

RESOLUTION NO. \_\_\_\_\_

**A RESOLUTION OF THE CITY OF PASADENA CITY COUNCIL CERTIFYING  
THE FINAL ENVIRONMENTAL IMPACT REPORT (SCH NO. 2013091009)  
FOR THE GENERAL PLAN UPDATE, AND ADOPTING CEQA FINDINGS,  
A MITIGATION MONITORING AND REPORTING PROGRAM, AND  
A STATEMENT OF OVERRIDING CONSIDERATIONS**

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**WHEREAS**, the City of Pasadena City Council (“City Council”) proposes to adopt the General Plan Update, which focuses on the Land Use and Mobility Elements and Land Use Diagram, including the elimination of six optional elements (Public Facilities, Social Development, Cultural and Recreational, Economic Development and Employment, Historic and Cultural, and Scenic Highways establishes new development caps in the City for its specific plan areas, and includes a policy to sunset the West Gateway Specific Plan in the future and expand and/or modify the South Fair Oaks, Central District, East Colorado, and East Pasadena Specific Plan boundaries; and

**WHEREAS**, the City of Pasadena is the lead agency for the General Plan Update pursuant to the California Environmental Quality Act (“CEQA,” Cal. Pub. Res. Code §21000 *et seq.*), the State CEQA Guidelines (the “Guidelines,” 14 Cal. Code Regs. §15000 *et seq.*); and

**WHEREAS**, pursuant to Guidelines Section 15063, the City conducted an Initial Study for the General Plan Update and determined that an Environmental Impact Report (“EIR”) should be prepared; and

**WHEREAS**, the City issued a Notice of Preparation (“NOP”) of an EIR on September 2, 2013 (see Appendix B of the Draft EIR), and provided the NOP and the Initial Study to the Office of Planning and Research (“OPR”), as well as to responsible, trustee, and other interested agencies and persons in accordance with Guidelines Section 15082(a); and posted in the Los Angeles County Clerk’s office; and

**WHEREAS**, pursuant to Guidelines Sections 15063 and 15082, the City solicited input on the contents and scope of the EIR for a 45-day period, from September 5, 2013 to October 21, 2013; and

**WHEREAS**, four EIR scoping meetings were held as follows:

1) September 12, 2013; 2) September 14, 2013; 3) September 18, 2013 during a scheduled Transportation Advisory Commission meeting; and 4) September 25, 2013 during a scheduled Planning Commission meeting; and

**WHEREAS**, Comments received on the NOP during the public review period are contained in Appendix C of the Draft EIR; and

**WHEREAS**, pursuant to Public Resources Code Section 21092 and Guidelines Sections 15087 and 15085, the City provided a Notice of Completion and Availability (“NOA”) of the Draft EIR (State Clearinghouse No. 2013091009) on January 22, 2015; and

**WHEREAS**, copies of the Draft EIR were placed at the City’s Planning & Community Development Department permit counter at 175 North Garfield Avenue and at 11 other locations throughout the City, and on the City’s website; and

**WHEREAS**, the Draft EIR was circulated, together with technical appendices, for a 60-day public comment period, from January 22, 2015 through March 24, 2015; and

**WHEREAS**, during the comment period, the City held nine special meetings with Advisory Commissions, two duly noticed public hearings at Planning Commission, and two community forums; and

**WHEREAS**, during the public comment period the City received written and oral comments on the Draft EIR, and consulted with all responsible and trustee agencies and other regulatory agencies pursuant to Guidelines Section 15086; and

**WHEREAS**, pursuant to Guidelines Section 15088 the City prepared written responses to all written comments received on the Draft EIR and made revisions to the Draft EIR, as appropriate, in response to those comments; and

**WHEREAS**, the City distributed the written responses to comments on the Draft EIR on July 14, 2015 in accordance with the provisions of Public Resources Code Section 21092.5 and Guidelines Section 15088, which were posted on the City’s website that same day; and

**WHEREAS**, on July 22, 2015, an Errata to the Final Environmental Impact Report (the “Final EIR” or “FEIR”) containing additional responses to comment letters was posted and made available on the City’s website and these responses were also distributed in accordance with Public Resources Code Section 21092.5 and Guidelines Section 15088 ; and

**WHEREAS**, on July 16, 2015, the Transportation Advisory Commission held a duly noticed public hearing on the Final EIR and the General Plan Update; and

**WHEREAS**, on July 22, 2015, the Planning Commission held a duly noticed public hearing on the Final EIR and the General Plan Update; and

**WHEREAS**, at the public hearing, the Planning Commission, in concurrence with City staff’s recommendation, considered the General Plan Update and ultimately recommended to the City Council a refined version of the proposed project with development capacities less than the proposed project and greater than CD, SFO, LA Alternative, along with minor changes to the policies of the Land Use Element and minor changes to the Land Use Diagram based on comments received during the public process, collectively and hereinafter described as the “Refined Project,” and also recommended certification of the Final EIR; and

**WHEREAS**, consistent with Guidelines Section 15132, the Final EIR is comprised of the Draft EIR, along with the comments and responses to comments on the Draft EIR, revisions to the Draft EIR, an Errata dated July 22, 2015, the Refined Project Environmental Analysis set forth in the Revised Final EIR dated August 7, 2015, and the technical appendices; and

**WHEREAS**, on August 7, 2015, the Revised Final EIR was posted and made available on the City’s website and these revisions to the Final EIR were also distributed in accordance with Public Resources Code Section 21092.5 and Guidelines Section 15088 ; and

**WHEREAS**, the City Council held a duly noticed public hearing on the Final EIR and the Refined Project on August 17, 2015; and

**WHEREAS**, the City Council has determined that the Refined Project would better reflect multiple interests and community concerns while resulting in similar, and in some instances, lesser impacts than the proposed project; and

**WHEREAS**, after reviewing the responses to comments, the revisions to the Draft EIR, and other information added to the Final EIR, the City Council has concluded that these responses, revisions and additional information merely clarify and amplify the analysis presented in the EIR, and do not constitute significant new information requiring recirculation of the Draft EIR under Guidelines Section 15088.5; and

**WHEREAS**, the City Council finds that, as required by CEQA, the Final EIR describes all feasible mitigation measures which could minimize the Refined Project's significant effects; and

**WHEREAS**, the City Council finds that there are significant environmental effects arising from the Refined Project that remain even after mitigation, but there are overriding considerations that outweigh those effects; and

**WHEREAS**, prior to any discretionary approvals associated with the Refined Project, the City Council must certify the Final EIR pursuant to Guidelines Section 15090, make CEQA findings pursuant to Guidelines Section 15091, adopt a Mitigation Monitoring and Reporting Program ("MMRP") consistent with Guidelines Section 15097, and adopt a Statement of Overriding Considerations ("SOC") consistent with Guidelines Section 15093; and

**WHEREAS**, CEQA Findings, a SOC and a MMRP have been prepared by the City and are included as Exhibits #1 and #2 hereto; and

**WHEREAS**, the documents, staff reports, technical studies, appendices, plans, and other materials that constitute the record of proceedings on which this resolution is based are on file and available for public examination during normal business hours in the Planning & Community Development Department and with the Director of Planning & Community Development, who serves as the custodian of these records.

**NOW, THEREFORE, BE IT RESOLVED** by the City Council that the above recitals are true and correct and are incorporated herein by reference as if set forth in full.

**BE IT FURTHER RESOLVED** that the City Council has reviewed and considered the Transportation Advisory Commission and Planning Commission's recommendations associated with the General Plan Update and the Final EIR,

including the recommendation to adopt the Refined Project as set forth in the Staff Report to the City Council dated August 17, 2015.

**BE IT FURTHER RESOLVED** that the City Council has reviewed and considered all oral and written testimony received.

**BE IT FURTHER RESOLVED** that the City Council certifies that (1) the Final EIR has been completed in compliance with CEQA, (2) the Final EIR was presented to the City Council and that the City Council has reviewed and considered the information contained in the Final EIR prior to approving the Refined Project, and (3) the Final EIR reflects the City's independent judgment and analysis.

**BE IT FURTHER RESOLVED** that the City Council adopts the CEQA findings and Statement of Overriding Considerations contained in Exhibit #1.

**BE IT FURTHER RESOLVED** that the City Council adopts the Mitigation Monitoring and Reporting Program contained in Exhibit #2.

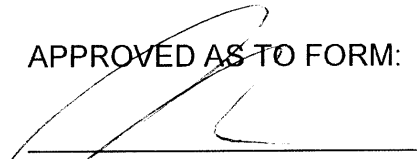
Adopted at the regular meeting of the City Council on the 17<sup>th</sup> of August, 2015 by the following vote:

AYES:  
NOES:  
ABSENT:  
ABSTAIN:

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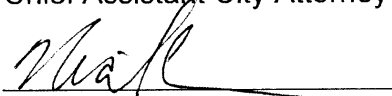
Mark Jomsky, CMC  
City Clerk

APPROVED AS TO FORM:



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Javan N. Rad  
Chief Assistant City Attorney



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Nicole Hoeksma Gordon  
Alison Krumbein  
Sohagi Law Group, PLC

**Exhibit #1 to RESOLUTION NO. \_\_\_\_\_**

**CEQA FINDINGS OF FACT AND STATEMENT OF OVERRIDING  
CONSIDERATIONS FOR THE FINAL EIR FOR THE PASADENA GENERAL  
PLAN - REFINED PROJECT**

**I. BACKGROUND**

The California Environmental Quality Act (“CEQA”) requires that a number of written findings be made by the lead agency in connection with certification of an environmental impact report (“EIR”) prior to approval of the project pursuant to Sections 15091 and 15093 of the CEQA Guidelines and Section 21081 of the Public Resources Code. This document provides the findings required by CEQA.

