or public use airport. The nearest public use airport is the Bob Hope Airport in Burbank. The proposed project would not result in a safety hazard for people residing or working in the vicinity of an airport. No impacts would occur in this regard.





<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X

**WHY?** The TOD areas are not within 2 miles of a private airstrip. Therefore, the proposed project would not result in a safety hazard for people residing or working in the vicinity of a private airstrip and no impacts would occur in this regard.

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X

**WHY?** The City of Pasadena Emergency Operations Plan (EOP) addresses the City's planned response to emergencies associated with natural disasters and technological incidents. It provides an overview of operational concepts, identifies components of the City's emergency management organization within the Standardized Emergency Management System (SEMS) and the National Incident Management System (NIMS), and describes the overall responsibilities of the federal, state, and county entities and the City for protecting life and property and assuring the overall well-being of the population. Further, the City maintains a SEMS/NIMS Emergency Response Plan, which addresses planned responses to emergency/disaster situations associated with natural disasters, technological incidents, and national security emergencies. The Pasadena Fire Department maintains the disaster plan. In case of a disaster, the Pasadena Fire Department is responsible for implementing the plan, and the Pasadena Police Department devises evacuation routes based on the specific circumstance of the emergency. The City has preplanned evacuation routes for dam inundation areas associated with Devil's Gate Dam, Eaton Wash, and the Jones Reservoir.

For future development that could occur under the TOD Ordinance, prior to the issuance of a building permit, the applicant is required to submit appropriate plans for plan review to ensure compliance with zoning, building, and fire codes. Adherence to these requirements ensures that future development would not have a significant impact on emergency response and evacuation plans. However, the proposed project would not entitle or fund any specific projects and, thus, would not result in any direct physical changes to the environment. Therefore, the project would not impair implementation or physically interfere with an adopted emergency response plan or emergency evacuation plan, and no impact would occur.



<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				X

**WHY?** As shown in the General Plan Environmental Impact Report, Chapter 5.6, the TOD areas are not located in an area of moderate or very high fire hazard. The TOD areas are located within urbanized areas and the surrounding area is not adjacent to any wildlands. Therefore, the proposed project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. No impacts would occur in this regard.

**2.10 HYDROLOGY AND WATER QUALITY**

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements?			X	

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

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

Compliance with the SQMP is enforced by application of Section 402 of the Clean Water Act, the NPDES. Under this section, municipalities are required to obtain permits for the water pollution generated by stormwater in their jurisdiction. These permits are known as Municipal Separate Storm Sewer Systems (MS4) permits. The City of Pasadena is a co-permittee in the Los Angeles County MS4 permit (Order No 01-182; NPDES No. CAS0041 as amended by Orders R4-2006-0074 and R4-2007-0042). Under this MS4, each permitted municipality is required to implement the SQMP.



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

Future development that could occur under the TOD Ordinance would add typical, urban, nonpoint-source pollutants to stormwater runoff. As discussed, these pollutants are permitted by the countywide MS4 permit, and would not exceed any receiving water limitations.

In addition, the proposed amendment to the TOD Ordinance would not entitle or fund any specific projects and, thus, would not result in any direct physical changes to the environment. Inasmuch as the TOD Ordinance amendment could indirectly result in new development, the project could indirectly result in stormwater pollutants. However, with the compliance with NPDES, MS4, and SUSMP requirements, such stormwater pollutants would not violate water quality standards or wastewater requirements, and impacts would be considered less than significant.

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			X	

**WHY?** The proposed project is an amendment to the TOD Ordinance, and would not entitle or fund any specific projects and, thus, would not result in any direct physical changes to the environment. Future development that could occur under the proposed project would use the existing water supply system provided by the Pasadena Department of Water and Power (PWP), which includes water from the Raymond Groundwater Basin. However, the amount of development in the City does not affect the volume of water withdrawn by PWP. Rather, the City's use of the Raymond Basin is limited by water rights and overseen by the Raymond Basin Management Board. Furthermore, any uses developed under the TOD Ordinance amendment would be required to adhere to the 2013 California Plumbing Code and 2013 California Green Building Standards Code, which require water-efficient indoor fixtures and irrigation controllers and result in a reduction in water demand by 5 to 6 percent. Therefore, the proposed project would not physically interfere with any groundwater supplies, and impacts would be considered less than significant.



<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on-or off-site?				X

**WHY?** The City of Pasadena is generally flat and is located within an urbanized area. The proposed project is an amendment to the TOD Ordinance, and would not entitle or fund any specific projects and, thus, would not result in any direct physical changes to the environment. Therefore, the project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, and no impact would occur.

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?				X

**WHY?** The proposed project is an amendment to the TOD Ordinance, and would not entitle or fund any specific projects and, thus, would not result in any direct physical changes to the environment. Implementation of the proposed project would not involve alteration of a discernible watercourse, and the proposed project does not have the potential to alter drainage patterns or increase runoff that would result in flooding. Therefore, the proposed project would not cause flooding and no impact would occur.

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
e. Create or contribute runoff water, which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			X	

**WHY?** Future developments subject to the TOD Ordinance could result in localized changes to drainage patterns. Since no physical improvements are currently proposed, the specific impacts that potential future development could have on the storm drain system cannot be identified. Regardless, given that the City is largely built-out and that drainage is accommodated by



existing storm drain improvements and drainage channels and that future development would be required to comply with National Pollutant Discharge Elimination System (NPDES) and Standard Urban Stormwater Mitigation Plan (SUSMP) standards, new development would not be expected to cause exceedances of the storm drainage system or generate substantial additional sources of polluted runoff. Therefore, this impact would be less than significant.

