

<b>Potentially Significant Impact</b>	<b>Significant Unless Mitigation is Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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**WHY?** This Project is not a use known to create significant health hazards. The site contains no underground storage tanks, standing ponds of still water or infestations of disease carrying vectors such as rats.

As discussed, the Project does involve the use or storage of hazardous substances for refrigeration/coolant purposes. The Project must adhere to applicable zoning and fire regulations regarding the use and storage of any hazardous substances, as well as the regulations of applicable state and federal regulatory agencies, including the U.S. and California EPA. Further, the Project plans must comply with existing Building, Health and Fire Safety Codes. Additionally, Mitigation Measure 10-1 requires the selected refrigerants to meet the criteria noted below as part of project implementation process. *The refrigerant/coolant materials selected for use in the proposed Ice Rink shall meet the following criterion:*

***For areas where refrigerants are handled (for example, mechanical and refrigeration equipment room):*** Routine releases shall not exceed the applicable Permissible Exposure Limit (PEL) established by state and federal regulation, or other relevant and applicable regulation, and shall be confined to the area or room of release. Accidental or upset releases shall not exceed the applicable Immediately Dangerous to Life or Health (IDLH) concentration, as established by the National Institute for Occupational Safety and Health (NIOSH);

***For public areas within the building or on the property:*** Accidental or upset releases shall not exceed the current Toxic Endpoint (TE) as specified in Appendix B of the "California Accidental Release Prevention (CalARP) Program, Administering Agency Guidance" (January 2005), or successor guidance. If no TE is listed in Appendix B, a TE shall be developed, consistent with the methodology indicated in Appendix B, and approved by the Pasadena Fire Department; and,

***For areas beyond the boundary line of the project:*** Accidental or upset releases shall not exceed the odor threshold of the refrigerant or the TE, which ever is less. For general safety purposes, fencing along the western boundary of the Project will protect individuals from entering the flood control channel. Further, additional fencing, climbing discouragers and posted warning signs (stating electrical hazards) will provide a barrier to prevent access to the Southern California Edison's towers.

The occupation and use of the proposed Project is not a significant threat to public health. Therefore, there is no significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions, which could release hazardous material.

**Mitigation Measure**

Mitigation Measure 10-1, as shown in the attached MMRP, is hereby incorporated into the project.

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

                        
 
                         
 
                         

**WHY?** The Project could emit hazardous emissions, handle hazardous or acutely hazardous materials, substance, or waste, other than the potential use of hazardous coolant materials and is within one-quarter mile of an existing school. The only school in the project vicinity is the Pasadena City College Community (PCC)

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Community Education Center located southeast of the Project site. However, the Project must adhere to applicable regulations regarding the use and storage of any hazardous substances. Further, the Project plans must comply with existing Building, Health, Zoning and Fire Safety Codes and the mitigation measures incorporated herein. Compliance with these regulations and the mitigation criteria indicated in the response to 10b would limit the potential impact of these activities to an insignificant level.

In addition, a Summary of the Soil Vapor Survey Report (September 1, 2004) has been prepared by Leighton Consulting, Inc. for this Project to preliminarily evaluate the presence of methane at the site. Based on the findings contained in this report, there were no volatile organic compounds (VOCs) that are present in the soil vapor beneath the site. However, the organic fill material under the Project site may produce methane gas as it decomposes. The presence of methane gas was found within the lower portion of the site to portions just north of the center of the site.

To alleviate any potential adverse effects caused by methane vapors, Mitigation Measure 10-2 requires the project's building plans to incorporate design techniques that limit methane intrusions; such techniques may include cut and fill, vapor barriers, passive or active venting and methane monitoring. As a condition of approval, the City shall submit a grading plan for review and approval by the Building Division and the Public Works Department prior to the issuance of a building permit. All methane control measures shall be designed by and constructed under the observation of a State of California Registered Civil Engineer (RCE) familiar with such measures.

A Phase One Environmental Site Assessment report (dated July 14, 2004) has been prepared by Leighton and Associates for the Eaton Wash Master Plan area. Based on the findings contained in this report, there is a potential for residual agricultural chemicals to exist near the surface of the site. Some traces of total petroleum hydrocarbons (TPH) in the crude/waste oil carbon range have been identified in the western portion of the site. The Eaton Wash Master Plan IS/MND incorporated a mitigation measure that requires the City to characterize, and if necessary, remediate any remnant agricultural chemicals onsite, including pesticides and THP. This mitigation measure is re-incorporated into this project as Mitigation Measure 10-3.

**Mitigation Measures**

Mitigation Measures 10-2 and 10-3, as shown in the attached MMRP, is hereby incorporated into the project.

*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 Project site is not located on the State of California Hazardous Waste and Substances Sites List of sites published by California Environmental Protection Agency (CAL/EPA).

*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? ( )*

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<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**WHY?** The Project site is not within an airport land use plan or within two miles of a public airport or public use airport.

*f. For a Project within the vicinity of a private airstrip, would the Project result in a safety hazard for people residing or working in the Project area? ( )*

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**WHY?** The Project site is not within the vicinity of a private airstrip. There are no private airstrips in the City of Pasadena.

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**WHY?** The Project is located within a developed residential area and will not change the logistical nature of the area. To ensure compliance with zoning, building and fire codes, the City will be required to submit appropriate plans for plan review prior to the issuance of a building permit. Adherence to these requirements ensures that the Project will not have a significant impact on emergency response and evacuation plans.

The City of Pasadena maintains a citywide emergency response plan, which goes into effect at the onset of a major disaster (e.g., a major earthquake). The Fire Chief and/or the Emergency Management Coordinator maintains the disaster plan. In case of a disaster, the Fire Department is responsible for implementing the plan, and the Pasadena Police Department devises evacuation routes based on the specific circumstance of the emergency.