**A. Introduction**

On April 29, 2013, City Council approved the Draft Land Use Diagram, Development Caps, re-organization of the Land Use Element, and retirement of optional General Plan Elements. These “draft development caps” were used as the basis for the project description and environmental analysis in the Draft EIR (“DEIR”). The development caps that were established are shown in Table 1.

**Table 1 Pasadena General Plan Update: Development Caps**

	Central District	South Fair Oaks	East Colorado	East Pasadena	North Lake	Fair Oaks/Orange Grove	Lincoln Ave	West Gateway <sup>1</sup>
Proposed Residential Unit Development Cap	4,885	915	300	1,050	250	325	180	340
Proposed Nonresidential Square Footage Development Cap	3,379,000	1,421,000	930,000	1,095,000	250,000	300,000	300,000	200,000

Source: City of Pasadena, August 2013.

<sup>1</sup> The General Plan Update includes a policy to sunset the West Gateway Specific Plan in the future; however, it is included here to show the location of buildout.

The development caps assume a horizon year of 2035. CEQA requires that the EIR analyze buildout of the General Plan. Since the City’s development caps do not apply to affordable housing units or projects approved but not yet built, the buildout was adjusted to include reasonable number of affordable units will be built beyond the established development caps and projects previously approved but not yet built. Table 2 provides a statistical summary of the General Plan Update buildout projections in the City that were analyzed in the DEIR. Table 3 provides a statistical summary of the net-new development citywide and by specific plan areas. As shown in the tables, the DEIR analyzed up to 12,312 net-new housing units and 10,988,959 net-new square feet of nonresidential development in the City, beyond existing conditions. The buildout assumed in the DEIR is referred to herein as the “previously proposed project.”

**Table 2 Pasadena General Plan Update: Buildout Projections (2035)**

Specific Plan	Residential			Nonresidential Square Feet					Total Nonresidential	Employees
	Acres	Dwelling Units	Population	Retail	Office	Industrial	Institutional			
Central District	801	17,014	29,299	6,814,523	12,579,294	390,395	1,777,205	21,561,417	68,121	
South Fair Oaks	253	1,490	3,005	1,141,366	2,983,804	410,143	1,785,947	6,321,259	21,807	
East Colorado	299	818	1,793	2,126,452	1,470,802	1,050,841	175,056	4,823,152	13,307	
East Pasadena	245	1,666	3,604	1,496,224	2,909,496	0	6,863	4,412,583	14,692	
North Lake	143	1,403	3,134	696,244	381,450	0	241,347	1,319,040	3,528	
Fair Oaks/ Orange Grove	210	1,630	5,179	960,013	568,209	165,148	179,965	1,873,334	4,764	
Lincoln Ave	73	417	1,109	443,306	274,001	0	13,729	731,036	2,002	
West Gateway <sup>1</sup>	0	495	991	355,233	262,810	0	85,000	703,043	2,085	
No Specific Plan	12,779	47,020	115,296	1,967,877	3,091,300	209,570	1,712,103	6,980,850	21,364	
<b>Total</b>	<b>14,803</b>	<b>71,953</b>	<b>163,411</b>	<b>16,001,237</b>	<b>24,521,166</b>	<b>2,226,097</b>	<b>5,977,215</b>	<b>48,725,714</b>	<b>151,671</b>	

Source: City of Pasadena, August 2013; Fehr & Peers 2014.

Notes: Retail uses include the following subtypes: auto sales and repair, entertainment, lodging, personal services, retail, and restaurants.

Office uses include the following subtypes: office and medical office.

Institutional uses include the following subtypes: government office, religious, hospital, cultural, and safety.

<sup>1</sup> The General Plan Update includes a policy to sunset the West Gateway Specific Plan in the future; however, it is included here to show the location of buildout.

**Table 3 Pasadena General Plan Update: Net Projections**

Specific Plan	Residential <sup>1</sup>			Nonresidential Square Feet <sup>2</sup>					Total Nonresidential	Employees
	Acres	Dwelling Units	Population	Retail	Office	Industrial	Institutional			
Central District	801	6,147	12,374	1,002,941	2,774,256	-109,770	179,222	3,846,649	13,529	
South Fair Oaks	253	1,078	2,220	344,469	1,565,053	-527,474	412,459	1,794,506	7,124	
East Colorado	299	361	755	391,200	734,740	-170,953	-31,388	923,600	2,853	
East Pasadena	245	1,442	3,099	-318,312	1,854,643	-428,456	0	1,107,875	5,662	
North Lake	143	316	649	160,513	172,173	-44,866	-32,453	255,366	771	
Fair Oaks/ Orange Grove	210	323	870	503,221	427,856	-211,595	-410,497	308,984	760	
Lincoln Ave	73	210	433	352,626	242,557	-259,653	-37,117	298,413	1,027	
West Gateway <sup>3</sup>	0	418	835	163,950	157,325	-14,800	-100,000	206,475	729	
No Specific Plan	12,779	2,017	6,237	837,898	1,889,774	-574,890	94,309	2,247,091	7,866	
<b>Total</b>	<b>14,803</b>	<b>12,312</b>	<b>27,473</b>	<b>3,438,505</b>	<b>9,818,377</b>	<b>-2,342,457</b>	<b>74,535</b>	<b>10,988,959</b>	<b>40,323</b>	

Source: City of Pasadena, August 2013; Fehr & Peers 2014.

<sup>1</sup> Dwelling unit projections include development caps, affordable housing estimates, and previously approved but not yet built units.

<sup>2</sup> Nonresidential square feet projections include development caps and previously but not yet built nonresidential space.

<sup>3</sup> The General Plan Update includes a policy to sunset the West Gateway Specific Plan in the future; however, it is included here to show the location of buildout.

## Refined Project

Upon review of the DEIR, the Pasadena Planning Commission, in concurrence with staff's recommendation, targeted refinements to the proposed project analyzed in the DEIR to

better reflect multiple interests and community concerns. This decision was based, in part, on feedback that the proposed project allowed too much development potential and the environmentally preferable CD, SFO, LA Alternative would not permit enough growth in areas where additional development capacity is necessary to meet community needs. After considering these competing interests, the Planning Commission and City staff recommended adoption of a hybrid of the CD, SFO, LA Alternative and the proposed project development capacities. It also recommended minor changes to the policies of the Land Use Element and minor changes to the Land Use Diagram based on comments received during the public process. These changes are described here as the Refined Project.

As part of the General Plan Update process, the Pasadena City Council directed staff to analyze four project alternatives in the DEIR. The Section 7 of the DEIR analyzed these alternatives, their potential environmental impacts, and their ability to achieve project objectives established for the proposed project. The alternatives included the following:

- No Project Alternative (buildout of the adopted General Plan)
- Central District, South Fair Oaks, Lincoln Avenue Alternative (CD, SFO, LA Alternative)
- Efficient Transportation Alternative
- Reduced Air Quality and Noise Impact Alternative

Since the Refined Project has development caps between the proposed project and the CD, SFO, LA Alternative, the environmental impacts of the Refined Project are generally less than those the DEIR identified for the proposed project and greater than those the DEIR identified for the CD, SFO, LA Alternative. The DEIR determined that the proposed project would result in significant and unavoidable impacts on air quality, GHG emissions, noise, and traffic. The DEIR further determined that the CD, SFO, LA Alternative would reduce the proposed project's significant impacts, but would not reduce any of those significant impacts to a less than significant level. Likewise, the Refined Project would result in the same significant and unavoidable impacts on air quality, GHG emissions, noise, and traffic, with those impacts being incrementally less than the proposed project but greater than the CD, SFO, LA Alternative. See Section 6, *Refined Project Environmental Analysis*, of the Revised Final EIR (or "FEIR") for a detailed analysis of the environmental impacts of the Refined Project.

The Refined Project represents a hybrid of the development caps in the proposed project and CD, SFO, LA Alternative. The Refined Project utilizes the same residential development caps for the North Lake Specific Plan, Fair Oaks/Orange Grove Specific Plan, and Lincoln Avenue Specific Plan areas as compared to the proposed project. It utilizes the same residential development caps for East Pasadena and Lamanda Park as the CD, SFO, LA



Lamanda Park Sub-Alternative. Finally, it sets different development caps for residential units in the Central District, South Fair Oaks and East Colorado Specific Plans.

The Refined Project uses the same non-residential development caps for the Lincoln Avenue, Fair Oaks-Orange Grove, North Lake, and East Pasadena as compared to the proposed project. The Refined Project uses different development caps for non-residential units in the East Colorado and Lamanda Park Specific Plans, with East Colorado being slightly higher than the proposed project, and Lamanda Park being slightly lower than the proposed project. Finally the Refined Project uses the same non-residential development caps for the Central District and South Fair Oaks Specific Plans as the CD, SFO, LA Alternative.