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
f. Otherwise substantially degrade water quality?			X	

**WHY?** As discussed above, the proposed project is an amendment to the TOD Ordinance, and would not entitle or fund any specific projects and, thus, would not result in any direct physical changes to the environment. Surface-water quality is affected by point- and nonpoint-source pollutants. Point-source pollutants are those emitted at a specific point, such as a pipe, and nonpoint-source pollutants are typically generated by surface runoff from larger areas, such as streets, paved areas, and landscaped areas. Point-source pollutants are controlled with pollutant-discharge regulations (also known as Waste Discharge Requirements or WDRs). Any potential development would not be a point-source generator of water pollutants.

Future development would need to be compliant with the countywide MS4 permit which requires construction sites to implement BMPs to reduce the potential for construction-induced water pollutant impacts. These BMPs include methods to prevent contaminated construction site stormwater from entering the drainage system and preventing construction-induced contaminants from entering the drainage system. Compliance with both the MS4's construction site requirements and the City's SUSMP ordinance will insure that future development would not substantially degrade water quality. Therefore, the project would not substantially degrade water quality, and impacts would be considered less than significant.

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or dam inundation area as shown in the City of Pasadena adopted Safety Element of the General Plan or other flood or inundation delineation map?				X

**WHY?** No portions of the City of Pasadena are within a 100-year floodplain identified by the Federal Emergency Management Agency (FEMA). As shown on FEMA map Community Number 065050, most of the entire city is in Zone X. A few scattered areas are located in Zone D. Both Zone X and Zone D are located outside of the "Special Flood Hazard Areas Subject to Inundation by the 1 percent Annual Chance of Flood" (100-year floodplain) and no floodplain management regulations are required. Further, the proposed project does not consist of any development that could be placed within a 100-year flood hazard area, and no impact would



OCCUR:

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
h. Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?				X

**WHY?** See response (g) above. No portions of the City of Pasadena are within a 100-year floodplain identified by the FEMA. As shown on FEMA map Community Number 065050, most of the city is in Zone X with some scattered areas in Zone D, for which no floodplain management regulations are required. Further, the proposed project is an amendment to the TOD Ordinance, and would not entitle or fund any specific projects and, thus, would not result in any direct physical changes to the environment. Therefore, the proposed project would not place structures within the flow of the 100-year flood, and the project would have no related impacts.

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				X

**WHY?** No portions of the City of Pasadena are within a 100-year floodplain identified by FEMA. As shown on FEMA map Community Number 065050, most of the city is in Zone X with some scattered areas in Zone D, for which no floodplain management regulations are required. Further, the proposed project is an amendment to the TOD Ordinance, and would not entitle or fund any specific projects and, thus, would not result in any direct physical changes to the environment. Therefore, no impact would occur from exposing people or structures to flooding risks, including flooding as a result of the failure of a levee or dam.

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
j. Inundation by seiche, tsunami, or mudflow?				X

**WHY?** The City of Pasadena is not located near any inland bodies of water or the Pacific Ocean so as to be inundated by either a seiche or tsunami. Mudflows result from the downslope movement of soil and/or rock under the influence of gravity. The project areas would not be susceptible to mudflow due to their relatively flat geography and distance from hillside soils. Therefore, no impacts would occur in this regard.



**2.11 LAND USE AND PLANNING**

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Physically divide an existing community?				X

**WHY?** The proposed project is an amendment to the TOD Ordinance, and would not entitle or fund any specific projects and, thus, would not result in any direct physical changes to the environment. Therefore no impact would occur.

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				X

**WHY?** The General Plan Land Use Element provides a series of goals and policies that demonstrate the relationship between land use policies and policies that foster high-quality design, the arts and culture, sustainable infrastructure, a vital economy, exemplary public services, and public involvement and participation.

The General Plan Land Use goals considered particularly relevant to the proposed project are outlined in **Table 2, General Plan Land Use Consistency Analysis**.



**Table 2**  
**General Plan Land Use Consistency Analysis**

Goal/Policy	Project Consistency
<p><b>Goal 4. Elements Contributing to Urban Form.</b> A safe, well-designed, accessible City with a diversity of uses and forms. These diverse forms include distinct, walkable districts, corridors, and transit and neighborhood villages and cohesive, unique single and multi-family residential neighborhoods and open spaces where people of all ages can live, work, shop and recreate.</p>	<p>The TOD Ordinance provides the regulatory framework for a mixture of commercial, high-density residential, mixed-use, public, and semi-public uses in close proximity to light rail stations, encouraging transit usage in conjunction with a safe and pleasant pedestrian-oriented environment. Development that seeks to benefit from the TOD Ordinance would be close to the Metro Gold Line stations, and future development under the TOD Ordinance would accommodate safe and convenient walking, bicycling, and transit use. Any future development would be required to demonstrate that the project would be compatible with neighboring structures, offers sustainable development, and sustains economic vitality. Therefore the proposed project would be consistent with this goal.</p>
<p><b>Goal 5. Pedestrian-Oriented Places.</b> Development that contributes to pedestrian vitality and facilitates bicycle use in the Central District, Transit Villages, Neighborhood Villages, and community corridors.</p>	<p>The TOD Ordinance provides for a mixture of commercial, high-density residential, mixed-use, public, and semi-public uses in close proximity to light rail stations, encouraging transit usage in conjunction with a safe and pleasant pedestrian-oriented environment. Development that seeks to benefit from the TOD Ordinance would be close to the Metro Gold Line stations, and future development under the TOD Ordinance would accommodate safe and convenient walking, bicycling, and transit use.</p>
<p><b>Goal 8. Historic Preservation.</b> Preservation and enhancement of Pasadena's cultural and historic building, landscapes, streets and districts as valued assets and important representations of its past and a source of community identity, and social ecological, and economic vitality.</p>	<p>The TOD Ordinance provides for a mixture of commercial, high-density residential, mixed-use, public, and semi-public uses in close proximity to light rail stations, encouraging transit usage in conjunction with a safe and pleasant pedestrian-oriented environment. Future development that seeks to benefit from the TOD Ordinance would be required to identify, protect, and maintain cultural resources associated with a historic event, activity, or person or exhibiting other cultural or aesthetic values. Such future development could involve historic resources. However, such projects would be subject to the City's development standards and processes, which include strict protections for historical resources. Chapter 2.75 of the City Municipal Code outlines the Historic Preservation Commission. The Commission carries out the duties in section 2.75.045 such as reviewing and making recommendations on environmental reports, zone changes, master development plans, planned development and other land use entitlements as they are applicable to historic resources in the city. Among the duties of the Historic Preservation is to, "Implement historic preservation goals and policies in the land-use element of the General Plan..." Adoption of the proposed TOD Ordinance amendment would not conflict with Goal 8 Historic Preservation.</p>
<p><b>Goal 10. City Sustained and Renewed.</b> Development and infrastructure practices that sustain natural environmental resources for the use of future generations and, at the same time, contribute to the reduction of greenhouse gas emissions and impacts on climate change.</p>	<p>The TOD Ordinance provides for a mixture of commercial, high-density residential, mixed-use, public, and semi-public uses in close proximity to light rail stations, encouraging transit usage in conjunction with a safe and pleasant pedestrian-oriented environment. Development close to the Metro Gold Line stations would encourage walking, bicycling, and transit use which would</p>