The City has pre-planned evacuation routes for dam inundation areas associated with Devil's Gate Dam, Eaton Wash, and the Jones Reservoir. According to the adopted 2002 Safety Element of the General Plan, the Project site is within the Eaton Wash Dam inundation areas. Regardless, the project will not affect the City's evacuation plans.

There are no areas in the City designated as eligible for flood insurance by the Federal Emergency Management Administration (FEMA).

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**WHY?** According to the 2002 adopted Safety Element as shown on Plate 4-2, Wildfire Hazard Map, the Project site is in an area of low fire hazard.

**11. HYDROLOGY AND WATER QUALITY.** Would the Project:

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

                        
 
                         
 
                         

**WHY?** The Project will not violate any water quality standards or waste discharge requirements. The Project must comply with the Federal Water Pollution Control Act (Clean Water Act) National Pollution Disposal Elimination System (NPDES) permit requirements and the City's Storm Water and Urban Runoff Control Regulations.

There are no bodies of water near the Project, whose surface waters would receive any discharge from the Project. However, if there is water runoff from the site, this runoff may be discharged via the Los Angeles County Flood Control Channels in Eaton Wash and then into the San Pedro Bay. The Project is not located near any significant body of fresh or marine water.

The Project will be subject to the Standard Urban Storm Water Mitigation Plan (SUSMP) requirements to help implement the National Pollutant Discharge Elimination System (NPDES). Based on the requirements for these plans and adherence to all standards of the SUSMP and NPDES there will be no significant impacts to water quality or waste discharge as a result of the Project.

b. *Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?* ( )

                        
 
                         
 
                         

**WHY?** The Project will use the existing water supply system provided by the Pasadena Department of Water and Power and the existing sewer system provided by the Public Works Department. Any irrigation may incrementally add water to the Raymond Ground water basin. However, there will be no direct additions or withdrawals from the ground waters. Moreover, there is no known aquifer condition in the Project site or in the surrounding area, which could be intercepted by excavation for the Project.

The City must submit plans to the Water and Power Department and Building Division for review and approval through the City's Preliminary Plan Review (PPR) and CUP processes to determine if the existing infrastructure can serve the Project. If it is found that the existing infrastructure is not sufficient, the City is responsible for providing infrastructure upgrades for the Project.

During drought conditions, the Project must comply with the Water Shortage Procedures Ordinance (Chapter 13 of the Pasadena Municipal Code) and the Project shall only consume 90% of expected consumption. To ensure compliance with this ordinance, the City shall submit a water conservation plan limiting the Project's water consumption to 90% of expected consumption. This plan shall be submitted to and approved by the

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City's Water and Power Department and the Building Division prior to the issuance of a building permit. The City's irrigation and plumbing plans shall comply with the approved water conservation plan.

As part of the Memorandum of Understanding (MOU) signed between the City of Pasadena and the State Water Conservation Coalition in 1991, the City through its Department of Water and Power has agreed to implement certain water conservation measures known as "Best Management Practices" (BMP).

In the 1994 adopted Land Use Element, Policy 9.5 Stewardship of Natural Environment requires water conservation through encouragement of native, water conserving and regionally appropriate landscaping. This will be done through review and approval of the Project's landscape plan.

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

                        
 
                         
 
                         

**WHY?** The Project's building footprint and parking area will cover 100% of the vacant site. The parking area will include landscaped areas that will be pervious. Storm and other water runoff will therefore increase. Increased paving or building footprint will reduce water percolating into the soil to replenish the water table and will increase storm and irrigation water flowing into storm drain facilities. The drainage of surface water from the Project will be controlled by building regulations and directed towards the City's existing streets, flood control channels, storm drains and catch basins. The City shall submit a site drainage plan for review and approval by the Building Division and the Public Works Department prior to the issuance of a building permit. Due to the existing building regulations and the submission, approval and implementation of a drainage plan, there will be no significant impact from surface runoff.

According to the 2002 adopted Safety Element of the City of Pasadena Comprehensive General Plan, most properties in the City are not normally subject to the flooding. Properties near the base of the San Gabriel Mountains might be subject to flooding.

The subject site is currently vacant, and is located in a developed residential area. Drainage and run-off from the site must comply with all applicable regulations including SUSMP and that no streams or rivers near the Project site will be substantially impacted by run-off or erosion.

- 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? ( )*

                        
 
                         
 
                         

**WHY?** See response 11c. The City of Pasadena contains two streams, the Arroyo Seco and Eaton Creek. The Project is located near the Eaton Creek stream. The Project site does not include any discernable drainage features. The concrete-lined Eaton Canyon flood control channel is located just west of the Project site. The proposed Project would not alter the bed, bank, or flows of this channel.

According to the Flood and Fire Hazard Map of the adopted 2002 Safety Element of the City's adopted General Plan, the Project is located in the Eaton Dam ten-minute inundation area, however water is not usually

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stored behind the dam. The Project will not substantially alter the course of these streams or any ravines or gullies on the site.

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

                                                                

**WHY?** As discussed in Section 11.c above, the Project would decrease the permeability of the Project site. The City may be required to complete drainage and hydrology studies and shall submit a drainage plan for review and approval by the Building Division and the Public Works Department prior to the issuance of a building permit. Due to the existing building regulations and the submission, approval and implementation of a drainage plan, the Project would not significantly affect the amount of surface water in any body of water including the Eaton Wash Flood Control Channel.