In the Central District and South Fair Oaks Specific Plan areas, the recommendation balances the competing interests regarding residential development levels and sets residential development levels at the mid-point of what was studied between the proposed project and CD, SFO, LA Alternative. These recommendations acknowledge the development potential of the Central District and South Fair Oaks Specific Plan areas consistent with the General Plan's goal to directing growth towards transit, while tempering that potential in order to limit impacts. For non-residential development caps in the Central District and South Fair Oaks Specific Plan areas, the recommendation utilizes development caps based on an analysis of the amount of non-residential square footage that has historically been realized in those areas.

For the East Pasadena Specific Plan, the recommendation acknowledges the more suburban nature of these communities by reducing the residential development capacity as compared to the proposed project. For the East Colorado Specific Plan area, the Refined Project modifies the residential development cap to more accurately reflect the change in the Specific Plan's boundaries and the creation of the Lamanda Park Specific Plan.

Table 4 shows a comparison of the development caps between the draft development caps analyzed in the DEIR, the CD, SFO, LA Alternative, and the Refined Project; and demonstrates that residential and nonresidential caps lie at or between the caps analyzed in the DEIR and the caps proposed under the CD, SFO, LA Alternative.

**Table 4 Comparison of Proposed Project, CD,SFO,LA Alternative, and Refined Project: Net Increase from Existing Conditions**

Specific Plan Area	Residential (dwelling units)			Non-residential (square feet)		
	Proposed Project	CD, SFO, LA Alternative	Refined Project	Proposed Project	CD, SFO, LA Alternative	Refined Project
Central District	6,147	4,722	5,444	3,846,649	2,561,847	2,561,847
South Fair Oaks	1,078	807	938	1,794,506	1,340,655	1,340,655
East Colorado	334	334	351	209,223	209,223	300,000
Lamanda Park	27	27	117	714,377	714,377	630,000
East Pasadena	1,442	1,442	1,090	1,107,875	1,107,875	1,107,875
North Lake	316	316	316	255,366	255,366	255,366
Fair Oaks / Orange Grove	323	323	323	308,984	308,394	308,984
Lincoln Ave	210	105	210	298,413	153,425	298,413
West Gateway	418	418	418	206,475	206,475	206,475
No Specific Plan	2,017	2,017	2,017	2,247,091	2,247,091	2,247,091
<b>Total</b>	<b>12,312</b>	<b>10,511</b>	<b>11,223</b>	<b>10,988,959</b>	<b>9,104,727</b>	<b>9,256,705</b>

A summary of the Refined Project is provided below.

**B. Project Description Summary – Refined Project**

The Refined Project is the adoption and implementation of an update to the City of Pasadena General Plan and specific plan amendments to update the development caps in each of the City’s specific plan areas. The Refined Project is referred to herein as “General Plan Update,” “Refined Project” or “Project”. Following is a discussion of each of the Refined project’s components.

**General Plan Update**

The proposed changes of the General Plan Update focus on the Land Use and Mobility Elements and Land Use Diagram. The General Plan Update also includes the elimination of optional elements (cultural and recreational, historic and cultural, public facilities, scenic highways, social development, and economic development). The Land Use and Mobility Elements, together with the other General Plan elements, would guide the overall physical development and circulation of the entire City through horizon year 2035. Figure 3-4, *Proposed General Plan Land Use Diagram*, of the DEIR, as updated by the Figures in Appendix G of the Revised FEIR shows how land uses would be distributed with the proposed General Plan Update. Changes to Figure 3-4 (Revised FEIR Appendix G) affect a small number of parcels, which are listed below:

- Fuller Theological Union Master Plan
- South Orange Grove Boulevard (west side, Bellefontaine Street to Arlington Drive)

- 9th Circuit Court of Appeals, Vista Del Arroyo, Desiderio
- R&D Flex Space (Citywide)
- 710 Right-of-Way
- 2810 Eaton Canyon Drive & 3105 East Sierra Madre Boulevard

The General Plan Update would establish new development caps in the City for its specific plan areas. The specific plans include the Central District, South Fair Oaks, East Colorado, Lamanda Park, East Pasadena, North Lake, Fair Oaks/Orange Grove, and Lincoln Avenue Specific Plans. The Land Use Element update recognizes the Lincoln Avenue Specific Plan, which was adopted by the City on October 21, 2013, under a separate development review process. The proposed Land Use Element also includes a change in specific plan boundaries, as shown in Figure 3-5, *Changes to Specific Plan Boundaries*, of the DEIR, as updated by the new specific plan boundary, known as Lamanda Park. The portion of the Refined Project within the current boundaries of the East Pasadena Specific Plan west of the I-210 would be the Lamanda Park Specific Plan, instead of being moved to the East Colorado Specific Plan.

Specific plan amendments – limited to changes of their boundaries and the development caps – are processed concurrently with the General Plan Update. The General Plan Update also includes a policy to sunset the West Gateway Specific Plan in the future and expand and/or modify the South Fair Oaks, Central District, and East Colorado Specific Plan boundaries.

Table 5 shows the Refined Project development caps. Buildout of the Refined Project would allow for a net increase of up to 11,223 dwelling units and 9,256,705 square feet of nonresidential uses.

**Table 5 Refined Project: Net Increase from Existing Conditions**

Specific Plan Area	Residential (dwelling units)	Non-residential (square feet)
	Refined Project	Refined Project
Central District	5,444	2,561,847
South Fair Oaks	938	1,340,655
East Colorado	351	300,000
Lamanda Park	117	630,000
East Pasadena	1,090	1,107,875
North Lake	316	255,366
Fair Oaks / Orange Grove	323	308,984
Lincoln Ave	210	298,413
West Gateway	418	206,475
No Specific Plan	2,017	2,247,091
<b>Total</b>	<b>11,223</b>	<b>9,256,705</b>

## Land Use Element

The proposed Land Use Element is a collection of goals, objectives, policies, and implementation measures that are designed to create the vision of the community in narrative and graphic terms as codified in the General Plan Guiding Principles and establish development criteria and standards. The Land Use Element describes the allowed types, configurations, and locations of land uses throughout the City, which include residential, commercial, mixed-use, industrial, open space, recreation, and public uses. The Land Use Element also describes intensity standards and a variety of goals and policies that help guide public and private land use actions. New goals, objectives, policies are also being proposed under four new topics, as follows:

- **Sustainability, Open Space, and Conservation:** Even though the term sustainability was not widely used when the General Plan was last updated, many sustainable policies were incorporated throughout the 2004 Land Use Element. Pasadena will continue to be a leader in sustainable development. Sustainability means meeting the needs of the present without compromising the ability of future generations to meet their own needs. It is further defined as balancing the three E's: environment, economy, and equity. For example, a decision or action aimed at promoting economic development should not result in decreased environmental quality or social inequity. Sustainability policies will be incorporated into the proposed Land Use Element in the areas of land use, building and site design, economic and social equity, conservation, and open space.
- **Urban Design, Historic Preservation, and Arts/Culture:** Since the last comprehensive General Plan Update, the City has adopted comprehensive and detailed design guidelines that apply to specific plan areas and to the City as a whole. The proposed General Plan Update is the first opportunity to relate those guidelines to policy statements in the Land Use Element, including additional historic preservation policies, and to introduce new policies related to arts and culture. Policies incorporated into the proposed Land Use Element relate to providing a sense of place, contextual design, architectural excellence, pedestrian orientation, historic preservation, and arts/culture.
- **Economic Vitality:** Economic vitality was an interest expressed by residents, business owners, and others throughout the community outreach process—to create policies related to the City's economic future. It addresses the need to extend the benefits of a thriving economy to all Pasadena residents, particularly the underemployed and unemployed. Policies are aimed at topics such as supporting existing businesses, attracting new and complementary businesses, increasing visitors and tourism, and maximizing technology strengths and green businesses, among others.
- **Education:** The City recognizes the relationship between a strong educational system and a sustainable City. To address educational topics with greater specificity, this topic area will include policies to encourage the City to partner with public and private schools

by sharing facilities, knowledge, and assistance; provide safe routes to and from school; actively participate in long-range planning for public and private schools; encourage clustering of uses to support educational institutions; and provide vocational training.

## **Mobility Element**

The Mobility Element addresses the identification, location, and extent of existing and proposed major thoroughfares, transportation routes, trails, and multimodal transportation. Goals and objectives of this element will address complete streets, a bicycle transportation plan, and short-range transit plan. Mobility will address the linkage between land use policies in the Land Use Element and transportation. Policies ensure that streets reflect the neighborhood character and accommodate all users, create a bicycle-friendly community, pedestrian improvements, transit improvements, and mobility strategies for economic vitality. Three new mobility objectives are included in the Mobility Element.

The proposed Street Types Plan shown in Figure 3-6, *Street Types Map*, of the DEIR is intended to guide development of the City's transportation network. As shown in Figure 3-6, the Street Types Plan updates the traditional functional classification of roadways, such as arterial, collector, and local streets, and recognizes how the street functions in the roadway network as well as to how it relates to adjacent land uses (context). The Street Types Plan expands on the multimodal and deemphasized street classifications adopted through the 1994 General Plan Update, but it does not change capacity for any of the roadways. It considers the neighborhood character, accommodates all users, and is guided by the following principles:

- Complete Streets: Streets should accommodate all users such as pedestrians, bicyclists, public transit, skateboarders, and scooters.
- Streets should reflect individual neighborhood character and needs and support healthy activities such as walking and bicycling.
- Consider classifying additional streets as “deemphasized” to manage vehicle speeds and volumes to provide a more comfortable environment for bicyclists and pedestrians.
- Support neighborhood walk-to-school efforts.