Goal/Policy	Project Consistency
	serve to reduce greenhouse gas emissions and impacts on climate change.
<b>Goal 18. Land Use/Transportation Relationship.</b> Pasadena will be a City where there are effective and convenient alternatives to using cars and the relationship of land use and transportation is acknowledged through transit-oriented development, multi-modal design features, and pedestrian and bicycle amenities in coordination with and accordance with the Mobility Element.	The TOD Ordinance provides for a mixture of commercial, high-density residential, mixed-use, public, and semi-public uses in close proximity to light rail stations, encouraging transit usage in conjunction with a safe and pleasant pedestrian-oriented environment. These development types emphasize intensification of development in proximity to transit opportunities and reduced reliance on motor vehicles.
<b>Goal 19. Parking Availability.</b> The supply of parking will reflect Pasadena's objective to protect residential neighborhoods; create a vital, healthy, and sustainable economy; establish Pasadena as a leader in environmental stewardship; encourage physical activity and a commitment to health and wellness; and encourage walking, biking, and transit. The supply of parking in an area will also reflect the type, mix, and density of uses; the availability of shared facilities; and the proximity to transit.	The TOD Ordinance provides for a mixture of commercial, high-density residential, mixed-use, public, and semi-public uses in close proximity to light rail stations, encouraging transit usage in conjunction with a safe and pleasant pedestrian-oriented environment. The proposed project includes minor changes in parking requirements that are intended to encourage increased commercial activity within the East Pasadena TOD areas, while extending the opportunities for TOD development to a broader geographic area throughout the city. These changes are intended to better reflect the mix of uses located in the East Pasadena TOD areas, while expanding the opportunity for TOD development overall.
<b>Goal 29. Transit Villages.</b> Moderate to high density mixed-use clusters of residential and commercial uses developed in an integrated "village-like" environment with buildings clustered on common plazas and open spaces in proximity to Metro Gold Line stations capitalizing on their induced market demands and land values, facilitating ridership, and reducing automobile use while increasing walkability.	The TOD Ordinance provides for a mixture of commercial, high-density residential, mixed-use, public, and semi-public uses in close proximity to light rail stations, encouraging transit usage in conjunction with a safe and pleasant pedestrian-oriented environment. The amendment to the TOD Ordinance will expand the opportunity for the development of transit villages within 0.5 miles of the existing Metro Gold Line stations except Sierra Madre Villa station, where only quarter mile applies.

As analyzed, the proposed project would not conflict with any applicable land use plan, policy, or regulation and would be compatible with surrounding land uses. As such, no impact would occur with regards to land use.

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Conflict with any applicable habitat conservation plan (HCP) or natural community conservation plan (NCCP)?				X

**WHY?** As discussed in Impact Statement 2.4(f), there are no adopted Habitat Conservation or Natural Community Conservation Plans in the City of Pasadena. There are also no approved local, regional, or state habitat conservation plans. Thus, no impacts would occur in this regard.



**2.12 MINERAL RESOURCES**

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X

**WHY?** No active mining operations exist within the city. There are two areas in the City of Pasadena that may contain mineral resources. These two areas are Eaton Wash, which was formerly mined for sand and gravel, and Devils Gate Reservoir, which was formerly mined for cement concrete aggregate. The TOD areas are located within the developed areas of the city, outside above-mentioned areas. Therefore, implementation of the proposed project would not result in the loss of an available known mineral resource with value to the region. As such, no mineral resources impacts would occur.

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

**WHY?** The City's General Plan Land Use Element does not identify any mineral recovery sites in the city. Furthermore, there are no mineral resource recovery sites shown in the Hahamongna Watershed Park Master Plan, or the 1999 "Aggregate Resources in the Los Angeles Metropolitan Area" map published by the California Department of Conservation, Division of Mines and Geology. The TOD areas are located within the developed areas of the city. Further, the proposed project is a regulatory tool and does not consist of any development or grading. Therefore, the proposed project would have no impacts with regard to the loss of a locally important mineral resource recovery site.



