

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.

The proposed project site is not located on known unstable soils or geologic units, and therefore, would not likely cause on- or off-site landslides, lateral spreading, subsidence, liquefaction or collapse. Modern engineering practices and compliance with established building standards, including the California Building Code, will ensure the project will not cause any significant impacts from unstable geologic units or soils. No changes are proposed to the existing structure.

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? ()*

WHY? According to the 2002 adopted Safety Element of the City's General Plan the project site is underlain by alluvial material from the San Gabriel Mountains. This soil consists primarily of sand and gravel and is in the low to moderate range for expansion potential. No construction or excavation is associated with this project and there will be no impacts.

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? ()*

WHY? See response 9d above.

10. HAZARDS AND HAZARDOUS MATERIALS. Would the project:

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

WHY? The project does not involve the use or storage of hazardous substances other than the small amounts of pesticides, fertilizers and cleaning agents required for normal maintenance of the structure and landscaping. The project must adhere to applicable zoning and fire regulations regarding the use and storage of any hazardous substances. Further there is no evidence that the site has been used for underground storage of hazardous materials. The house was built in 1915.

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? ()*

WHY? The project does not involve hazardous materials. Therefore, there is no significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions, which could release hazardous material.

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 site is approximately 648 feet from the Sequoyah School, however, there are no hazardous emissions associated with a tea room and retail sale of goods. Therefore, the proposed project would have no hazardous material related impacts to schools.

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? ()*

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). The site was formerly used as single family residence built in 1915, which is not a land use associated with hazardous materials. The site is not known or anticipated to have been contaminated with hazardous materials and no hazardous material storage facilities are known to exist onsite.

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? ()*

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 the Bob Hope Airport in Burbank, which is operated by a Joint Powers Authority with representatives from the Cities of Burbank, Glendale and Pasadena. Therefore, the proposed project would not result in a safety hazard for people residing or working in the vicinity of an airport and would have no associated impacts.

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? ()*

WHY? The project site is not within the vicinity 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 would have no associated impacts.

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

WHY? 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 Pasadena Fire Department 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.

The actions associated with the project, which is to enable the adaptive re-use of a single family historical residence for non-residential purposes, are as follows: 1) A zone change from RS-4 to Overlay District; 2) a Zoning Map amendment for the overlay district; 3) the addition of a new definition to the Zoning Code for the Overlay District; and 3) a Conditional Use Permit for the proposed restaurant/retail use at 801 S. Pasadena Avenue. The business is currently located at 830 E. California Boulevard.

The operation of the proposed project would not place any permanent or temporary physical barriers on any existing public streets. To ensure compliance with zoning, building and fire codes, the applicant is 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.

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? ()

WHY? As shown on Plate P-2 of the 2002 Safety Element, the project site is not in an area of moderate or very high fire hazard. In addition, the project site is surrounded by urban development and 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 wild land fires, and the project would have no associated impacts.

11. HYDROLOGY AND WATER QUALITY. Would the project:

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

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 (SWRCB) are required to develop water quality objectives that ensure their region meets the requirements of Section 303 of the Clean Water Act.

Pasadena is 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 stormwater achieves compliance with receiving water limitations. Thus, stormwater generated by a development that complies with the SQMP does not exceed the limitations of receiving waters, and thus does not exceed water quality standards.

Compliance with the SQMP is ensured by Section 402 of the Clean Water Act, which is known as the National Pollution Discharge Elimination System (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. Los Angeles County and 85 incorporated Cities therein, including the City of Pasadena, obtained an MS4 (Permit # 01-182) from the Los

Angeles RWQCB, most recently in 2001. Under this MS4, each permitted municipality is required to implement the SQMP.