In addition, the Public Works and Water Departments will review the proposed Project through the City's PPR and CUP processes to determine if existing infrastructure can adequately serve the Project. If the existing infrastructure is not sufficient, the City will be responsible for upgrading the infrastructure for the Project prior to the issuance of the building permit.

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

                                                                

**WHY?** The Project will not substantially degrade water quality during construction or operation. Runoff will be controlled during construction using required Best Management Practices. The Project will be connected to the existing water, sewer and storm drain systems so there will be no direct impact on groundwater quality. This Project would not affect the current pattern of discharging surface runoff via the Los Angeles County Flood Control Channels in Eaton Wash and then into the San Pedro Bay. There is a potential for the proposed action to adversely impact surface water quality from storm water runoff from the site.

As a condition of approval to the CUP for the Project and in accordance with Section 402 of the Clean Water Act, the Project is required to comply with the NPDES and the corresponding Standard Urban Stormwater Mitigation Plan (SUSMP). Plans to ensure compliance with these regulations must be submitted to and approved by the Building Division and Public Works Department. Compliance with these requirements will ensure the Project would not significantly impact water quality.

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

                                                                

**WHY?** According to the Dam Failure Inundation Map, Plate 3-1, in the Technical Background Report of the adopted 2002 Safety Element of the City's General Plan, the Project is located in the Eaton Dam ten-minute

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inundation area, however, the dam is used for emergency storage of stormwater to prevent downstream flooding. Although remote, there is always the potential for catastrophic dam failure. In such a case, the City's existing emergency evacuation plans reduce the risks of dam inundation.

The Project would not affect the current pattern of discharging storm water runoff to designated flood control facilities. The City is not within any 100-year flood hazard zone. Further, the proposed Project consists of an Ice Rink Facility with a small retail shop and a small restaurant – there is no housing proposed for the site. See also response to 11.h.

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

                        
 
                         
 
                         

**WHY?** The entire City of Pasadena is in Flood Zone D on the Federal Emergency Management Agency (FEMA) map Community Number 065050. In Flood Zone D, the City is not required to implement any flood plain management regulations. See responses to 9 Geology and Soils a. iii and iv regarding seismic hazards such as liquefaction and landslides and b soil erosion and the response to 11i below.

*i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? ( )*

                        
 
                         
 
                         

**WHY?** The Project site does not include any discernable drainage features. The concrete-lined Eaton Canyon flood control channel is located just west of the Project site. However, the proposed Project would not alter the bed, bank, or flows of this channel. The Project is not located near any significant standing body of fresh or marine water. According to the Dam Failure Inundation Map, Plate 3-1, in the Technical Background Report of the adopted 2002 Safety Element of the City's General Plan, the Project is located in the Eaton Dam ten-minute inundation area. However, the dam is used for emergency storage of stormwater to prevent downstream flooding. Although remote, there is always the potential for catastrophic dam failure. In such a case, the City's existing emergency evacuation plans reduce the risks of dam inundation. The Project would not affect the current pattern of discharging storm water runoff to designated flood control facilities.

There are no significant bodies of water either in or near the City of Pasadena, which could subject the City to tidal waves. An on-site drainage system will convey storm water runoff to designated flood control facilities.

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

                        
 
                         
 
                         

**WHY?** The City of Pasadena is not located near enough to any inland bodies of water or the Pacific Ocean to be inundated by either a seiche or tsunami. The only potential for seiche in the project area is from Eaton Wash Dam. However, this potential is minimal since the dam rarely holds a near-capacity volume of water, which would be required to cause seiche during an earthquake. For mudflow see responses to 9. Geology and Soils a. iii and iv regarding seismic hazards such as liquefaction and landslides.

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**12. LAND USE AND PLANNING.** Would the Project:

a. *Physically divide an existing community? ( )*

                                                                

**WHY?** The Project will not disrupt or divide the physical arrangement of an established community. The Project site is presently vacant and is located in a developed residential area. The construction of the proposed Project will not alter the development pattern of the surrounding area.

b. *Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project (including, but not limited to the general plan, specific plan, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? ( )*

                                                                

**WHY?** A Conditional Use Permit (CUP) for a major nonresidential development of more than 25,000 square feet and a CUP to establish a commercial recreational use (indoor) in the Open Space Zoning District is required for the Project.

The Project is consistent with the Open Space General Plan Land Use Designation in the adopted 1994 Land Use Element, and its designation as dedicated parkland. The General Plan Land Use Designation Objective 9, calls for preserving and acquiring open space in Pasadena in order to enhance the quality of Pasadena life. The proposed project is consistent with Land Use Element Policy 17.3 by promoting the equitable distribution of public and private recreation facilities throughout the City, as a function of population distribution. In addition, the proposed project is consistent with Open Space Objective 2 by increasing recreational resources by multi-purpose uses of existing open spaces. Furthermore, the proposed project is consistent with Cultural and Recreational Element Objective 1.3 by encouraging the expanded use of private resources and resources owned or controlled by public entities other than the City which are suitable for recreational purposes, and Policy 40.1 by actively seeking the cooperation of private and other public entities in order to maximize and improve the recreational opportunities which are available to the public. Landscaping of the site includes preservation of the site's native oaks, and planting of additional native trees and shrubs. The Project also supports Objective 17 by increasing recreation opportunities for residents of the City.

The Project is also consistent with the Final Environmental Impact Report, certified in 1994 for the Land Use and Mobility Elements of City's General Plan, and the regional growth forecast for Pasadena identified in Southern California 2020 - A Preliminary Growth Forecast: Regional Overview (Working Draft May 1995).