**2.13 NOISE**

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	

**WHY?** The project is an amendment to the City's TOD Ordinance. The project does not consist of any development. The TOD Ordinance currently applies to all areas of the city within a quarter mile of a Metro Gold Line station and the area within the Central District Transit Oriented Area and includes reduced parking standards in all TOD areas. The primary intent of the proposed amendment is to provide more flexibility in the maximum parking standards in certain TOD areas, and expand the TOD areas to one half mile from existing Metro Gold Line stations, with the exception of the Sierra Madre Villa Gold Line station, which would maintain the quarter mile radius. Inasmuch as the proposed project could indirectly result in new development, future residents could be exposed to noise sources such as roadway noise, noise from the Gold Line, and construction activities. However, the Noise Element of the City's General Plan establishes policies for noise exposure of residents and the City's Noise Restrictions Ordinance (Pasadena Municipal Code, Chapter 9.36) regulates the generation of noise in the city. The Noise Element includes the following measures to protect future residences from excessive noise levels:

- Objective 2    The City will work to reduce the effects of traffic-generated noise from major roadways on residential and other sensitive land uses.
- Policy 2a     The City will encourage noise-compatible land uses along major roadways.
- Policy 2b     The City will encourage site planning and traffic control measures that minimize the effects of traffic noise in residential zones.
- Policy 2c     The City will encourage the use of alternative transportation modes as stipulated in the Mobility Element (walking, bicycling, transit use, electric vehicles) to minimize traffic noise in the City.
- Policy 2d     The City will work with local and regional transit agencies and businesses to provide transportation services that reduce traffic and associated noise as stipulated in the Mobility Element.
- Objective 3    The City will minimize noise from the Los Angeles to Pasadena Metro Line on residential; and other sensitive land uses.
- Policy 3a     The City will encourage noise-compatible land uses and mitigation measures near the Los Angeles to Pasadena Metro Line rail system.
- Policy 3b     After commencing operations and regularly thereafter, the City will work with the Los Angeles to Pasadena Metro Blue Line Construction Authority and/or the Los



Angeles County Metropolitan Transportation Authority (LACMTA) to install noise attenuation features if the Gold Line (formerly known as the Blue Line) adversely affects existing adjacent residential or other noise-sensitive uses.

- Objective 6    The City will minimize noise spillovers from commercial and industrial operations into adjacent residential neighborhoods and other sensitive uses, while maximizing the Land Use Element's objectives to encourage mixed-use development in the Central District and other Specific Plan areas as well as to promote economic vitality.
  
- Policy 6a     The City will encourage automobile and truck access to industrial and commercial properties abutting residential zones to be located at the maximum practical distance from residential zones.
  
- Policy 6b     The City will limit the use of motorized landscaping equipment, parking lot sweepers, and other high-noise equipment on commercial properties if their activity will result in noise that adversely affects residential zones.
  
- Policy 6c     The City will encourage limitations on the hours of truck deliveries to industrial and commercial properties abutting residential zones unless there is no feasible alternative or there are substantial transportation benefits for scheduling deliveries at another hour.

Further, the City's Noise Restriction Ordinance (Pasadena Municipal Code Section 9.36) establishes noise limitations for ambient noise level increases, general noise sources, construction noise, equipment, machinery, amplified noise, and other noise sources. Given the requirements of the City's Noise Element and Noise Reduction Ordinance, adoption of the TOD Ordinance amendment would not result in any significant impacts related to exposure of persons to or generation of noise levels in excess of local standards or applicable standards of other agencies.

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			X	

**WHY?** The proposed project is an amendment to the TOD Ordinance, and would not entitle or fund any specific projects and, thus, would not result in any direct physical changes to the environment. Since no physical changes are currently proposed, the specific vibration and groundborne noise concerns of future development cannot be identified. Regardless, given that there are limited, if any, permanent sources of vibration and groundborne noise in Pasadena, exposure of future residents to vibration and groundborne noise is anticipated to be limited to short-term conditions (e.g., construction activities). Therefore, adoption of the proposed TOD Ordinance amendment would not cause a significant impact related to exposure to or generation of excessive groundborne vibration or groundborne noise.



<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X	

**WHY?** Refer to Impact Statement 2.13(a). The project would not lead to a significant permanent increase in ambient noise. The project does not involve installing a stationary noise source, and the only long-term noise generated by future development promoted by the project would be typical urban environment noise. Furthermore, in Pasadena, many urban environment noises, such as leaf-blowing and amplified sounds, are subject to restrictions by Pasadena Municipal Code Chapter 9.36. Therefore, the project would not cause a permanent increase in ambient noise levels, and this impact is considered less than significant.

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X	

**WHY?** The proposed project is an amendment to the TOD Ordinance, and would not entitle or fund any specific projects and, thus, would not result in any direct physical changes to the environment. Indirectly, the future development and improvement of various forms of transit-oriented development across the city that could occur may cause a substantial temporary or periodic increase in ambient noise levels. However, all subsequent development projects are required to comply with City regulations governing hours of construction and noise levels generated by construction and mechanical equipment (Pasadena Municipal Code Chapter 9.36). In accordance with these regulations, construction noise would be limited to normal working hours (7:00 a.m. to 7:00 p.m. Monday through Friday, 8:00 a.m. to 5:00 p.m. on Saturday, in or within 500 feet of a residential area). A construction-related traffic plan is also required to ensure that truck routes for transportation of materials and equipment are established with consideration for sensitive uses in the neighborhood. Traffic and parking plan for the construction phase would be submitted for approval to the Traffic Engineer in the Transportation Department and to the Zoning Administrator prior to the issuance of any permits. Therefore, adhering to established City regulations would ensure that the future development projects would not result in a substantial temporary or periodic increase in noise levels. Therefore, adoption of the proposed TOD Ordinance amendment would not result in significant impacts related to a temporary or periodic increase in ambient noise levels.