Through the update of the General Plan Mobility Element, the City is addressing a mandate from the State of California to include Complete Street policies and guidelines to meet the mobility needs of all transportation network users. The Street Types Plan is the organizing framework around which street and sidewalk design guidelines are built, which will make Pasadena more walkable and bike friendly in support of the City's adopted sustainability goals. The street types system has two components:

- **Function:** The primary travel function of each street in terms of connectivity (regional, citywide, neighborhood, local) and accessibility needs.
- **Modal Emphasis Overlays:** Multimodal factors that define those parts of the street network that require special consideration to provide the connectivity necessary for the transit, pedestrian, and bicycle systems to serve the community.

### C. Project Objectives

The City of Pasadena (City) established the following objectives for the Pasadena General Plan Update to aid decision makers in their review of the Refined Project and associated environmental impacts. The objectives incorporate the Guiding Principles established for the General Plan Update.

- **Objective 1:** Provide a new Land Use Element that targets growth to serve community needs and enhance the quality of life. Direct higher density development away from residential neighborhoods and into the Central District, Transit Villages, and Neighborhood Villages.
- **Objective 2:** Reduce vehicle miles traveled for the City and the region by providing a diverse housing stock, job opportunities, and exciting districts with commercial and recreational uses, and transit opportunities in the Central District, Transit Villages, and Neighborhood Villages.
- **Objective 3:** Ensure new development builds upon Pasadena's tradition of strong sense of place, great neighborhoods, gardens, plazas, parks, and trees.
- **Objective 4:** Preserve Pasadena's historic resources by ensuring that new development is compatible with and differentiated from existing historic resources.
- **Objective 5:** Achieve economic vitality and fiscal responsibility by providing jobs, services, revenues, and opportunities with a diverse economic base.
- **Objective 6:** Provide a General Plan that establishes the goals and policies to create a socially, economically, and environmentally sustainable community. Provide safe, well-designed, accessible, and human-scale residential and commercial areas where people of all ages can live, work, and play, including neighborhood parks, urban open spaces, and the equitable distribution of public and private recreational facilities.
- **Objective 7:** Create a cultural, scientific, corporate, entertainment, and educational center for the region. Provide long-term growth opportunities for existing institutions and foster a healthy economy to attract new cultural, scientific, corporate, entertainment, and educational institutions.

- **Objective 8:** Create mobility guidelines and multimodal metrics consistent with SB 743. Incorporate new goals, policies, and programs that balance multiple modes of transportation and meet the requirements of the Complete Streets Act.
- **Objective 9:** Reduce greenhouse gas emissions and encourage walking, biking, transit, and other alternatives to motor vehicles by creating strategies to encourage nonautomotive travel and protect residential neighborhoods consistent with AB 32, SB 375, and SB 743.
- **Objective 10:** Reconcile General Plan buildout projections with regional and subregional estimates for growth creating consistency with SCAG.
- **Objective 11:** Incorporate housing sites identified in the adopted Housing Element with the Land Use Element.

#### **D. Procedural Compliance with CEQA**

In conformance with CEQA, the State CEQA Guidelines, and the City of Pasadena CEQA Guidelines, the City of Pasadena conducted an extensive environmental review of the proposed project. The City published a Draft Environmental Impact Report (“Draft EIR” or “DEIR”) on January 22, 2015, a Final EIR on July 15, 2015, an Errata on July 22, 2015, and a Revised Final EIR on August 7, 2015 in compliance with CEQA requirements. The Final EIR has been prepared in accordance with CEQA and the CEQA Guidelines, as amended. As allowed for in CEQA Guidelines § 15084(d)(2), the City retained a consultant to assist with the preparation of the environmental documents. The City, acting as Lead Agency, has directed, reviewed and edited as necessary all material prepared by the consultant, and such material reflects the City’s independent judgment. The key milestones associated with the preparation of the EIR are summarized below. In addition, an extensive public involvement and agency notification effort was conducted to solicit input on the scope and content of the EIR and to solicit comment on the results of the environmental analysis presented in the Draft EIR. In general, the preparation of the EIR included the following key steps and public notification efforts:

- The City determined that an EIR would be required for the proposed project and issued a Notice of Preparation (NOP) and Initial Study on September 5, 2013. The public review period extended from September 5, 2013, to October 21, 2013.
- Four scoping meetings were conducted by the City on September 12, 14, 18, and 25, 2013 during circulation of the NOP and Initial Study. These four meetings were preceded by four “pre-scoping meetings” in June, 2013 designed to educate the public on types of EIRs, their scope, and the overall CEQA process.

- Based upon the Initial Study and Environmental Checklist Form, City staff determined that a DEIR should be prepared for the proposed project. The scope of the DEIR was determined based on the City's Initial Study, comments received in response to the NOP, and comments received at the scoping meetings conducted by the City. Section 2.3 of the DEIR describes the issues identified for analysis in the DEIR.
- The City prepared a DEIR, which was made available for a 60-day public review period beginning January 22, 2015 and ending March 24, 2015.
- During the 60-day public review period, the City held publically noticed Planning Commission meetings on February 11, 2015 & March 11, 2015 to discuss the contents of the General Plan Update, including the Draft EIR, and the Land Use & Mobility Element and allow for comment. The City held two courtesy noticed meetings on February 19, 2015 and February 21, 2015 to present and accept comments on the DEIR.
- The City prepared a Final EIR ("FEIR"), including the Responses to Comments to the DEIR, the Findings of Fact, the Mitigation Monitoring and Reporting Program ("MMRP") and the Statement of Overriding Considerations. The FEIR/Response to Comments contains comments on the DEIR, responses to those comments, revisions to the DEIR, and appended documents, including analysis of the Refined Project demonstrating that its impacts would be similar to those of the proposed project.
- The City held public meetings and hearings on the proposed project. The information session held with TAC and PC on June 18, 2015 & June 24, 2015 were special meetings with 48 hour notice and posting at Permit Center and City hall. The remaining dates, TAC (7/16), PC (7/22) and CC (8/7) were duly noticed public hearings.
  - Transportation Advisory Commission on June 18 and July 16, 2015
  - Planning Commission on June 24 and July 22, 2015, and
  - City Council Hearings on August 17, 2015.

## **E. Certification**

Pursuant to CEQA Guidelines Section 15090(a), the City certifies that:

- (1) The Final EIR has been completed in compliance with CEQA;
- (2) The Final EIR was presented to the City Council and the City Council has reviewed and considered the information contained in the Final EIR prior to approving the project; and
- (3) The Final EIR reflects the City's independent judgment and analysis.



## **F. Custodian and Location of Records**

The documents and other materials that constitute the administrative record for the City's actions related to the project are at the City of Pasadena Planning Department at 175 North Garfield Avenue, Pasadena, CA, 91101. The City Planning Department is the custodian of the administrative record for the project. Copies of these documents, which constitute the record of proceedings, are and at all relevant times have been and will be available upon request at the offices of the Planning Department. This information is provided in compliance with Public Resources Code Section 21081.6(a)(2) and Guidelines Section 15091(e).

## **II. ENVIRONMENTAL IMPACTS AND FINDINGS OF FACT**

The City of Pasadena, as lead agency, is required under CEQA to make written findings concerning each alternative and each significant environmental impact identified in the DEIR and FEIR.

Pursuant to Public Resources Code § 21081 and CEQA Guidelines §15091, no public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant effects on the environment that would occur if the project is approved or carried out unless the public agency makes one or more of the following findings with respect to each significant impact:

1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the FEIR.
2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
3. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the FEIR.

The City has made one or more of these specific written findings regarding each significant impact associated with the Project. Those findings are presented below, along with a presentation of facts in support of the findings. Concurrent with the adoption of these findings, the City adopts the Mitigation Monitoring and Reporting Program.

The EIR evaluation included a detailed analysis of impacts in 14 environmental disciplines, analyzing the Project and alternatives, including a No Project Alternative. The EIR discloses the environmental impacts expected to result from the construction and operation of the

Project. Where possible, mitigation measures were identified to avoid or minimize significant environmental effects. The mitigation measures identified in the EIR are measures proposed by the lead agencies, responsible or trustee agencies or other persons that were not included in the Project but could reasonably be expected to reduce adverse impacts if required as conditions of approving the Project, as required by CEQA Guidelines § 15126.4(a)(1)(A).

These Findings set forth the environmental basis for the discretionary actions to be undertaken by the City for the development of the Project. These actions include the approval and/or certification of the following:

- Pasadena General Plan EIR (SCH#20130091009);
- Pasadena General Plan Update; and
- Specific Plan Amendments

#### **A. Document Format**

These Findings have been organized into the following sections:

**Section B, Findings on Impacts Determined to be Less Than Significant**, presents the environmental topic areas of the proposed project that were determined in the EIR to be less than significant without the addition of mitigation measures and presents the rationales for these determinations.