None of the proposed uses are point source generators of water pollutants, and thus, no quantifiable water quality standards apply to the project. As an urban development, the proposed project would add typical, urban, nonpoint-source pollutants to storm water runoff. As discussed, these pollutants are permitted by the County-wide MS4 permit, and would not exceed any receiving water limitations. Furthermore, the proposed development does not meet the City's SUSMP requirement thresholds, and thus, water pollutants generated from the development are considered negligible. Therefore, the proposed project would not violate any water quality standards or waste discharge requirements, and would have no related significant impacts.

- 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 would not install any groundwater wells, and would not otherwise directly withdraw any groundwater. In addition, there are no known aquifer conditions at the project site or in the surrounding area, which could be intercepted by excavation or development of the project. Therefore, the proposed project would not physically interfere with any groundwater supplies.

The project will use the existing water supply system provided by the Pasadena Department of Water and Power. The source of some of this water supply is ground water, stored in the Raymond Basin. Thus, the project could indirectly withdraw groundwater. However, the proposed water usage would be negligible in comparison to the overall water service provided by the Department of Water and Power. This minor amount of water use would not result in significant impacts from depletion of groundwater supplies.

During drought conditions, the project must comply with the Water Shortage Procedures Ordinance (Chapter 13 of the Pasadena Municipal Code) the project shall only consume 90% of expected consumption. To ensure compliance with this ordinance, the applicant 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 City's Water and Power Department and the Building Division prior to the issuance of a building permit. The applicant's irrigation and plumbing plans shall comply with the approved water conservation 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 site is currently virtually flat, and runoff onsite drains as sheet flow from north to south. The project site does not contain any discernable streams, rivers, or other drainage features. Development of the site will involve minor grading, but will not substantially alter the drainage pattern of the site or surrounding area.

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. Prior to the issuance of a building permit, the applicant is required to submit a site drainage plan to the Building Division and the Public Works Department for review and approval. This required approval ensures that the proposed drainage plan is appropriately designed and that the proposed runoff does not exceed the

capacity of the City's storm drain system. The proposed drainage of the site would not channel runoff on exposed soil, would not direct flows over unvegetated soils, and would not otherwise increase the erosion or siltation potential of the site or any downstream areas. Therefore, the proposed project would not result in significant erosion or siltation impacts from changes to drainage patterns.

- 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? As discussed, the project would involve only minor changes in the site's drainage patterns and does not involve altering a discernable drainage course. The proposed minor changes to the site's drainage patterns are not expected to cause flooding. Since the project does not involve alteration of a discernable watercourse and post-development runoff discharge rates are required to not exceed pre-development rates, 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 would have no associated impacts.

The City of Pasadena contains two streams the Arroyo Seco and Eaton Creek; the project is not located near either stream. 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? The proposed project could increase runoff by increasing the impermeable surfaces onsite. In order to provide parking for the project, the existing paving in the rear of the building will need to be increased to accommodate parking for 8 spaces, however, there is no construction associated with the proposed project. Therefore, the City's existing storm drain system can adequately serve the proposed development.

Similarly, as discussed above in Sections 11.a) and 11.c), the project would generate only typical, non-point source, urban stormwater pollutants. These pollutants are covered by the County-wide MS4 permit, and the project, through the City's SUSMP ordinance, is required to implement BMPs to reduce stormwater pollutants to the maximum extent practicable. Therefore, the proposed project would not create runoff that would exceed the capacity of the storm drain system and would not provide a substantial additional source of polluted runoff.

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

WHY? See response 11F. As discussed above, the proposed development will not be a point-source generator of water pollutants. The only long-term water pollutants expected to be generated onsite are typical urban stormwater pollutants.

- 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? 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, the entire City is in Zone D, for which no floodplain management regulations are required. In addition, according to the City's Dam Failure Inundation Map (Plate 3-1, of the adopted 2002 Safety Element of the City's General Plan) the project is not located in a dam inundation area.