<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X

**WHY?** There are no public airports or airport land use plans in the City of Pasadena. The closest airport to the city is the Bob Hope Airport located in the City of Burbank. Therefore, the proposed project would not expose people to excessive airport-related noise and would have no associated impacts.

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X

**WHY?** There are no private airports located in the City of Pasadena. The nearest private use airport is El Monte Airport located on Santa Anita Avenue, located in the City of El Monte. In addition, the proposed project is an amendment to the TOD Ordinance, and would not entitle or fund any specific projects and, thus, would not result in any direct physical changes to the environment. Therefore, the project would not expose people residing or working in the project area to excessive noise levels in the vicinity of a private airstrip.

**2.14 POPULATION AND HOUSING**

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				X

**WHY?** The proposed project is an amendment to the TOD Ordinance, and would not entitle or fund any specific projects and, thus, would not result in any direct physical changes to the environment. Therefore, approval of the proposed project will not result in the approval of any physical improvements. The proposed project proposes no changes to the General Plan Land



Use Element or Diagram, or to a base zoning designation. Therefore, the proposed project would not induce substantial population growth in an area, and no impact would occur.

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X

**WHY?** The proposed project is an amendment to the TOD Ordinance, and would not entitle or fund any specific projects and, thus, would not result in any direct physical changes to the environment. Therefore, the proposed project would not displace existing housing, and no impact would occur.

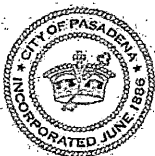
<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X

**WHY?** The proposed project is an amendment to the TOD Ordinance, and would not entitle or fund any specific projects and, thus, would not result in any direct physical changes to the environment. Therefore, the project would not displace any people, and no impact would occur.

**2.15 PUBLIC SERVICES**

<i>Will the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Fire Protection?				X

**WHY?** The proposed project is an amendment to the TOD Ordinance, and would not entitle or fund any specific projects and, thus, would not result in any direct physical changes to the environment. Even though the TOD Ordinance amendment could indirectly result in new development, such development would be subject to the City's fire code and development standards. Furthermore, policies and implementation measures in the General Plan encourage periodic review of public safety services and require that services reflect the growing needs of residents. In particular, implementation of Policy 16.2 in the Land Use Element would ensure that the City regularly assesses the impacts of growth on Pasadena Fire Department (PFD)



services and that equipment, personnel, and services are provided as needed to serve that growth. The need for expanded fire protection services would be reviewed during the approval process for any future development proposed under the amendment. Adoption of the TOD Ordinance amendment would not result in the need for new or expanded physical fire protection facilities, and no impact would occur.

<i>Will the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Libraries?				X

**WHY?** The proposed project is an amendment to the TOD Ordinance, and would not entitle or fund any specific projects and, thus, would not result in any direct physical changes to the environment. The City operates its own library system, the Pasadena Public Library (PPL). The system includes the Central Library, located at 285 East Walnut Street in the Central District Specific Plan area, and nine branch library facilities located throughout the city. Branch libraries are designed such that no Pasadena resident lives more than 1 mile from a library and residents can walk to their neighborhood library. The PPL does not have system-wide standard for square footage of library space per person; library space needs are determined individually for the service area of each branch. According to PPL, the total library facility square footage and collections are adequate to serve Pasadena's existing population and sufficient to support a population of up to a least 175,000 (Pasadena, 2015). Further, the city as a whole is well served by its Public Information (Library) System, and the project would not impact library services. Therefore, the project would not result in impacts to libraries.

<i>Will the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Parks?				X

**WHY?** The proposed project is an amendment to the TOD Ordinance and would not entitle or fund any specific projects and, thus, would not result in any direct physical changes to the environment. Further, the city has approximately 300 acres of developed parks, comprising four citywide parks, five community parks, and 15 neighborhood parks that serve the recreational and park needs of its residents. Therefore, the project would have no impacts on parks resources.





<i>Will the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
d. Police Protection?				X

**WHY?** The proposed project is an amendment to the TOD Ordinance, and would not entitle or fund any specific projects and, thus, would not result in any direct physical changes to the environment. Therefore, the project implementation would not result in a substantial population increase or the introduction of uses or activities typically associated with high demand for police services. Pasadena Police Department (PPD) needs are assessed annually, and budget allocations revised accordingly to ensure that adequate levels of service are maintained throughout the City. Furthermore, General Plan Policy 16.2 of the Land Use Element requires the City to perform ongoing review of growth and development in terms of its impact on adequate provision of public services. Additional resources and personnel funded by an increase in tax revenue would maintain the level of service needed to support the increase in growth. The need for expanded police protection services would be reviewed during the approval process for any future development proposed under the amendment. The proposed project would not result in the need for additional new or altered police protection services and would not alter acceptable service ratios or response times. No impacts would occur.

<i>Will the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
e. Schools?				X

**WHY?** The proposed project is an amendment to the TOD Ordinance, and would not entitle or fund any specific projects and, thus, would not result in any direct physical changes to the environment. PUSD has capacity to accommodate the student population estimated for Pasadena at buildout of the General Plan Update (Pasadena, 2015). Future development that could occur under this amendment would need to comply with school district construction tax on all new construction, residential, and non-residential development. Senate Bill (SB) 50, which passed in 1998, provides a comprehensive school facilities financing and reform program, and enables a statewide bond issue to be placed on the ballot. The provisions of SB 50 allow the state to offer funding to school districts to acquire school sites, construct new school facilities, and modernize existing school facilities. SB 50 also establishes a process for determining the amount of fees developers may be charged to mitigate the impact of development on school facilities resulting from increased enrollment. According to Section 65996 of the California Government Code, development fees authorized by SB 50 are deemed to be "full and complete school facilities mitigation." Therefore, adoption of the proposed TOD Ordinance amendment



would not result in any significant impacts related to the need for additional new or altered school services, and no impacts would occur.