**Section C, Findings on Impacts Mitigated to Less Than Significant**, presents significant impacts of the Project that were identified in the FEIR, the mitigation measures identified in the Mitigation Monitoring and Reporting Program, and the rationales for the findings.

**Section D, Findings on Significant Unavoidable Impacts**, presents significant impacts of the Project that were identified in the FEIR, the mitigation measures identified in the Mitigation Monitoring and Reporting Program, the findings for significant impacts, and the rationales for the findings.

**Section E, Findings on Project Alternatives**, presents alternatives to the Project and evaluates them in relation to the findings set forth in Section 15091(a)(3) of the State CEQA Guidelines, which allows a public agency to approve a project that would result in one or more significant environmental effects if the project alternatives are found to be infeasible because of specific economic, social, or other considerations.

**Section F, Findings on Responses to Comments on the Draft EIR and Revisions/Additions to the Final EIR**, presents the findings on the responses to comments and revisions to the Draft EIR made after the 60-day public review period. Pursuant to Section 15088.5 of the State CEQA Guidelines, recirculation of the Draft EIR prior to EIR certification is not required.

## **B. Findings on Impacts Determined to be Less Than Significant**

### **Initial Study**

The Initial Study (DEIR Appendix B) determined that the Project would have no impact or a less than significant impact on the resource areas and thresholds bulleted below, and therefore, determined that they would not be addressed in the DEIR. Based upon the environmental analysis presented in the EIR, and the comments received by the public on the DEIR, no substantial evidence was submitted or identified by the City which indicated that the Project would have an impact on the following environmental areas.

- Aesthetics
  - Implementation of the General Plan Update would not substantially damage scenic resources along a state scenic highway; impacts are less than significant.
- Agriculture and Forest Resource
  - The project area does not contain Prime Farmland, Unique Farmland, or Farmland of Statewide Importance; there are no impacts.
  - No portion of the project area conflicts with existing zoning for agricultural use or is covered by a Williamson Act Contract; there are no impacts.
  - The project area does not include forest land, timberland, or timberland zoned as Timberland Production; there are no impacts.
  - The project does not result in the loss of forest land or conversion of forest land to non-forest use; there are no impacts.
  - Nor does the project result in changes in the existing environment that could result in the conversion of Farmland to non-agricultural use or forest land to non-forest land use; there are no impacts.
- Biological Resources
  - The General Plan Update would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites; impacts are less than significant.
  - The General Plan Update would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.
  - The General Plan Update would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.
- Cultural Resources
  - Implementation of the General Plan would disturb human remains; impacts are less than significant.

- Energy
  - The General Plan Update would not conflict with adopted energy conservation plans; impacts are less than significant.
  - Implementation of the General Plan Update would not result in wasteful use of non-renewable resources; impacts are less than significant.
- Geology and Soils
  - The General Plan Update would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist for the area or based on other substantial evidence of a known fault; impacts are less than significant.
  - The General Plan Update would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking; impacts are less than significant.
  - The General Plan Update would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction; impacts are less than significant.
  - The General Plan Update would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides; impacts are less than significant.
  - Implementation of the General Plan Update would not result in substantial soil erosion or the loss of topsoil; impacts are less than significant.
  - Implementation of the General Plan Update would not result in impacts related to development located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse; impacts are less than significant.
  - Implementation of the General Plan Update would not result in impacts related to development located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property; impacts are less than significant.
  - Projects developed in accordance with the General Plan Update would include sewer laterals and would not rely on septic tanks or other alternative wastewater disposal systems. No impact would occur.
- Hazards and Hazardous Materials

- No portion of the City is within an airport land use plan or within two miles of an airport. General Plan Update implementation would not cause any hazards related to aircraft operating to or from Bob Hope Airport; there are no impacts.
- There are heliports within the City, however, the proposed General Plan Update would not allow the development of buildings with increased height that would affect flight patterns or pose a safety hazard. Impacts are less than significant.
- Hydrology
  - The Project would not place structures within the flow of a 100-year flood, and the project would have no related impacts.
- Land Use and Planning
  - The General Plan Update would not divide an existing community; impacts are less than significant.
  - The General Plan Update would not conflict with any applicable habitat conservation plan (HCP) or natural community conservation plan (NCCP); there are no impacts.
- Mineral Resources
  - Implementation of the General Plan Update not result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state; no impact would occur.
  - Implementation of the General Plan Update not 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; no impact would occur.
- Noise
  - General Plan Update implementation would not cause any noise-related impacts from aircraft operating to or from El Monte Airport or Bob Hope Airport. Therefore, the Project would not expose people to excessive airport related noise and would have no associated impacts.
  - Noise from helicopter flights would be periodic and is not expected to have a significant impact on the ambient noise environment. Impacts are less than significant.
- Population and Housing
  - The City has a certified Housing Element which demonstrates sufficient capacity to meet SCAG's regional housing needs and includes a list of existing and proposed housing programs to further assist in the provision of affordable housing. As a result, impacts are less than significant.
  - The proposed General Plan Update is not expected to displace a substantial amount of existing housing, and it would increase the number of dwelling units and population by allowing higher intensity residential uses and mixed-use development. As a result, impacts are less than significant.

- Transportation/Traffic
  - The proposed General Plan Update would not affect any airport facilities and would not cause a change in the directional patterns of aircraft. Therefore, the project would have no impact to air traffic patterns.
- Utilities and Services Systems
  - The proposed General Plan Update would comply with federal, state, and local statutes and regulations related to solid waste. No impacts would occur.

## **Draft EIR**

This section identifies impacts of the Project determined to be less than significant. This determination assumes compliance with Existing Regulations and Standard Conditions as detailed in Chapter 5 of the DEIR.

### **1. Aesthetics**

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**Impact 5.1-1: Buildout in accordance with the proposed General Plan land use plan would alter the visual appearance of Pasadena, but would not substantially degrade its existing visual character or quality.**

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Support for this environmental impact conclusion is fully discussed in Section 5.1, *Aesthetics*, of the DEIR, beginning on page 5.1-13 and Section 6, *Refined Project Environmental Analysis*, of the Revised FEIR.

The General Plan Update does not propose changes in the City’s topography, tall buildings that would block views, or the redevelopment of entire neighborhoods. The City is largely built out and the General Plan Update concentrates on creating flexibility in corridors and neighborhoods where growth is anticipated and appropriate, rather than focusing on extensive changes to the urban fabric. Accordingly, redevelopment during the planning period of the General Plan Update would occur largely in areas dominated by underutilized nonresidential uses and would be incremental and scattered. Although Pasadena is an urban and dense city, it is dominated by older, single-family residential neighborhoods where no land use changes are planned. The overall visual appearance and character of these neighborhoods is expected to remain intact and no major obstructions of scenic views are anticipated. For these reasons, and because policies in the General Plan Update and applicable City specific plans and design guidelines focus heavily on land use compatibility and context-sensitive design, no significant impacts to the aesthetic character, quality, or scenic views of the City are anticipated. Impacts would be less than significant.

**Finding:** Compliance with proposed General Plan policies and existing regulations would enhance and preserve Pasadena’s existing visual character and quality. Impacts related to visual appearance and community character would be less than significant.

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**Impact 5.1-2: Buildout in accordance with the proposed General Plan land use plan would generate additional light and glare in Pasadena.**

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Support for this environmental impact conclusion is fully discussed in Section 5.1, *Aesthetics*, of the DEIR, beginning on page 5.1-46 and Section 6, *Refined Project Environmental Analysis*, of the Revised FEIR.

Development allowed under the proposed Land Use Plan would generate new sources of light and glare that could affect day or nighttime views in the City. Sources of light include lighting needed to provide nighttime street and building illumination, security lighting, nighttime traffic, and lighting associated with construction activities. Although additional development capacity could be utilized throughout the City, most growth planned for the buildout period of the General Plan Update would occur from increased development intensities in areas that already feature buildings, parking, streets, and other light-generating land uses. Therefore, additional light and glare resulting from implementation of the General Plan Update would be incremental rather than an expansion of the geographic range of impacts.

Furthermore, land use changes proposed by the General Plan Update are primarily limited to the specific plan areas described in Chapter 3, *Project Description*, of the DEIR and Section 6, *Refined Project Environmental Analysis*, of the Revised FEIR. These areas are currently developed with residential, commercial, office, and public uses, and therefore already generate substantial amounts of light and glare.

### **Daytime and Nighttime Glare**

Most of the land use changes proposed within the specific plan areas are increases in allowable development intensity achieved by a proposed increase in maximum floor area ratio (FAR). Greater allowable building intensity in these areas could result in greater surface areas of buildings and other flat surfaces that create glare. However, since almost all of the parcels in the relevant specific plan areas are built out, changes in surface area would be negligible. New development or redevelopment would also be required to comply with standards outlined in the Pasadena Municipal Code that address light and glare (Section 17.40.080).

The introduction of mixed use development in areas currently occupied by a single land use type would be a key outcome of the General Plan Update. However, mixed uses are not anticipated to generate more glare than their constituent parts (residential, commercial, and office uses), which are already present in the eight specific plan areas or elsewhere in Pasadena.