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

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, the entire City is in Zone D, for which no floodplain management regulations are required. 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. 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? 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, the entire City is in Zone D, for which no floodplain management regulations are required. In addition, according to the City's Dam Failure Inundation Map (Plate P-2, of the adopted 2002 Safety Element of the City's General Plan) the project is not located in a dam inundation area. Therefore, the project would not have a significant impact from exposing people or structures to flooding risks, including flooding as a result of the failure of a levee or dam.

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. For mudflow see responses to 9. Geology and Soils a. iii and iv regarding seismic hazards such as liquefaction and landslides.

12. LAND USE AND PLANNING. Would the project:

a. Physically divide an existing community? ()

X

WHY? The project will not physically divide an existing community, as the site is surrounded by similar development on all sides, and the project consists of an adaptive reuse of an existing historical building within a highly urbanized area. No adverse impact will result.

- 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? The General Plan has policies that support the adaptive reuse of 801 S. Pasadena Avenue. **Objective 6 – Historic Preservation:** Promote preservation of historically and architecturally significant buildings and revitalization of traditional neighborhoods and commercial areas. **Policy 6.3 – Adaptive Reuse:** Encourage and promote the adaptive reuse of Pasadena’s historic resources.

The properties under discussion are owned by the California Department of Transportation (Caltrans). 801 S Pasadena Avenue is listed on their Route 710 Historic Houses Condition Assessment Report as a “key” building not only because it was a focal point in the district, but because the house appears to be individually eligible for inclusion in the National Register of Historic places under Criterion C as an excellent example of Federal revival and Prairie School architectural styles.

The zoning of the study area is RS-4 and the General Plan designation is Low Density Residential. The proposed use is not permitted within either of these designations. The proposal is to place an Overlay District on the existing zoning and land use designations which will remain in place. The Overlay District will designate specific land uses and development standards for the parcels. With the proposed overlay to allow a limited number of uses with a conditional use permit, there will be no conflict with existing policies and plans.

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

WHY? Currently, there is no adopted Habitat Conservation or Natural Community Conservation Plans within the City of Pasadena. There are also no approved local, regional or state habitat conservation plans in Pasadena.

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? No active mining operations exist in the City of Pasadena. There are two areas in 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 project is not near these areas.

- 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? The City’s 2004 General Plan Land Use Element does not identify any mineral recovery sites within 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. No active mining operations exist in the City of Pasadena and mining is not currently allowed within any of the City's designated land uses. Therefore, the proposed project would not have significant impacts from the loss of a locally-important mineral resource recovery site. See also Section 13.a) of this document.

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. The project does not involve installing a stationary noise source, and the only long-term noise generated 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 Chapter 9.36 of the Pasadena Municipal Code.

The project is an adaptive reuse of an existing residential structure. Some grading and prying of concrete for paving for parking will occur. The project would generate short-term noise due to construction activities. However, 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). In accordance with these regulations, construction noise will be limited to normal working hours (7 a.m. to 7 p.m. Monday through Friday, 8 a.m. to 5 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. A traffic and parking plan for the construction phase will 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 will ensure that the project would not generate noise levels in excess of standards.

The project would also not expose persons to excessive noise. 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 2 of the City's Noise Element (2002) the project site lies within the 60 dBA noise contours. This level of noise is within the "Clearly Acceptable" range for the proposed land use, as shown in Figure 1 of the City's Noise Element (2002). Therefore, the project would not expose future employees and patrons of the proposed retail/restaurant use to noise levels in excess of standards.

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

WHY? The project is not located near any sources of groundborne noise or vibration.

- 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 project will 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

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 Chapter 9.36 of the Pasadena Municipal Code.

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

WHY? The project would generate short-term noise due to paving the parking area. However, the project will adhere to City regulations governing hours of construction and noise levels generated by construction and mechanical equipment. (Chapter 9.36 of the Pasadena Municipal Code). In accordance with these regulations, construction noise will be limited to normal working hours (7 a.m. to 7 p.m. Monday through Friday, 8 a.m. to 5 p.m. on Saturday, in or within 500 feet of a residential area.