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

                                                                

**WHY?** As of February 2004, there were no Habitat Conservation or Natural Community Conservation Plans in Pasadena.



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**13. MINERAL RESOURCES.** Would the Project:

a. *Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? ( )*

                                                                

**WHY?** The Final Environmental Impact Report for the adopted 1994 Land Use and Mobility Elements states that there are two areas in Pasadena, which may contain mineral resources of sand, gravel, and stone in Eaton Wash and Devil’s Gate Reservoir. The Project site is located within the Eaton Canyon Wash, an area where there are significant mineral deposits of sand and gravel used in making asphalt and sand used to make concrete. The Project will result in soil or gravel being removed from the Project area. However, the soil, gravel and sand will be replaced and will have no impact on any valuable mineral resources in the State and region.

b. *Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? ( )*

                                                                

**WHY?** There are no locally important mineral-resource recovery sites delineated by the City of Pasadena Land Use Element of the Comprehensive General Plan. The 1994 certified final EIR for this element states that there are two areas within Pasadena which contain aggregate for making Portland cement, one in the Arroyo Seco, the other in Eaton Canyon. These areas are zoned for Open Space uses and are not currently being mined. There are no mineral-resource recovery sites shown in the Hahamongna Watershed Park Master Plan. The 1999 “Aggregate Resources in the Los Angeles Metropolitan Area” map published by the California Department of Conservation, Division of Mines and Geology shows no aggregate resources with the City of Pasadena.

**14. NOISE.** Will the Project result in:

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

                                                                

**WHY?** The Project itself will not lead to a significant increase in ambient noise. Noise generated by construction activities may have a short-term impact and noise from air conditioning and heating systems and outside human activities, may increase the existing level of ambient noise after construction. The Project will adhere to City regulations governing hours of construction, noise levels generated by construction and mechanical equipment, and the allowed level of ambient noise (Chapter 9.36 of the Pasadena Municipal Code). Regulations in the Municipal Code regarding ambient noise levels apply to stationary noise sources. The Noise Restrictions Ordinance does not regulate traffic noise.

The impact from construction noise will be short-term and limited to normal working hours (7 a.m. to 7 p.m. Monday through Friday and 8:00 a.m. to 5:00 p.m. on Saturday in or within 500 feet of a residential area) in

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accordance with City regulations. Mitigation Measure 14-1 has been added to ensure that a construction related traffic plan would be submitted and must be reviewed and approved prior to the issuance of a grading permit. This plan should show the location of any construction equipment and how the noise from this equipment will be mitigated by such methods as: temporary noise attenuation barriers; preferential location of equipment; and use of current technology and noise suppression equipment. In addition, the plan is required to ensure that truck routes for transportation of materials and equipment are established with consideration for sensitive uses in the neighborhood. A traffic and parking plan for the construction phase will also be submitted for approval by the Building Division and Public Works and Transportation Department.

The Project must comply with the City's Noise Restrictions Ordinance (Chapter 9.36 of the Pasadena Municipal Code) and the California Sound Transmission Control Standards (CAC, Title 24, building Standards, Chapter 12 Appendix Section 1208A). Construction generated noise could potentially impact neighboring properties if it occurs during nighttime and /or early morning hours. All equipment shall be maintained in accordance with manufacturer specifications and shall be equipped with mufflers or other sound control devices as needed.

According to the Noise Restrictions Ordinance, the allowed ambient noise level is 50 dBA during the day (6a.m.-11 p.m.) and 40 dBA at night (11 p.m. to 6 a.m.). Noise generated by construction equipment shall be 85 dBA or less within a 100 foot radius of the equipment. Construction hours are limited to between the hours of 7 a.m. to 7 p.m. Monday through Friday and 8:00 a.m. to 5:00 p.m. on Saturday.

The 2002 adopted Noise Element of the Comprehensive General Plan contains objectives and policies to help minimize the effects of noise from different sources. According to Figure 1, Guidelines for Noise Compatible Land Use, of this element this Ice Rink Facility Project is located in an area with a normally acceptable ambient noise range of 40-50 dBA. Land uses that are considered to be noise sensitive include but are not limited to: residences, hotels, single room occupancy buildings, group care and convalescent homes, schools, churches, libraries, performance halls, parks and hospitals.

However, the Project is in the preliminary design stage, and the Project's construction details, operation, maintenance, and vehicular traffic along the access road and within the parking area have not been determined, some of which may affect the allowed ambient noise level in the area. As such, to ensure that the proposed Project would not exceed the allowed ambient noise level, a mitigation measure has been included that will require the City to complete a Noise Study for the Project prior to the issuance of a building permit. The Project's Noise Study will measure the noise levels generated by the Project. In addition, if the Project's Noise Study reveals any potential project exceedances of the City's Noise Ordinance thresholds of significance, the City shall incorporate attenuation measures to lessen the noise impact.

**Mitigation Measures**

Mitigation Measure 14-1, 14-2, and as shown in the attached MMRP, are hereby incorporated into the project.

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

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**WHY?** The Metro Gold Line operates along the median of the 210 San Bernardino Freeway located west and south of the Project site, more than 1,000 feet away. The Project will be constructed to meet or exceed all applicable building code requirements, which will limit the exposure of people to excessive vibration or groundborne noise level.

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

                        
 
                         
 
                         

**WHY?** See response to 14.a. The Noise Restrictions Ordinance (Pasadena Municipal Code Chapter 9.36) sets the allowed ambient noise level. The majority of the activities that will occur at the proposed Ice Rink would be indoor, and are not expected to alter the ambient noise in the project vicinity. Mitigation Measure 14-3 requires the final design of the Ice Rink facility to be analyzed by an acoustician to ensure loudspeaker and crowd noises are contained within the proposed structure.

The project would also increase ambient noise on the project site and vicinity from the exterior uses that would be generated by the proposed Ice Rink. Such activities include use of exterior parking lots, deliveries, maintenance, heating and cooling systems. However, these noises are typical of the built environment, and would normally be minor.