## Nighttime Light Levels

Light intrusion into the night sky obstructs views of astrological features, has been shown to disrupt animal behavior, and negatively impacts human health. Existing sources of nighttime light in Pasadena include building lights (interior and exterior), security lights, sign illumination, and parking facility lighting. Other sources of nighttime light include street lights, vehicular traffic along roadways, and athletic field lighting.

Although the City is generally built out, continued development and redevelopment throughout the City and increased development intensities and land use changes within the specific plan areas would likely generate new sources of light. Especially where vacant or underutilized parcels are converted to new uses, new sources of light could increase nighttime illumination. However, because the City is largely built out, the lighting associated with improvements and structures of future development projects would not substantially increase nighttime light within the project area. Additionally, the Design Guidelines and Municipal Code contain lighting standards that would be applicable to development activity associated with future development that would be accommodated by the General Plan. For example, Section 17.40.080, Outdoor Lighting, requires that outdoor lighting be directed downward and away from adjoining properties and public rights of way. The same section also prohibits outdoor lighting that blinks, flashes, or is of unusually high intensity or brightness. The City does not have a lighting ordinance specifying the maximum amount of lighting that may be generated by new development projects. However, future development projects would be required to comply with California's Building Energy Efficiency Standards for Residential and Nonresidential Buildings, Title 24, Part 6, of the California Code of Regulations, which outlines mandatory provisions for lighting control devices and luminaires.

Nighttime light is also addressed in the adopted Open Space and Conservation Element. The element aims to minimize light trespass and pollution, ensure safety, and reduce effects of nighttime lighting on migrating birds and other sensitive species. The element contains an implementation measure specifically related to nighttime lighting. Furthermore, proposed Land Use Element Policies 4.11, 6.7, and 27.4 require that lighting be shielded and efficient.

**Finding:** Adherence to design standards in the Municipal Code and other regulations would ensure that light and glare from new development and redevelopment projects allowed under the General Plan Update would be minimized. Impacts related to light and glare would be less than significant.



## 2. Cultural Resources

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**Impact 5.4-3: Grading activities are not expected to disturb human remains.**

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Support for this environmental impact conclusion is fully discussed in Section 5.4, *Cultural Resources*, of the DEIR, beginning on page 5.4-25 and Section 6, *Refined Project Environmental Analysis*, of the Revised FEIR.

There are some previously recorded archeologically sensitive areas within the City, including five archaeological sites, two historic, two multi-component (historic and prehistoric), and one prehistoric. There are no known Native American sacred lands within the City, but the Arroyo Seco area may be sensitive for cultural resources. Therefore, human remains could potentially be buried in soils in the City. Ground disturbance by projects developed pursuant to the proposed General Plan Update could disturb these remains.

California Health and Safety Code Section 7050.5 requires that if human remains are discovered within the project site, disturbance of the site shall halt and remain halted until the coroner has conducted an investigation and made recommendations to the person responsible for the excavation, or to his or her authorized representative. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes or has reason to believe the human remains are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission. Public Resources Code Section 5097.98 mandates the process to be followed in the event of a discovery of any human remains. These regulations ensure that any remains encountered during grading activities would not be disturbed. Impacts are less than significant.

**Finding:** Compliance with existing state regulations would ensure that implementation of the Project would not result in substantial adverse impacts to human remains. Impacts related to disturbance of human remains would be less than significant.

## 3. Greenhouse Gas Emissions

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**Impact 5.5-2: The proposed General Plan Update would not conflict with the CARB Scoping Plan or SCAG's 2012 RTP/SCS.**

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Support for this environmental impact conclusion is fully discussed in Section 5.5, *Greenhouse Gas Emissions*, of the DEIR, beginning on page 5.5-23 and Section 6, *Refined Project Environmental Analysis*, of the Revised FEIR.

The following discusses the consistency of the proposed General Plan Update to the California Air Resources Board (CARB) Scoping Plan and the Southern California Association of Governments (SCAG) 2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) in addition to the City's Green Action City Plan.

## **CARB Scoping Plan**

In accordance with Assembly Bill 32 (AB 32), CARB developed the Scoping Plan to outline the state's strategy to achieve 1990-level emissions by year 2020. To estimate the reductions necessary, CARB projected statewide 2020 business as usual (BAU) GHG emissions and identified that the state as a whole would be required to reduce GHG emissions by 28.5 percent from year 2020 BAU to achieve the targets of AB 32 (CARB 2008). Since release of the 2008 Scoping Plan, CARB has updated the 2020 GHG BAU forecast to reflect GHG emissions in light of the economic downturn and measures not previously considered in the 2008 Scoping Plan baseline inventory. The revised BAU 2020 forecast shows that the state would have to reduce GHG emissions by 21.6 percent from BAU or 15.7 percent from the adjusted baseline (i.e., with Pavley and 33 percent renewable portfolio standard [RPS]) (CARB 2012b)).

Since adoption of the 2008 Scoping Plan, state agencies have adopted programs identified in the Scoping Plan, and the legislature has passed additional legislation to achieve the GHG reduction targets. Statewide strategies to reduce GHG emissions include the Low Carbon Fuel Standard (LCFS) and changes in the corporate average fuel economy standards (e.g., Pavley I and 2017–2025 Corporate Average Fuel Economy [CAFE] standards). These statewide measures are applicable uniformly throughout the state, and all future developments under the proposed Land Use Plan would be in compliance. Table 5.5-6, *Statewide GHG Emissions Reduction Strategies*, of the DEIR provides a summary of the statewide strategies and the associated GHG emissions reductions when integrated into the proposed General Plan Update. In addition to these statewide strategies, the proposed General Plan Update policies listed in Section 5.5.4 of the DEIR would also contribute to reducing GHG emissions. Therefore, the proposed General Plan Update is supportive of the CARB Scoping Plan and would be consistent with the Scoping Plan, and impacts are considered less than significant.

## **SCAG's 2012 RTP/SCS**

SCAG's 2012 RTP/SCS is a regional growth-management strategy that targets per capita GHG reduction from passenger vehicles and light-duty trucks in the Southern California region. The 2012 RTP/SCS incorporates local land-use projections and circulation networks in city and county general plans. The projected regional development pattern, including locations of land uses and residential densities included in local general plans, when integrated with the proposed regional transportation network identified in the 2012 RTP/SCS, would reduce per capita vehicular travel-related GHG emissions and achieve the GHG reduction per capita targets for the SCAG region of 8 percent per capita from 2005 GHG emission levels by 2020 and 13 percent per capita from 2005 GHG emission levels by 2035. Section 5.8, *Land Use and Planning*, Table 5.8-1, *Consistency with SCAG's 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy Goals*, of the DEIR provides an assessment of the Project's relationship to applicable RTP/SCS goals. As identified in this

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

### **City of Pasadena Green City Action Plan**

The Green City Action Plan is a City-adopted plan to guide the City in becoming more sustainable. The plan identifies a wide range of goals and implementation actions to conserve energy and water, reduce solid waste, address global warming, tailor urban design, protect natural habitats, improve transportation options, and reduce risks to human health. Specific goals related to GHG include increasing the use of renewable energy in Pasadena and reducing the City's overall electric load by 10 percent. Other goals include reducing single-occupancy vehicle trips by 10 percent and advancing higher density mixed-use neighborhoods that are bike- and pedestrian-friendly. The proposed General Plan Update includes various policies that are and would be consistent with these goals and initiatives of the Green City Action Plan. For example, Policy LU 18.1 pertains to accommodating a mix and density of land uses and urban forms that would promote active transit and higher utilization of public transportation. Policies ME 2.2, 2.3, and 2.4 pertain to improving access to and creating more public transit. These policies, in addition to the other policies of the proposed General Plan as outlined in Section 5.5.4 of the DEIR, are consistent with the goals and initiatives of the Green City Plan.

**Finding:** Implementation of proposed General Plan policies would ensure consistency with applicable plans, policies and regulations adopted for the purpose of reducing greenhouse gas emissions. Impacts would be less than significant.

## **4. Hazards and Hazardous Materials**

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**Impact 5.6-1: Buildout in accordance with the General Plan Update would involve the transport, use, and/or disposal of hazardous materials.**

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Support for this environmental impact conclusion is fully discussed in Section 5.6, *Hazards and Hazardous Materials*, of the DEIR, beginning on page 5.6-16 and Section 6, *Refined Project Environmental Analysis*, of the Revised FEIR.

### **Construction**

Development in accordance with the General Plan Update would result in infill development and intensification of land uses within the City. During construction, new development

pursuant to the General Plan Update would involve the use of hazardous materials, such as fuels, lubricants, paints, solvents, and greases in construction equipment and coatings used in construction. However, the materials used would not be in such quantities or stored in such a manner as to pose a significant safety hazard. These activities would also be short-term in nature.

Grading and excavation in infill areas may expose construction workers and the public to known or potentially unknown hazardous materials in the soil or groundwater. As summarized in Tables 5.6-1 through 5.6-3 of the DEIR, there are a number of sites throughout the City that contain hazardous materials and have the potential to pose health hazards. However, new development on contaminated areas would be required to be remediated prior to building development. Additionally, any unknown contamination discovered during excavation would require halting of all construction activities and remediation. Remediation would be required to occur to the satisfaction of the appropriate responsible agency, Department of Toxic Substances Control (DTSC), Regional Water Quality Control Board (RWQCB), Los Angeles County Fire Department (LACoFD), or Pasadena Fire Department (PFD). Remediation would prevent exposure of people and the environment to these hazards.