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? There are no airports or airport land-use plans in the City of Pasadena. The closest airport is the Bob Hope Airport (formerly the Burbank-Glendale-Pasadena Airport), which is located more than 10 miles from Pasadena in the City of Burbank. Therefore, the proposed project would not expose people to excessive airport related noise and would have no associated impacts.

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? There are no private-use airports or airstrips within or near the City of Pasadena.

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)? ()

WHY? The project is located in a developed urban area with an established roadway network and in-place infrastructure. Thus, adaptive reuse of the residential structure would not require extending or improving infrastructure in a manner that would facilitate off-site growth. Therefore, the proposed project would not induce substantial population growth, and would have no related significant impacts.

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

WHY? No persons currently reside on the project site. Therefore, the proposed project would not displace any people, and would have no related impacts.

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

WHY? No persons currently reside on the project site. Therefore, the proposed project would not displace any people, and would have no related impacts.

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? ()

WHY? The proposed project will not result in the need for additional new or altered fire protection services and will not alter acceptable service ratios or response times. The proposed project is the relocation of an existing business within the City of Pasadena. Therefore, the proposed project would not significantly impact fire protection services.

b. Libraries? ()

WHY? The business is currently located at 830 E. California Boulevard, and since it is a current business there is no growth anticipated with the project. The proposed project would not impact or place a demand on the public information library system.

c. Parks? ()

WHY? The business is currently located at 830 E. California Boulevard, and since it is a current business there is no growth anticipated with the project. The project is located within 1100 feet from Singer Park. According to the City's park impact fee nexus study prepared in 2004, for every 1000 residents the City as a whole has 2.17 acres of developed parkland and 1.49 acres of open space parkland, for a total of 3.66 acres of park and open space per 1000 residents.

d. Police Protection? ()

WHY? The business is currently located at 830 E. California Boulevard. The proposed project will not result in the need for additional new or altered police protection services and will not alter acceptable service ratios, response times or other performance objectives for any of the public services.

ratios or response times. The project itself is not large enough to require the development of additional Police facilities. Therefore, the proposed project would not significantly impact police protection services.

The proposed site is in an area which has reported low crime rates according to Police Department burglary statistics. The project will not increase the need for police protection. However, the effect on police service is not significant, since this change is within the Police Department's scope of responsibility.

e. Schools? ()

WHY? The business is currently located at 830 E. California Boulevard. There is no new construction associated with the proposed project, and no anticipated growth of population that would impact schools.

f. Other public facilities? ()

WHY? The business is currently located at 830 E. California Boulevard and there will be no new significant impacts on public utilities. The use can be served by existing utilities and infrastructure.

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?* ()

WHY? The business is currently located at 830 E. California Boulevard and here will be no new impacts to the park programs or space.

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 does not include recreational facilities and would not require the construction or expansion of recreational facilities. Therefore, the proposed project does not involve the development of recreational facilities that would have an adverse effect on the environment, and would have no associated impacts.

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 is located along Pasadena Avenue and is supported by a roadway network consisting of Bellefontaine and California Boulevard. Of these roadways, Pasadena Avenue and St. John are considered principle arterials, California is considered a minor arterial, and Bellefontaine is considered a collector street as shown in Appendix A of the 2004 Adopted Mobility Element of the General Plan.

The City of Pasadena Department of Transportation reviewed the proposed project and determined that no additional traffic analysis is required. This decision is in part based on the fact that the existing street system has sufficient capacity to serve the proposed project. Therefore, the project will not result in a significant impact to the traffic load and capacity of the street system.

The actions associated with the project, which is to enable the adaptive re-use of a single family historical residence for non-residential purposes, are as follows: 1) A zone change from RS-4 to Overlay District; 2) a Zoning Map amendment for the overlay district; 3) the addition of a new definition to the Zoning Code for the Overlay District; and 3) a Conditional Use Permit for the proposed adaptive reuse of an existing residential structure for a restaurant/retail use at 801 S. Pasadena Avenue. The business is currently located at 830 E. California Boulevard. The project is not subject to the Trip Reduction Ordinance (Ordinance No. 6172).