<i>Will the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
f. Other public facilities?				X

**WHY?** The proposed project is an amendment to the TOD Ordinance, and would not entitle or fund any specific projects and, thus, would not result in any direct physical changes to the environment. Therefore, there would be no need for new or expanded public facilities and adoption of the proposed TOD Ordinance amendment would result in no impact.

**2.16 RECREATION**

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X

**WHY?** The proposed project is an amendment to the TOD Ordinance, and would not entitle or fund any specific projects and, thus, would not result in any direct physical changes to the environment. Therefore, adoption of the proposed TOD Ordinance amendment would not increase the use of existing neighborhood and regional parks or other recreational facilities. No impact would occur.

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?				X

**WHY?** The proposed project is an amendment to the TOD Ordinance, and would not entitle or fund any specific projects and, thus, would not result in any direct physical changes to the environment. Therefore, adoption of the proposed TOD Ordinance amendment would not



include recreational facilities or the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. No impact would occur.

**2.17 TRANSPORTATION/TRAFFIC**

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			X	

**WHY?** The City established Transportation Impact Analysis Guidelines to support the City's vision in creating a community where people can circulate without cars, which relies upon an integrated multimodal transportation system that provides choices and accessibility for everyone in the city. The City of Pasadena Department of Transportation sets forth goals and policies to improve overall transportation in Pasadena and create "a community where people can circulate without cars." Inherent in this vision statement is to accommodate different modes of transportation such as vehicle, pedestrian, bicycle, and transit. The City's adopted transportation performance measures assess the quality of these different modes of travel. The new performance measures were adopted to support the Mobility Element's three main policy objectives, which are to (1) enhance livability, (2) encourage walking, biking, transit, and other alternatives to motor vehicles, and (3) create a supportive climate for economic viability. The 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

The proposed project is an amendment to the TOD Ordinance, and would not entitle or fund any specific projects and, thus, would not result in any direct physical changes to the environment. Any future development projects that could occur under the proposed Ordinance would be subject to the City's Transportation Impact Analysis Guidelines, which require analysis of transportation impacts and system improvements as necessary to offset such impacts. While the proposed project would allow for an increase in parking supply at sites developed within the Sierra Madre Villa Station area, vehicle trips and the corresponding VMT are generated by land uses, and not parking availability. The TOD Ordinance provides the regulatory framework for a



mixture of commercial, high-density residential, mixed-use, public, and semi-public uses within a half mile (quarter mile for the Sierra Madre Villa Station) to light rail stations, encouraging transit usage in conjunction with a safe and pleasant pedestrian-oriented environment. Development that seeks to benefit from the TOD Ordinance would be close to the Metro Gold Line stations, and future development under the TOD Ordinance would accommodate safe and convenient walking, bicycling, and transit use, furthering the goals of the City's General Plan Land Use and Mobility Element. Implementation of the TOD Ordinance amendment would not result in the development of new land uses that were not contemplated under the General Plan Mobility Element, and as such, would not generate a substantial number of trips greater than what was analyzed in the General Plan Update EIR.

Therefore, adoption of the proposed TOD Ordinance amendment would not conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, and this impact would be less than significant.

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?				X

**WHY?** The Los Angeles County Metropolitan Transportation Authority (MTA) is the agency responsible for implementing the Congestion Management Program (CMP) for all of Los Angeles County. The purpose of the CMP is to develop a coordinated approach to managing and decreasing traffic congestion by linking the various transportation, land use, and air quality planning programs throughout the county. The program is consistent with that of SCAG. The CMP program requires review of significant individual projects, which might on their own impact the CMP transportation system.

The proposed project is an amendment to the TOD Ordinance, and would not entitle or fund any specific projects and, thus, would not result in any direct physical changes to the environment. Therefore, adoption of the proposed TOD Ordinance amendment would not conflict with an applicable congestion management program, and no impact would occur.



<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X

**WHY?** The project site is not within an airport land use plan or within 2 miles of a public airport or public use airport. The nearest public airport to the city is Bob Hope Airport located in the City of Burbank. The nearest private use airport is El Monte Airport located on Santa Anita Avenue in the City of El Monte. Due to the distance and nature of the proposed project, implementation of the proposed project would not affect any airport facilities and would not cause a change in the directional patterns of aircraft. Therefore, the proposed project would have no impact to air traffic patterns.

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X

**WHY?** The proposed project is an amendment to the TOD Ordinance, and would not entitle or fund any specific projects and, thus, would not result in any direct physical changes to the environment. Future development that could occur under the proposed amendment would be required to undergo the City's permit and plan review process, which would ensure that adoption of the proposed TOD Ordinance amendment would not increase hazards due to a design feature or incompatible uses. No impact would occur.

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
e. Result in inadequate emergency access?				X

**WHY?** The proposed project is an amendment to the TOD Ordinance, and would not entitle or fund any specific projects and, thus, would not result in any direct physical changes to the environment. Therefore, the project would have no impacts related to inadequate emergency access.



<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
f. Result in inadequate parking capacity?				X

**WHY?** Table 1 (Changes in Parking Requirements) shows that the proposed amendment would allow a range of parking standards in the TOD areas surrounding Sierra Madre Villa Gold Line station. As proposed, the changes to the ordinance would allow some development within the vicinity of the Sierra Madre Villa Gold Line station to have more parking than the existing TOD Ordinance would permit and to keep existing spaces on-site that may exceed the maximum with approval from the Zoning Administrator. Under the proposed amendment, the Zoning Administrator can allow projects to exceed the maximum parking requirements up to an amount allowed by Section 17.46.040.C and 17.46.040.D.2 of the PMC if the applicant demonstrates additional parking is necessary. As the proposed project does not further reduce the amount of potential parking, there will be no impacts to parking capacity.