Development under the General Plan may involve demolition of older buildings that contain asbestos-containing materials or lead-based paint (LBP), resulting in potential exposure to these hazardous materials of workers or persons living in the area. There are various regulations pertaining to the exposure, abatement, and protection from exposure to asbestos-containing materials (ACM) and LBP. Future development requiring demolition would be required to comply with the California Health and Safety Code, Occupational Safety and Health Administration (OSHA), and South Coast Air Quality Management District (SCAQMD) Rule 1403 related to removal of ACM and LBP. Compliance would require the preparation of LBP and ACM surveys for any building demolitions and appropriate remediation measures for removal of LBP and ACM during demolition activities. Asbestos and lead abatement is required to be performed and monitored by certified contractors. OSHA regulations require proper labeling, safety training, hazardous materials exposure warnings, and emergency action and fire prevention plan preparation. Compliance with the existing regulations would ensure impacts are less than significant.

Additionally, as with project operation (below), the use, transport, and disposal of construction-related hazardous materials would be required to conform to existing laws and regulations. Compliance with applicable laws and regulations governing the use, storage, and transportation of hazardous materials would ensure that all potentially hazardous materials are used and handled in an appropriate manner and would minimize the potential for safety impacts to occur. For example, all spills or leakage of petroleum products during construction activities are required to be immediately contained, the hazardous material identified, and the material remediated in compliance with applicable state and local

regulations. All contaminated waste would be required to be collected and disposed of at an appropriately licensed disposal or treatment facility.

## **Operations**

Buildout of the Refined Project would result in an increase of 11,223 residential units and 9.26 million square feet of nonresidential uses. Overall, there would be a decrease in industrial land uses in the City by about 2.34 million square feet. Although development of new industrial uses would still be permitted in the City, the overall decrease in industrial land uses is expected to reduce the amount of hazardous materials used, since industrial land uses have the most potential to manufacture, transport, store, use, and dispose of hazardous materials and waste.

Although the General Plan Update would reduce industrial land uses within the City, development and redevelopment of industrial uses would continue to be allowed within industrial designations. Development under the General Plan would increase the number of residents and businesses within the City, mainly within the downtown and specific plan areas, resulting in an increase in the number of hazardous materials being transported, used, and stored, and the number of people being exposed to these materials. The transport of hazardous materials along the I-210, SR-134, I-710, and the City's local roadways creates potential risks for spills or leaks from nonstationary sources. Additionally, seismic activity, flooding, and fires can result in hazardous materials being released onto land or into the air and water, contaminating the environment and endangering public safety. Additionally, these land use changes may result in impacts related to the emission or handling of hazardous materials near schools. For new school sites that receive state funding or for existing school sites with new construction, the DTSC oversees school site approval for potential hazards in soil at the site or from potential hazardous waste impact from nearby parcels. California Department of Education oversees the evaluation of air quality hazards within a quarter mile of permitted and no permitted hazardous emission sources to new and expanding school sites.

The City of Pasadena has ordinances regulating hazardous materials management in accordance with state law: Municipal Code Title 8, Chapter 8.80, Handling and Disclosure of Hazardous Materials. The Pasadena General Plan contains policies and programs to ensure compliance with federal, state, and local regulations relating to hazardous waste production, use, storage, transport, or disposal of hazardous materials so that impacts to the environment and sensitive land uses are mitigated. Specifically, Safety Element Goal H-1 calls for the reduction in potential hazardous contamination in the City and sets forth a number of programs and policies related to the enforcement of disclosure laws, designating routes where hazardous materials are often transported, and encouraging residents and businesses to reduce or eliminate the use of hazardous materials (Programs H-1.1 and H-1.2 and Policies H-1.4– H-1.6). Policy H-1.3 states that new proposed facilities involved in the production, use, storage, transport, or disposal of hazardous materials will be a safe distance

from existing sensitive land uses; conversely, new sensitive facilities will not be allowed near existing sites that use, store, or generate hazardous materials.

Additionally, the use, storage, transport, and disposal of hazardous materials by residents and commercial businesses of the Project would be required to comply with existing regulations of several agencies, including DTSC, the Environmental Protection Agency (EPA), Cal/OSHA, PFD, and LACoFD (the latter two function together as the CUPA for Pasadena). Compliance with applicable laws and regulations governing the use, storage, and transportation of hazardous materials would ensure that all potentially hazardous materials are used and handled in an appropriate manner and would minimize the potential for safety impacts to occur.

Development projects that would be accommodated by the General Plan Update would be constructed and operated with strict adherence to all emergency response plan requirements set forth by the PFD and LACoFD. Proposed Policy LU 3.5, Hazardous Uses, is proposed to prohibit or control land uses that pose potential health and environmental hazards to Pasadena's neighborhoods and districts. Therefore, long-term operations of General Plan Update buildout would not involve routine transport, storage, use, and disposal of substantial amounts of hazardous materials that would result in a hazard to the public. Impacts would be less than significant.

**Finding:** Compliance with existing state and local regulations would ensure that project construction and operational impacts related to the transport, use, and disposal of hazardous materials would be less than significant.

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**Impact 5.6-2: Portions of the City of Pasadena are included on a list(s) of hazardous materials sites.**

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Support for this environmental impact conclusion is fully discussed in Section 5.6, *Hazards and Hazardous Materials*, of the DEIR, beginning on page 5.6-18 and Section 6, *Refined Project Environmental Analysis*, of the Revised FEIR.

The environmental database search conducted for the proposed General Plan Update mapped 881 separate hazardous materials sites in a 0.25-mile-wide buffer zone surrounding the City. Some map symbols denote multiple hazardous materials sites, and many sites are listed on multiple databases. For instance, 1,844 sites in the City are listed on the Haznet database of hazardous waste manifests. Open GeoTracker hazardous materials sites and active EnviroStor cases show nine sites with potential hazardous materials releases potentially affecting soil; four sites potentially affecting a drinking water aquifer or drinking water well; three sites potentially affecting groundwater other than drinking water; and four sites potentially affecting soil vapor (see Tables 5.6-2 and 5.6-3 of the DEIR).

Due to the fact that there are sites undergoing investigation and/or remediation within the City, impacts from hazardous substance contamination on or adjacent to specific project

developments in the City may occur. Future development in accordance with implementation of the General Plan Update may be impacted by hazardous substance contamination remaining from historical operations on a particular site. However, properties contaminated by hazardous substances are regulated at the federal, state, and local levels and are subject to compliance with stringent laws and regulations for investigation and remediation. For example, compliance with the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), Resource Conservation and Recovery Act (RCRA), California Code of Regulations, Title 22, and related requirements would remedy any potential impacts caused by hazardous substance contamination. Therefore, impacts resulting from buildout of the General Plan Update would be less than significant upon compliance with existing laws and regulations.

Furthermore, Policy LU 3.5, Hazardous Uses, is proposed to prohibit or control land uses that pose potential health and environmental hazards to Pasadena's neighborhoods and districts. Compliance with state law would ensure that impacts of General Plan buildout from listed hazardous materials sites would be less than significant.

**Finding:** Adherence with existing state and local regulations would ensure that project impacts related to hazardous material sites would be less than significant.

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**Impact 5.6-3: Project development could affect the implementation of an emergency response or evacuation plan.**

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Support for this environmental impact conclusion is fully discussed in Section 5.6, *Hazards and Hazardous Materials*, of the DEIR, beginning on page 5.6-19 and Section 6, *Refined Project Environmental Analysis*, of the Revised FEIR.

Continued growth and development associated with implementation of the General Plan Update has the potential to strain the emergency response and recovery capabilities of federal, state, and local governments. Coordination among various City and county departments is necessary to ensure adequate emergency response.

The Los Angeles County Operational Area Emergency Response Plan provides the framework for responding to major emergencies or disasters. The goals of this plan are to outline a strategy to prepare for, respond to, and recover from an emergency or disaster for 88 cities, 137 unincorporated communities and 288 special districts in the county. Additionally, the City's Emergency Operations Plan (EOP) provides a plan for residents to respond to major emergencies or disasters.

The PFD provides emergency response services to the City of Pasadena, including hazardous materials emergency response. The City's participation in the California Standardized Emergency Management System (SEMS) as required under Government Code Section 8607(a) allows Pasadena to receive state support and funding in the event of an emergency. SEMS incorporates the use of the Incident Command System, California

Disaster and Civil Defense Master Mutual Aid Agreement, the Operational Area concept, and multiagency or interagency coordination. State agencies are required to use SEMS, and local government entities must use SEMS in order to be eligible for any reimbursement of response-related costs under the state's disaster assistance programs. These resources would be utilized by Pasadena in an emergency event. Buildout of the General Plan Update would not interfere with the implementation of the Pasadena EOP because the plan would be followed by new residents and the project does not interfere with operations of the PFD, police department, or other agencies (see Section 5.11, *Public Services*, of the DEIR) that would respond in the event of a disaster or major emergency in Pasadena. No project would be permitted to block any designated evacuation routes. Impacts would be less than significant.

**Finding:** No component of the Project would have a direct adverse impact on implementation of applicable emergency response and evacuation plans. Land uses developed consistent with buildout of the General Plan Update would be required to comply with these existing state and local plans. Impacts would be less than significant.