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 Los Angeles County Metropolitan Transportation Authority (MTA) adopted their most recent Congestion Management Program (CMP) in 2004. This CMP identifies level of service (LOS) E or better as acceptable for the designated CMP highway and road system. The CMP further states, "a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity (V/C [volume to capacity ratio] = 0.02), causing LOS F (V/C > 1.00). If the facility is already at LOS F, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity (V/C = 0.02)."

In addition to CMP thresholds, the City's "Transportation Impact Review Current Practice and Guidelines" August, 2005 states that the following changes in LOS due to a project are considered a significant traffic impact:

Intersection Capacity Analysis (ICU)	
Current ICU	Change due to project
A	0.060
B	0.050
C	0.040
D	0.030
E	0.020
F	0.010

The proposed project would not add 50 or more trips during either the AM or PM weekday peak hours to any CMP facility, and would not add 150 or more trips, in either direction, during either the AM or PM weekday peak hours to a mainline freeway. Thus, due to the size of the project, an impact analysis for CMP facilities is not required for the proposed project. In addition, according to PasDOT, the project would not significantly impact the level of service (LOS) at any roadway intersections. Therefore, the proposed project would not exceed, either individually or cumulatively, an establish level of service standard, and would have no related significant impacts.

a. 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. Consequently, 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.

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

WHY? The project has been evaluated by the PasDOT and its impact on circulation due to the proposed use and its design has been found not to be hazardous to traffic circulation either within the project or in the vicinity of the project. In addition, the project's circulation design meets the City's engineering standards. Therefore, the proposed project would not increase hazards due to a design feature or incompatible use, and would have no associated impacts. Therefore, there will be no significant impacts related to inadequate emergency access.

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

WHY? Due to the increased intensity of land use, the project will increase the demand for parking. However, the project will comply with the number of parking and loading spaces required by the Zoning Code. According to the Zoning Code, the proposed restaurant/retail use requires 10 vehicle parking spaces. The proposed project will provide eight of the required parking spaces on-site. Two will be provided off-site by a lease agreement. The project does not meet the threshold for providing bicycle parking spaces. Therefore, the project is in compliance with this Code, and the project would have no impact to parking.

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

WHY? The project has been evaluated by the PasDOT and has been found to be consistent with the City's policies, plans, and programs supporting alternative transportation. Therefore, the project would have no impact to alternative transportation. The project is not near a principal mobility corridor according to the 2004 adopted Mobility Element of the General Plan. The project is located near the following bus route MTA 256 and not near the light rail line from Downtown Los Angeles to Pasadena according to the adopted 2004 Mobility Element of the General Plan. The project does not meet the threshold for the provisions for the use of bicycles. The project does not meet the threshold for the Trip Reduction Ordinance (Ordinance No. 6172).

19. UTILITIES AND SERVICE SYSTEMS. Would the project:

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

WHY? The project would generate wastewater in the form of domestic sewage. Domestic sewage typically meets wastewater treatment requirements because wastewater treatment facilities are designed to treat domestic sewage. The project does not involve the release of unique or unusual sewage into the wastewater treatment system. Therefore, the project would not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board, and would have no associated impacts.

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 business is currently located at 830 E. California Boulevard. Therefore there will be no increase in the existing water usage due to the reuse of the existing structure. The existing store is 1,212 square feet; the amount of square feet at the new site is 1,641 square feet which represents only a 429 square foot increase which is less than significant....

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 urban area where storm drainage is provided by existing streets, storm drains, flood control channels, and catch basins. As discussed in Section 11, the project would involve only minor changes in the site's drainage patterns and does not involve altering any drainage courses or flood control channels. Pavement is currently located where the parking area is proposed, however, new pavement and striping of parking spaces will be required.