The Project itself will not lead to a significant increase in ambient noise. However, the Project is in the preliminary design stage, and the Project’s construction details, operation, maintenance, and vehicular traffic along the access road and within the parking area have not been determined, some of which may affect the allowed ambient noise level in the area. As such, to ensure that the proposed Project would not exceed the allowed ambient noise level, a mitigation measure has been included that will require the City to complete a Noise Study for the Project prior to the issuance of a building permit. The Project’s Noise Study will measure the noise levels generated by the Project. In addition, if the Project’s Noise Study reveals any potential project exceedances of the City’s Noise Ordinance thresholds of significance, the City shall incorporate attenuation measures may be necessary to lessen the noise impact.

**Mitigation Measures**

Mitigation Measure 14-3, as shown in the attached MMRP, are hereby incorporated into the project.

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

                        
 
                         
 
                         

**WHY?** Construction of the Project may cause a substantial temporary increase in ambient noise. Hours of construction and level of construction equipment noise are controlled by the Noise Restriction Ordinance (PMC) Chapter 9.36. A Mitigation Measure requiring a Construction Related Noise Plan and a Construction Staging Plan for the Project is included in this analysis, and these plans will be made conditions of approval for

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the Project. A mitigation measure has been included that will require the City to complete a Noise Study for the Project prior to the issuance of a building permit. The Project's Noise Study will measure the noise levels generated by the Project. In addition, if the Project's Noise Study reveals any potential project exceedances of the City's Noise Ordinance thresholds of significance, the City shall incorporate attenuation measures may be necessary to lessen the noise impact. With the mitigation measures, the impacts from construction and operation of the Project will be reduced to a less than significant level.

**Mitigation Measures**

Mitigation Measure 14-1, as shown in the attached MMRP, are hereby incorporated into the project.

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

                        
 
                         
 
                         

**WHY?** As of July 2003, there were no airports or airport land use plans within the City of Pasadena. Pasadena is part of the Burbank, Glendale Pasadena Airport Authority, but the airport is in the City of Burbank.

- f. *For a Project within the vicinity of a private airstrip, would the Project expose people residing or working in the Project area to excessive noise levels? ( )*

                        
 
                         
 
                         

**WHY?** The Project is not within the vicinity of the Police Heliport or the Fire Camp in the Arroyo Seco.

**15. POPULATION AND HOUSING.** Would the Project:

- a. *Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? (5, 23)*

                        
 
                         
 
                         

**WHY?** The Project is in a developed area where all major infrastructure is in place. If the Project were to result in necessary improvements to connect the Project to the existing infrastructure, it will be the responsibility of the City. The project involves the relocation of an existing Ice Rink Facility from Central Pasadena to the eastern area of the City. The relocation does not involve the demolition or addition of any housing units, and if new employees are needed to operate the relocated facility, the number of employees would be too small to induce a significant population increase and demand for housing and infrastructure.

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

Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact
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**WHY?** See response 15a. The Project does not involve the demolition of housing units or the construction of new housing units.

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**WHY?** The proposed Project would not displace substantial numbers of people. The site is currently vacant and within a developed residential area. The implementation of this Project may result in a negligible change over the existing population base if new employees are needed to operate the relocated Ice Rink Facility. See response to 15a.

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

a. Fire Protection? ( )

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**WHY?** The Project site is located in a low fire hazard area according to the Wildfire Hazard Map (Plate 4-2) of the 2002 Safety Element of the City's General Plan. The Project is located approximately 0.5 miles from the nearest fire station (Fire Station 37 located at 3430 East Foothill Boulevard). As a condition of approval for the Project, the City must submit plans to the Water and Power Department and Building Official for review and approval through the City's Preliminary Plan Review (PPR) and CUP processes to determine if the existing infrastructure can serve the Project. If it is found that the existing infrastructure is not sufficient, the City is responsible for providing infrastructure upgrades for the Project.

b. Libraries? ( )

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**WHY?** The Project is located approximately 0.39 miles from the nearest branch library (the Hastings Branch Library located at 3325 East Orange Grove Boulevard). The City as a whole is well served by its Public Information (Library) System.

c. Parks? ( )

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**WHY?** The Project is located on dedicated parkland immediately south of the proposed Eaton Wash Park and Off-Leash Dog Park. The Project increases the City's park inventory and active recreational opportunities,

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particularly in East Pasadena. The proposed Project will provide an active, all season commercial recreational facility for residents. According to Parks and Natural Resources staff, the City as a whole had 1.6 acres of parkland per 1,000 residents in May 2002. The state standard in the Quimby Act is 3.0 acres per 1,000 residents.

d. *Police Protection?* ( )

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**WHY?** The proposed site is in an area that has reported low crime rates according to Police Department burglary statistics. In order to ensure that the Police Department can provide adequate law enforcement/security services to the proposed Ice Rink, and as a condition of approval for the Project, the City must submit plans to the Police Department for review and approval through the City's Preliminary Plan Review (PPR) and CUP processes. Through this process the Police Department will determine if the existing personnel and level of police protection in the vicinity of the Project Area can serve the Project and the neighboring communities. If it is found that the existing personnel and level of police protection is not sufficient, the City is responsible for providing increased level of police protection for the Project and the neighboring communities. This may include an operator-maintained private security force for the Ice Rink and associated parking facilities and outdoor spaces. However, specific security details will be determined through coordination with the Police Department.

e. *Schools?* ( )

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**WHY?** The project is required to pay a school development impact fee is 0.36 cents per square foot. These fees will be used to offset any potential impacts of the Project on the school system.

f. *Other public facilities?* ( )

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**WHY?** The Project's development may result in additional maintenance of public facilities. Any costs associated with the Project's development, maintenance and operation is the City's responsibility. Several development impact fees are collected at or prior to the issuance of a building permit for the project. The City will be required to pay all fees and will therefore offset any potential impacts to public facilities.