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
g. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?				X

**WHY?** The proposed project is an amendment to the TOD Ordinance, and would not entitle or fund any specific projects and, thus, would not result in any direct physical changes to the environment. Future development that could occur under the proposed project would occur within areas well served by public transportation as the project area is located in close proximity to Gold Line stations. These development types emphasize intensification of development in proximity to transit opportunities and reduced reliance on motor vehicles, and would accommodate safe and convenient walking, bicycling, and transit use. Therefore, adoption of the proposed TOD Ordinance amendment would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, and no impact would occur.



**2.18 UTILITIES AND SERVICE SYSTEMS**

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			X	

**WHY?** The proposed project is an amendment to the TOD Ordinance, and would not entitle or fund any specific projects and, thus, would not result in any direct physical changes to the environment. Any future development that could occur under the proposed project will be subject to a sanitation district's sewer connection fee when connected to a sewer line. Pasadena is in Los Angeles County Sanitation District (LACSD) 16. All sewage from the project site would be conveyed to existing City sewer lines and facilities. Wastewater discharge from the project site would be regulated by applicable standards and requirements that are imposed and enforced by the City's Department of Public Works, Engineering Division. All wastewater generated by the proposed project would be treated in compliance with the requirements of the Los Angeles RWQCB. Therefore, the proposed project would not exceed the wastewater treatment requirements of the Los Angeles RWQCB, and impacts would be less than significant.

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	

**WHY?** The proposed project is an amendment to the TOD Ordinance, and would not entitle or fund any specific projects and, thus, would not result in any direct physical changes to the environment. Any future development that may occur in accordance with the proposed TOD ordinance amendment would be subject to a sewer connection fee when connected to a sewer line. Pasadena is in Los Angeles County Sanitation District 16. All sewage from the TOD areas is conveyed to existing city sewer lines and facilities. Wastewater discharge from any future development project would be regulated by applicable standards and requirements that are imposed and enforced by the City's Department of Public Works, Engineering Division. All wastewater generated by such potential future projects would be treated in compliance with the requirements of the Los Angeles Regional Water Quality Control Board (RWQCB). Therefore, adoption of the proposed Specific Plan amendment would not cause an exceedance of the wastewater treatment requirements of the Los Angeles RWQCB, and any related impacts would be less than significant.



<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	

**WHY?** The proposed project is an amendment to the TOD Ordinance and would not entitle or fund any specific projects and, thus, would not result in any direct physical changes to the environment. Even though the proposed project could indirectly result in future development, all stormwater drainage from such development would be conveyed to existing City facilities. However, since no physical improvements are currently proposed, the specific impacts that potential future development could have on the storm drain system cannot be identified. Regardless, given that the city is largely built out, that drainage is accommodated by existing storm drain improvements and drainage channels, and that future development would be required to comply with National Pollutant Discharge Elimination System (NPDES), Standard Urban Storm Water Mitigation Plan (SUSMP) and Low Impact Development (LID) standards, development of new uses in the TOD areas would not be expected to cause exceedances of the storm drainage system. Therefore, adoption of the proposed TOD Ordinance amendment would not require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, and impacts would be less than significant. See also Issues 2.10(d) and 2.10(e), above.

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			X	

**WHY?** The proposed project is an amendment to the TOD Ordinance, and would not entitle or fund any specific projects and, thus, would not result in any direct physical changes to the environment. Impacts related to water supply would be less than significant because the projected water demand from the General Plan buildout is within the demands forecast in the 2010 Urban Water Management Plan, which demonstrates that supply meets the demand of the City. All future projects that could occur under the proposed amendment would be subject to the City's local ordinances, including the Water Shortage Procedures Ordinance, and under SB 610, any commercial development having more than 250,000 square feet of floor space would be required to prepare a project-specific water supply assessment. Therefore, adoption of the proposed TOD Ordinance amendment would not result in the need for new or expanded water supplies. This impact is less than significant.





<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
e. Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	

**WHY?** Wastewater from the City is currently treated at the LACSD's Whittier Narrows Reclamation Plant, San Jose Creek Water Reclamation Plant, and Los Coyotes Water Reclamation Plant. No deficiencies have been identified in these wastewater treatment facilities. The design capacities of LACSD's facilities are based on the regional growth forecast adopted by SCAG. Expansion of LACSD's facilities must be sized and their service phased in a manner that is consistent with the SCAG regional growth forecast.

The proposed project is an amendment to the TOD Ordinance, and would not entitle or fund any specific projects and, thus, would not result in any direct physical changes to the environment. Inasmuch as the proposed project could indirectly result in future development, all sewage from such development would be conveyed to existing City sewer lines and facilities. There are no existing deficiencies in the sanitation district's treatment facilities serving Pasadena that would be exacerbated by potential new development. Therefore, adoption of the proposed TOD Ordinance amendment would not result in a determination by the wastewater treatment provider that it has inadequate capacity to serve the project's demand in addition to existing commitments. Impacts would be less than significant.

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X	

**WHY?** The city is primarily served by the Scholl Canyon Landfill, which is permitted until 2025. The Scholl Canyon Landfill has a maximum daily capacity of 3,400 tons and a total remaining capacity of 9,900,000 cubic yards.

The proposed project is an amendment to the TOD Ordinance, and would not entitle or fund any specific projects and, thus, would not result in any direct physical changes to the environment. Potential future development would be subject to Chapter 8.62 of the Pasadena Municipal Code, which is the construction demolition and waste management ordinance. Pursuant to this ordinance, the proposed project would be required to divert a minimum of 75 percent of the construction and demolition debris from the project. Additionally, future uses that could be developed under the proposed project would be required to meet the standards of the California Green Building Standards Code. Proposed project impacts related to solid waste generation would be less than significant.