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? See response 19a. The business is currently located at 830 E. California Boulevard therefore there are no new impacts on water associated with this project. The project would generate wastewater in the form of domestic sewage. Domestic sewage typically meets wastewater treatment requirements because wastewater treatment facilities are designed to treat domestic sewage. The project does not involve the release of unique or unusual sewage into the wastewater treatment system. Therefore, the project would not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board, and would have no associated impacts.

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? The actions associated with the project, which is to enable the adaptive re-use of a single family historical residence for non-residential purposes, are as follows: 1) A zone change from RS-4 to Overlay District; 2) a map amendment for the overlay district; 3) the addition of a new definition to the zoning code for the Overlay District; and 3) a Conditional Use Permit for the proposed adaptive reuse of an existing residential structure for a restaurant/retail use at 801 S. Pasadena Avenue. The business is currently located at 830 E. California Boulevard and there will be no increase to wastewater service demand.

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

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 is permitted through 2025, and secondarily by Puente Hills, which was re-permitted in 2003 for 10 years.

The project is located in a developed urban 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. Therefore, the project would cause no impacts under this topic

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

WHY? The proposed project is an adaptive reuse of an existing residential structure for a restaurant and there is no new construction associated with the project.

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% or better diversion rate for solid waste. The City implements this requirement through Section 8.61 of the Pasadena Municipal Code, 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 50% on both a monthly basis and annual basis. The proposed project is required to comply with the applicable solid waste franchise's recycling system, and thus, will meet Pasadena's and California's solid waste diversion regulations. In addition, the project complies with the City's Construction and Demolition Ordinance (PMC Section 8.62) and design requirements for refuse storage areas (PMC Section 17.64.240). Therefore, the project would not cause any significant impacts from conflicting with statutes or regulations related to solid waste.

20. 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).

a) Earlier Analysis Used. The following documents can be used for analysis of the project's environmental effects:

- Route 710 Historic Houses Condition Assessment Report - June 5, 2001.

This document is available for review at the Permit Center, 175 North Garfield Avenue between the hours of 8:00 a.m. and 5:00 p.m. on Monday through Thursday and from 8:00-12:00 p.m. every Friday and the City Clerk's Office Monday through Thursday from 7:30 a.m. to 5:30 p.m. and every other Friday during the same hours.

- b) Impacts Adequately Addressed. (Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.)
- c) Mitigation Measures. For effects that are "less than Significant with Mitigation Measures Incorporated," describe the mitigation measures, which were incorporated or refined from the earlier documents and the extent to which address site-specific conditions for the project.

21. 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? As discussed in Sections 3 and 5 of this document, the proposed project would not have substantial impacts to Aesthetics or Air Quality. Also, as discussed in Section 6 and 11 of this document, the proposed project would not have substantial impacts to special status species, stream habitat, and wildlife dispersal and migration. Furthermore, the proposed project would not affect the local, regional, or national populations or ranges of any plant or animal species and would not threaten any plant communities. Similarly, as discussed in Section 7 of this document, the proposed project would not have substantial impacts to historical, archaeological, or paleontological resources, and thus, would not eliminate any important examples of California history or prehistory. As discussed in Sections 11, 13 and 14 of this document, the proposed project would not have substantial impacts to water quality, Mineral Resources or Noise.

Therefore, the project will not substantially degrade the quality of the land, air, water, minerals, flora, fauna, noise and objects of historic or aesthetic significance.

- 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? The proposed project is an adaptive reuse of an existing residential structure for a restaurant and there is no new construction associated with the project. Therefore, the proposed project would not cause impacts that are cumulatively considerable. The project does not have the potential to contribute to cumulative impacts. Therefore, the proposed project does not have a Mandatory Finding of Significance due to cumulative impacts. The business is currently located at 830 E. California Boulevard and will be relocated to the subject site.