**17. RECREATION.**

a. *Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?* (x)

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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<b>Potentially Significant Impact</b>	<b>Significant Unless Mitigation is Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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**WHY?** The proposed Project includes new construction of an ice rink facility with a surface parking area of approximately 143 parking spaces. The Project will increase the City's park inventory and recreational opportunities, particularly in East Pasadena. The Project site is located on dedicated parkland immediately south of the proposed Eaton Wash Park and Off-Leash Dog Park. The Project will provide active recreational opportunities (year round) for the citizens. There are no residential units proposed as a result of the Project that may increase the demand for neighborhood parks and other recreation services. Also, see responses to 15a and 15c.

b. *Does the Project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?* ( )

                        
 
                         
 
                         

**WHY?** The Project involves the relocation of the existing Pasadena Ice Rink Facility in Central Pasadena to the eastern area of the City. The existing Facility, Pasadena Ice Skating Center, has only one rink. The Project involves the construction of a new Ice Rink Facility that will contain two (2) indoor ice rinks and will expand the recreational facilities available to the City's residents year round.

There are no residential units proposed as a result of the Project that may increase the demand for neighborhood parks and other recreation services.

**18. TRANSPORTATION/TRAFFIC.** Would the Project:

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

                        
 
                         
 
                         

**WHY?** The Project site is located north of Foothill Boulevard, a west-east thoroughfare identified as a Minor Arterial and a Principal Multimodal Corridor according to the approved 2004 Mobility Element of the City's General Plan. To the north is Orange Grove Boulevard, a west-east thoroughfare identified as a Minor Arterial and a Principal Multimodal Corridor. Sierra Madre Villa is a north-south route within the vicinity of the project area to the east, and is designated as a Minor Arterial and a Principal Multimodal Corridor according to the approved 2004 Mobility Element of the City's General Plan.

A Traffic Impact Study was required by the Transportation Department in accordance with the City's Traffic Impact Report Preparation Guidelines. The Study was prepared by Linscott, Law & Greenspan Engineers (July 30, 2004) for the Project and six study intersections were analyzed for potential impacts related to the proposed Project. The traffic study finds the proposed Project is not expected to create significant traffic impacts at any of the six study intersections, particularly along Foothill Boulevard and Maple Street.

The Project would generate a net increase of 60 vehicle trips (27 inbound and 33 outbound) during the weekday PM peak commuter hour. Over a 24-hour period, the Project is forecast to generate a net increase of 630 weekday daily trip ends (approximately 315 inbound and 315 outbound).

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The Project is expected to generate a net increase of 192 vehicle trips (147 inbound and 45 outbound) during the weekend mid-day peak hour. Over a 24-hour period, the Project is forecast to generate 868 weekend daily trip ends assuming a sold out performance and a hockey tournament (approximately 434 inbound and 434 outbound). This condition is only anticipated to occur once or twice a year during a weekend.

According to the Traffic Impact Study, this increase will not significantly impact the level of service (LOS) at nearby local intersections. Because there are no significant traffic impacts, the traffic study finds that no traffic mitigation measures are required at any of the study intersections.

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

                                                                

**WHY?** The Traffic Study conducted for this Project is in accordance with the City’s Traffic Impact Report Preparation Guidelines and the Los Angeles County Congestion Management Program. The Traffic Study conducted for the Project found that the traffic generated by the Project will not exceed the regional Congestion Management Plan (CMP) thresholds of significance. There are no mitigation measures that are required for traffic as a result of the proposed project.

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

                                                                

**WHY?** The Project site is not within an airport land use plan or within two miles of a public airport or public use airport. The nearest public use airport is in Burbank, which is operated by a Joint Powers Authority with representatives from the Cities of Burbank, Glendale and Pasadena. Helipads are required on many high-rise buildings for evacuating occupants in case of an emergency. The police heliport is located at the eastern edge of the Arroyo Seco near the City’s border with Altadena. This heliport is not open for public use.

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

                                                                

**WHY?** Access to the proposed Ice Rink Facility is via an existing driveway on Foothill Boulevard which currently serves the PCC Community Education Center (located southeast of the Project site). Access to the proposed ice rink parking area would be through the existing PCC parking areas and SCE-owned property located east of the Project site. The Project/PCC driveway and Foothill Boulevard intersection is planned to be signalized as part of the Project in order to accommodate left-turn and right-turn ingress and egress turning movements and to provide safer movements at the intersection. Operation of this proposed traffic signal will be coordinated with existing and future signals along the East Foothill Boulevard corridor.

The Traffic Study for this Project has been reviewed and accepted by the Transportation Department. The Project trip generation and design will not to be hazardous to traffic circulation on the Project site or in the vicinity of the Project. The perimeter of the Project site will be fenced and gated.