<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
g. Comply with federal, state, and local statutes and regulations related to solid waste?				X

**WHY?** In 1992, the City adopted the Source Reduction and Recycling Element to comply with the California Integrated Waste Management Act. This act requires that jurisdictions maintain a 50 percent or better diversion rate for solid waste. The City implements this requirement through Pasadena Municipal Code Section 8.61, which establishes the City's Solid Waste Collection Franchise System. As described in Section 8.61.175, each franchisee is responsible for meeting the minimum recycling diversion rate of 75 percent on both a monthly basis and annual basis for construction and demolition debris and 60 percent on monthly basis and on an annual basis for other solid waste.

As previously stated, the proposed project would not entitle or fund any specific projects and, thus, would not result in any direct physical changes to the environment. Therefore, adoption of the proposed TOD Ordinance amendment would not result in solid waste, and no impact would occur.

**2.19 EARLIER ANALYSIS**

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

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**2.20 MANDATORY FINDINGS OF SIGNIFICANCE**

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			X	

**WHY?** The proposed project is an amendment to the TOD Ordinance, and would not entitle or fund any specific projects and, thus, would not result in any direct physical changes to the environment. Therefore, adoption of the proposed TOD Ordinance amendment would not degrade the quality of the environment. Impacts would be less than significant.

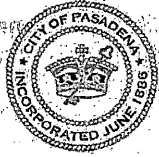
<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future project?)			X	

**WHY?** The proposed project is an amendment to the TOD Ordinance, and would not entitle or fund any specific projects and, thus, would not result in any direct physical changes to the environment. Future development would require individual environmental analysis. Therefore, this impact is less than significant.



<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?				X

**WHY?** The proposed project is an amendment to the TOD Ordinance, and would not entitle or fund any specific projects and, thus, would not result in any direct physical changes to the environment. Therefore, adoption of the proposed TOD Ordinance amendment would not cause substantial adverse effects on human beings.



### 3.0 INITIAL STUDY REFERENCE DOCUMENTS

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29. Southern California Association of Governments, *2012 Adopted Growth Forecast*, <http://www.scag.ca.gov/forecast/>, accessed June 2015.
30. Southern California Association of Governments, *2012-2035 Regional Transportation Plan/Sustainable Communities Strategy*, April 4, 2012.
31. U.S. Geological Survey, *California State Minerals Information website, 2010-11 Minerals Yearbook*, <http://minerals.usgs.gov/minerals/pubs/state/ca.html>, accessed June 9, 2015.
32. U.S. Geological Survey, *State of California Seismic Hazard Zones, Pasadena Quadrangle*, March 25, 1999.



<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
e. Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	

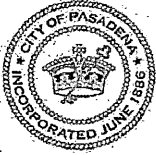
**WHY?** Wastewater from the City is currently treated at the LACSD's Whittier Narrows Reclamation Plant, San Jose Creek Water Reclamation Plant, and Los Coyotes Water Reclamation Plant. No deficiencies have been identified in these wastewater treatment facilities. The design capacities of LACSD's facilities are based on the regional growth forecast adopted by SCAG. Expansion of LACSD's facilities must be sized and their service phased in a manner that is consistent with the SCAG regional growth forecast.

The proposed project is an amendment to the TOD Ordinance, and would not entitle or fund any specific projects and, thus, would not result in any direct physical changes to the environment. Inasmuch as the proposed project could indirectly result in future development, all sewage from such development would be conveyed to existing City sewer lines and facilities. There are no existing deficiencies in the sanitation district's treatment facilities serving Pasadena that would be exacerbated by potential new development. Therefore, adoption of the proposed TOD Ordinance amendment would not result in a determination by the wastewater treatment provider that it has inadequate capacity to serve the project's demand in addition to existing commitments. Impacts would be less than significant.

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X	

**WHY?** The city is primarily served by the Scholl Canyon Landfill, which is permitted until 2025. The Scholl Canyon Landfill has a maximum daily capacity of 3,400 tons and a total remaining capacity of 9,900,000 cubic yards.

The proposed project is an amendment to the TOD Ordinance, and would not entitle or fund any specific projects and, thus, would not result in any direct physical changes to the environment. Potential future development would be subject to Chapter 8.62 of the Pasadena Municipal Code, which is the construction demolition and waste management ordinance. Pursuant to this ordinance, the proposed project would be required to divert a minimum of 75 percent of the construction and demolition debris from the project. Additionally, future uses that could be developed under the proposed project would be required to meet the standards of the California Green Building Standards Code. Proposed project impacts related to solid waste generation would be less than significant.



<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
g. Comply with federal, state, and local statutes and regulations related to solid waste?				X

**WHY?** In 1992, the City adopted the Source Reduction and Recycling Element to comply with the California Integrated Waste Management Act. This act requires that jurisdictions maintain a 50 percent or better diversion rate for solid waste. The City implements this requirement through Pasadena Municipal Code Section 8.61, which establishes the City's Solid Waste Collection Franchise System. As described in Section 8.61.175, each franchisee is responsible for meeting the minimum recycling diversion rate of 75 percent on both a monthly basis and annual basis for construction and demolition debris and 60 percent on monthly basis and on an annual basis for other solid waste.

As previously stated, the proposed project would not entitle or fund any specific projects and, thus, would not result in any direct physical changes to the environment. Therefore, adoption of the proposed TOD Ordinance amendment would not result in solid waste, and no impact would occur.

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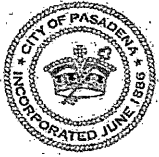
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