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

WHY? As discussed in Sections 5, 10, 11, and 18 of this document, the proposed project would not expose persons to the hazards of toxic air emissions, chemical or explosive materials, flooding, or transportation hazards. Section 9 of this document explains that although residents of the proposed would be exposed to typical southern California earthquake hazards, modern engineering practices would ensure that geologic and seismic conditions would not directly cause substantial adverse effects on humans. In addition, as discussed in Sections 3 Aesthetics, 12 Land Use and Planning, 14 Noise, 15 Population and Housing, 16 Public Services, 17 Recreation, 18 Transportation/Traffic and 19 Utilities and Service Systems the project would not indirectly cause substantial adverse effects on humans.

Therefore, the proposed project would not have a Mandatory Finding of Significance due to environmental effects that could cause substantial adverse effects on humans.

INITIAL STUDY REFERENCE DOCUMENTS

#	Document
1	Alquist-Priolo Earthquake Fault Zoning Act, California Public Resources Code, revised January 1, 1994 official Mt. Wilson, Los Angeles and Pasadena quadrant maps were released March 25, 1999.
2	CEQA Air Quality Handbook, South Coast Air Quality Management District, revised 1993
3	East Pasadena Specific Plan Overlay District, City of Pasadena Planning and Development Department, codified 2001
4	Energy Element of the General Plan, City of Pasadena, adopted 1983
5	Fair Oaks/Orange Grove Specific Plan Overlay District, City of Pasadena Planning and Development Department codified 2002
6	Final Environmental Impact Report (FEIR) Land Use and Mobility Elements of the General Plan, Zoning Code Revisions, and Central District Specific Plan, City of Pasadena, certified 2004
7	2000-2005 Housing Element of the General Plan, City of Pasadena, adopted 2002.
8	Inclusionary Housing Ordinance Pasadena Municipal Code Chapter 17.71 Ordinance #6868
9	Land Use Element of the General Plan, City of Pasadena, adopted 2004
10	Mobility Element of the General Plan, City of Pasadena, adopted 2004
11	Noise Element of the General Plan, City of Pasadena, adopted 2002
12	Noise Protection Ordinance Pasadena Municipal Code Chapter 9.36 Ordinances # 5118, 6132, 6227, 6594 and 6854
13	North Lake Specific Plan Overlay District, City of Pasadena Planning and Development Department, Codified 1997
14	Pasadena Municipal Code, as amended
15	Recommendations On Siting New Sensitive Land Uses, California Air Resources Board, May 2005
16	Regional Comprehensive Plan and Guide, "Growth Management Chapter," Southern California Association of Governments, June 1994
17	Safety Element of the General Plan, City of Pasadena, adopted 2002
18	Scenic Highways Element of the General Plan, City of Pasadena, adopted 1975
19	Seismic Hazard Maps, California Department of Conservation, official Mt. Wilson, Los Angeles and Pasadena quadrant maps were released March 25, 1999. The preliminary map for Condor Peak was released in 2002.
20	South Fair Oaks Specific Plan Overlay District Planning and Development, codified 1998
21	State of California "Aggregate Resource in the Los Angeles Metropolitan Area" by David J. Beeby, Russell V. Miller, Robert L. Hill, and Robert E. Grunwald, Miscellaneous map no. .010, copyright 1999, California Department of Conservation, Division of Mines and Geology
22	Storm Water and Urban Runoff Control Regulations Pasadena Municipal Code Chapter 8.70 Ordinance #6837
23	Transportation Impact Review Current Practice and Guidelines, City of Pasadena, August, 2005
24	Tree Protection Ordinance Pasadena Municipal Code Chapter 8.52 Ordinance # 6896
25	West Gateway Specific Plan Overlay District, City of Pasadena Planning and Development Department codified 2001
26	Zoning Code, Chapter 17 of the Pasadena Municipal Code