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There may be a temporary increase in traffic hazards to motorists, bicyclists or pedestrians during construction. This will be mitigated to a level of insignificance through compliance with the construction staging plan and the Noise Ordinance. The construction plan contains approved transportation routes for construction traffic that are deemed to be the least disruptive by the Public Works Department and the Transportation Department. The Noise Ordinance limits the hours of construction primarily to daytime hours to control the level of noise. There will not be significant Project-related impacts on traffic hazards to motorists, bicyclists or pedestrians based on the Project's compliance with all applicable codes and regulations which will be reviewed by the Public Works and Transportation Departments.

e. *Result in inadequate emergency access? ( )*

                                                                

**WHY?** The ingress and egress for the site have been evaluated by the Fire Department and found to be adequate for emergency access or access to nearby uses. Additional emergency access entrances are located through Alameda Street and SCE-owned property east of the Project site and through the parking area of the proposed Eaton Wash Park located north of Project site. The Project must comply with all Building, Fire and Safety Codes and plans are subject to review and approval by the Public Works and the Transportation Departments, the Building Division and the Fire Department prior to the issuance of a building permit for the project.

f. *Result in inadequate parking capacity? ( )*

                                                                

**WHY?** Due to the increased intensity of land use, there will be an increased demand for parking. As required by the City's Zoning Code, the proposed Project will include a parking area with at least 143 parking spaces, free of charge to Facility employees and visitors. Vehicular access to the Project will be from Foothill Boulevard. The Project will comply with the conditions under the CUP for approval which will determine the number of required parking and loading spaces adequate to serve the project. Therefore there will be no significant impacts to parking. Additional parking spaces may be needed to serve the Ice Rink at peak usage times, such as during a tournament or major event. Tournaments and other major events are expected to occur only once or twice per year. Thus, this occasional overage of onsite parking is not considered a significant impact. Furthermore, the City will be responsible for providing the needed overflow parking during such events, which the City intends to provide at existing offsite parking facilities. Additional parking spaces for the Project are anticipated to be available through a shared-parking agreement with existing parking facilities. If such an agreement cannot be made or options implemented, the City will seek additional parking options including, utilizing other off-site parking facilities with a shuttle service, and/or revising the Ice Rink facility design to install parking on the adjacent SCE easement. If the Ice Rink facility design is revised to include additional parking on the SCE easement, the City will revisit this Initial Study to determine if further CEQA documentation is required.

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

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**WHY?** The Project is consistent with the Mobility Element of the City's General Plan. The Project is near several multimodal corridors according to the 2004 adopted Mobility Element of the General Plan. The Project is located near bus routes on Orange Grove, Foothill, and Sierra Madre Villa, and near the light rail Gold Line Station (located at Sierra Madre Villa and Foothill Blvd) that provide local and regional service to/from Pasadena. The Project will include provisions for the use of bicycles in accordance with the Zoning Code.

The Project is subject to the Trip Reduction Ordinance (Ordinance No. 6172). The Project is required to implement a Transportation Demand Management (TDM) that has been reviewed and approved by the Department of Transportation. The TDM Plan includes a number of measures to reduce vehicular trips generated by the Project, including designated parking for carpools/vanpools, transit passes, bicycle amenities, etc.

**19. UTILITIES AND SERVICE SYSTEMS.** Would the Project:

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

                                                                

**WHY?** The Project will not exceed wastewater treatment requirements of the California Regional Water Quality Control Board, Los Angeles Region. Los Angeles County treats the City's wastewater, individual Projects are subject to a Los Angeles County fee when the Project is hooked up to a sewer line. The City is within Los Angeles County Sanitation District 16. There are not unusual wastes in the Project's wastewater, which cannot be treated by L.A. County Sanitation District.

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

                                                                

**WHY?** The Project will not result in the construction of new water or wastewater treatment facilities or expansion of existing facilities. The City's Water and Power Department is responsible for water and wastewater treatment facilities. Los Angeles County treats the City's wastewater, individual projects are subject to a Los Angeles County fee when the project is hooked up to a sewer line. The Water and Power Department will review the Project through the PPR and CUP processes and will determine if any new infrastructure is required. If the Project were to result in necessary improvements to connect the Project to the existing infrastructure or result in new construction of facilities, it will be the responsibility of the City to meet all requirements.

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

                                                                

**WHY?** The Project will not require the construction of new storm water drainage facilities or the expansion of existing facilities. The Project is located in a developed residential area where storm drainage is provided by

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existing streets, storm drains, flood control channels, and catch basins. The Project development will not result in the need for a new or substantial alteration to the existing drainage system. Further, the Project must have an on-site drainage plan approved by the Building Official and the Public Works Department prior to the issuance of any building permits. Any on-site improvements needed to provide drainage or to connect the Project with the existing City drainage system are the responsibility of the City.

The Project does meet a standard for review of drainage plans for compliance with the Standard Urban Storm Water Mitigation Plan (SUSMP) Ordinance. When a project meets a standard for review, drainage plans will be reviewed by the Building Division of the Planning and Development Department by Public Works Department.

The City of Pasadena through Ordinance 6837 adopted the Standard Urban Storm Water Mitigation Plan recommended by the California Regional Water Quality Control Board, Los Angeles Region. This ordinance enables the City to be part of the municipal storm sewer permit issued by the Los Angeles Region to the County of Los Angeles. The City Council is committed to adopting any changes made to the Standard Urban Storm Water Mitigation by the California Regional Water Quality Control Board, Los Angeles Region.

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

                                                                

**WHY?** According to the Water Division of the Pasadena Water and Power Department, there are sufficient water supplies available to serve the Project from existing entitlements and resources. The adequacy of water supply is a potential problem for all new development since the Southern California region has been known to experience periods of drought and needs a long-term reliable water supply. If it is found that the existing infrastructure is not sufficient, the City is responsible for providing infrastructure upgrades for the Project, prior to the issuance of a building permit.

This Project will be required to comply with the City's Water Shortage Procedures Ordinance during periods of drought, thereby reducing monthly water consumption to 90 percent of the expected consumption for this type of land use. The impact will be reduced to a level that is not significant. Further, the Water Division of the Pasadena Water and Power Department has reviewed this Project and determined that the City can serve it. The Project does not affect any of the local groundwater recharge spreading grounds.

e. *Result in a determination by the wastewater treatment provider, which serves or may serve the Project that it has adequate capacity to serve the Project's Projected demand in addition to the provider's existing commitments? ( )*

                                                                

**WHY?** See responses to 19 a. and b.

f. *Be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs? ( )*

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**WHY?** The Project can be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs. The City of Pasadena is served primarily by Scholl Canyon landfill, which as of July 2003 has a 22-year capacity, and secondarily by Puente Hills, which was re-permitted in 2003 for 10 years.

The Project is located in a developed residential area and within the City's refuse collection area. The Project will not result in the need for a new or in substantial alteration to the existing system of solid waste collection and disposal.

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

                        
 
                         
 
                         

**WHY?** The Project will comply with applicable statutes and regulations related to solid waste. The City may be required to submit a program to the Public Works Department's Solid Waste Division for recycling solid waste. This program must be approved by the Solid Waste Division prior to the issuance of any building permits. The program must contain recycling for office paper, corrugated cardboard, mixed glass and green waste.

In addition, prior to construction and in accordance with the Construction and Demolition Ordinance (Chapter 8.62 of the Pasadena Municipal Code), the City must submit a Construction Waste Management Plan and the Project will comply with all Federal, State and local regulations related to solid waste.

**20. MANDATORY FINDINGS OF SIGNIFICANCE.**

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

                        
 
                         
 
                         

**WHY?** The proposed Project is located on a vacant site within a fully developed urbanized area. There are no sensitive plant or wildlife species on the site, and the proposal is not expected to involve the removal of any protected trees. As a condition of approval for the Project and in accordance with the Ordinance, prior to the issuance of a building permit, the City must submit complete landscape, irrigation and tree protection plans for review and approval by the Zoning Administrator, Design Commission, and Urban Forestry Advisory Committee (UFAC), and grading plans to the Building Official and the Public Works Department for review and approval. If found during the course of project review and site layout that a tree must be removed, the City must follow the regulations set forth in the City's Tree Protection Ordinance, which includes review and approval by UFAC for each tree proposed for relocation or removal. Based on the fact that all the requirements of the Ordinance must be met, there will be no significant impacts caused by the proposed Project.

The proposed Project does not have the potential to impact important examples of a major period of California history (See response to question 7 Cultural Resources.).

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b. Does the Project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a Project are considerable when viewed in connection with the effects of past Projects, the effects of other current Projects, and the effects of probable future Project? ( )

                                                                

**WHY?** According to the City of Pasadena listing of Projects of Community-wide Significance, dated January 1, 2004, there are three (3) Projects of community-wide significance within 1/2 mile of the proposed Project. The probability of cumulative impacts is minimal. In addition, the Project is only required to mitigate its’ own impacts or contribute its fair share towards alleviating potentially significant cumulative impacts.

See response 21c below.

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

                                                                

**WHY?** During project construction, additional short-term air quality impact may result from worker travel, construction equipment emissions, and dust from excavation activities. In addition, construction activities may result in adverse noise, traffic, pedestrian and parking effects. As a condition of approval for the Project, prior to the issuance of a building permit, the City must submit complete building, grading, and construction staging plans for review and approval to the Building Division and the Public Works and Transportation Departments.

It is anticipated that there may be short-term impacts from noise as a result of the Project. A Mitigation Measure requiring a Construction Related Noise Plan and a Construction Staging Plan for the Project is included in this analysis, and these plans will be made conditions of approval for the Project. Further, the Project must comply with the Noise Ordinance. With Mitigation Measures, the impacts will be reduced to a less than significant level.

Since the Project is in the preliminary design stage, and the Project’s construction details, operation, maintenance, and vehicular traffic along the access road and within the parking area have not been determined, some of which may affect the allowed ambient noise level in the area. As such, to ensure that the proposed Project would not exceed the allowed ambient noise level, a mitigation measure has been included that will require the City to complete a Noise Study for the Project prior to the issuance of a building permit. The Project’s Noise Study will measure the noise levels generated by the Project. In addition, if the Project’s Noise Study reveals any potential project exceedances of the City’s Noise Ordinance thresholds of significance, the City shall incorporate attenuation measures may be necessary to lessen the noise impact.

Due to the significant amount of yard waste and organic material found within the Project site and the Project potentially involving a large amount of grading, as a condition of approval for the Project and prior to the issuance of a building permit, the City must submit complete grading plans for review and approval by the Building Division . All methane related control measures will be required to be designed by and constructed under the observation of a State of California Registered Civil Engineer (RCE) familiar with such measures. With Mitigation Measures, the impacts will be reduced to a less than significant level. An Air Quality Study will also be required to ensure that the project’s short-term generation of air pollutants related to construction

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activity does not exceed the SCAQMD's thresholds of significance. If generation of air pollutants in excess of the SCAQMD's thresholds of significance are identified they will be required to be reduced as conditions of approval to the CUP application, and must be completed prior to the issuance of a building permit for the project.

As another condition of approval to the CUP, and in accordance with City regulations, complete building plans must be submitted to Building, Fire, Health and Public Works Departments for review and approval prior to issuance of a building permit. Review and approval of the plans will ensure that the transportation, storage, use and disposal of refrigerants and/or cooling agents will comply with local, state, EPA, and federal regulations. The Project must adhere to applicable zoning and fire regulations regarding the use and storage of any hazardous substances.

There are no situations or components of the Project that would cause substantial adverse effects on human beings, either directly or indirectly, and that cannot be mitigated to a level that is not significant by the measures outlined in this study. Some areas of potential impact will be subject to the City's mitigation-monitoring program which will inspect, monitor and ensure that all mitigation measures are being adhered to.