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**Impact 5.6-4: Areas of the city near very high fire hazard severity zones could expose structures and/or residences to fire hazards.**

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Support for this environmental impact conclusion is fully discussed in Section 5.6, *Hazards and Hazardous Materials*, of the DEIR, beginning on page 5.6-20 and Section 6, *Refined Project Environmental Analysis*, of the Revised FEIR.

A wildland fire is an uncontrolled fire in areas of little or no development. However, these fires can quickly spread to the urban/wildland interface where development meets expanses of vegetative fuels. As shown in Figure 5.6-1, *Fire Hazard Severity Zones*, of the DEIR, the majority of the City is developed with urban and suburban uses and is not within very high fire hazard severity zones. Additionally, none of the specific plan areas where land use designations would change are in fire hazard severity zones mapped by CAL FIRE.

As shown in Figure 5.6-1 of the DEIR, the California Department of Forestry and Fire Protection (CAL FIRE) classifies areas in Pasadena as very high fire hazard severity zones in the western portion of the planning area west of the Arroyo Seco and the hillsides in the northwestern and northeastern portions of Pasadena. The West Gateway Specific Plan area, along Arroyo Boulevard north and south of its intersection with Westminster Drive, abuts a very high fire hazard severity zone in the San Rafael Hills. Buildout of the residential areas within the very high fire severity zone west of the Arroyo Seco and adjacent, including areas within the West Gateway Specific Plan and hillside areas could expose additional people and structures to wildland fire hazards.

Fire suppression services in Pasadena are provided by the PFD and through a mutual aid agreement with LACoFD. To help protect the City and its residents from fire hazards, the



City of Pasadena has building and fire codes that must be followed. The fire chief may also use his/her authority to instate certain building, planning, or landscaping requirements. Pasadena addresses the issue of weeds and other vegetation as potential fire hazards and prevention measures in Municipal Code, Title 14, Chapter 14.29. Specifically, the Hazardous Vegetation Ordinance provides a fire prevention partnership between the City and property owners to prevent disastrous fires. The ordinance minimizes fire danger by minimizing density and regulating placement of flammable vegetation. Each spring, the PFD does a mail-out for residents within the City-designated urban-interface zone to remind property owners of their responsibility to mitigate hazardous vegetation conditions. Hazardous Vegetation Inspection Notices indicate the level of fire safety and where any mitigation action is required of the property owner.

Additionally, the City of Pasadena has adopted the 2010 California Fire Code, as amended, a modification of the International Fire Code. These codes are revised on a triennial cycle. Provisions include sprinkler and fire hydrant requirements in new structures and remodels, road widths and configurations designed to accommodate the passage of fire trucks and engines, and requirements for minimum fire flow rates for water mains. The fire chief is authorized and directed to enforce the provisions of the California Fire Code throughout the City. The City has also adopted the most recent (currently 2010) version of the California Building Code that includes sections on fire-resistant construction material requirements based on building use and occupancy. The construction requirements are a function of building size, purpose, type, materials, location, proximity to other structures, and the type of fire suppression systems installed.

The City's General Plan Safety Element provides goals and policies to minimize the risk of fire hazard. Policy R-1 ensures that there is adequate infrastructure and response times, R-2 requires all new development in a high fire hazard area to provide fire retardant landscaping, and R-3 requires the City to assess secondary water supplies for emergency fire flow needs. Development proposed within high-fire hazard areas will be required to implement fire management plans. Because the State of California, County of Los Angeles, and City of Pasadena require adherence to building codes and review by the fire department to reduce fire hazards, impacts on fire hazards resulting from implementation of the General Plan Update would be less than significant. Buildout of the General Plan Update would not expose people or structures to substantial wildfire hazards, and impacts would be less than significant.

**Finding:** Continued adherence to the City's Municipal Code, applicable building codes, and adopted policies of the Pasadena General Plan would ensure that impacts related to wildland fire risks would be less than significant.

## 5. Hydrology and Water Quality

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**Impact 5.7-1: Development pursuant to the proposed General Plan Update could increase the amount of impervious surfaces in the City of Pasadena and therefore increase surface water flows into drainage systems within the watershed, potentially resulting in erosion, siltation, and/or flooding.**

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Support for this environmental impact conclusion is fully discussed in Section 5.7, *Hydrology and Water Quality*, of the DEIR, beginning on page 5.7-19 and Section 6, *Refined Project Environmental Analysis*, of the Revised FEIR.

Buildout of the proposed General Plan Update has the potential to result in an increase in impervious surfaces; thus creating an increase in stormwater runoff, higher peak discharges to drainage channels, and the potential to cause erosion or sedimentation in drainage swales and streams. Increased runoff volumes and velocities could create nuisance flooding in areas without adequate drainage facilities.

However, this is unlikely to occur because the City is nearly fully developed with a mixture of urban and suburban land uses. Nearly 58 percent of the City's acreage is devoted to residential uses of varying densities. Approximately 10 percent of the land in the City is allocated to commercial uses, including offices, restaurants, and retail stores. Only 2 percent of the land is used for industrial purposes, such as manufacturing and warehousing. The remaining 30 percent of the land is distributed among open space/parks and institutional uses or is vacant; however, approximately 400 acres of the vacant land are in hillside areas. Although buildout of the Refined Project would allow for an increase of up to 9,256,705 square feet of nonresidential square footage and 11,223 housing units, this development would occur mainly in infill areas or areas that have already been developed with impervious surfaces. There would be changes in land-use designations in some areas and an increase in the intensity of land uses on some parcels. However, this is not expected to result in a significant increase in runoff or surface-water flows into drainage systems.

Although implementation of the General Plan Update is not anticipated to result in a significant increase in stormwater runoff, development and redevelopment activities would alter existing drainage patterns. New storm-drain infrastructure for new development projects would be required to be designed in accordance with standards set forth in the Los Angeles County Department of Public Works (LACDPW) Hydrology Manual (2006). In addition, new storm drains would be required, under Pasadena Municipal Code Chapter 8.70, to control the rate of discharge to the City's storm-drain system such that the rate of discharge would not increase from existing conditions. This may require the filtration and/or retention of stormwater onsite. All drainage and flood-control structures and improvements are subject to review and approval by the City of Pasadena Public Works Department. Also, new project applicants must submit a drainage plan to the Planning and Development Department as well as the Department of Public Works for approval prior to issuance of

grading or building permits. Compliance with these requirements would ensure that potential impacts related to stormwater conveyance and flooding would be less than significant.

In addition, the City of Pasadena requires, pursuant to Municipal Code Chapter 8.70, that all new development or significant redevelopment projects that involve more than 5,000 square feet comply with Los Angeles County Standard Urban Stormwater Mitigation Plan (SUSMP) requirements to ensure that on- and offsite drainage facilities can accommodate stormwater flows. Implementation of these provisions, which include low-impact design (LID), best management practices (BMPs), and possibly onsite retention basins, would minimize increases in peak flow rates or runoff volumes. Treatment-control BMPs must be designed and constructed to treat or filter the first 0.75 inch of stormwater runoff from a storm event. Project applicants must also conduct maintenance inspections of all treatment-control BMPs and provide to the City or county a signed statement accepting responsibility for maintenance. SUSMPs plans must be submitted and approved by the City prior to the issuance of building permits.

There are two streams that flow through Pasadena: the Arroyo Seco and Eaton Wash. Implementation of the General Plan Update would not alter the course of either stream or result in significant erosion or siltation. No new development is planned in the vicinity of Arroyo Seco. The East Pasadena Specific Plan is in the vicinity of Eaton Wash; however, at this location, the Eaton Wash is channelized and no changes to the course of the channel are planned.

Standard erosion-control measures would be implemented as part of the Stormwater Pollution Prevention Plans (SWPPP) for any Project to minimize the risk of erosion or sedimentation during construction. The SWPPP must include an erosion-control plan that prescribes measures such as phasing of grading, limiting areas of disturbance, designation of restricted-entry zones, diversion of runoff away from disturbed areas, protective measures for sensitive areas, outlet protection, and provisions for revegetation or mulching. The erosion-control plan would also include treatment measures to trap sediment once it has been mobilized, including inlet protection, straw bale barriers, straw mulching, straw wattles, silt fencing, check dams, terracing, and siltation or sediment ponds. With implementation of these measures during construction, any erosion or siltation impacts would be less than significant.

Once projects within the General Plan Update area have been constructed, the county and City requirements for new development or redevelopment would include source-control measures, site-design measures, LID, and treatment measures that address stormwater runoff and would reduce the potential for erosion or siltation.

Stormwater runoff is further regulated by Chapter 4.52 of the Municipal Code, Sewer Use Fee and Storm Drain Charge, which requires each property that discharges to the City's storm drain or storm drain facility to pay a fee based on the quantity of runoff, which is used

for future improvements and to maintain the existing system. In addition, major developments that impact the capacity of downstream storm drains are required to upgrade system components to mitigate impacts at the developer's expense.

The policy of the Pasadena General Plan Open Space and Conservation Element respecting water quality is to adopt policies encouraging the use of natural processes to capture, treat, and infiltrate urban runoff throughout the watershed. The implementation measure set forth in the aforementioned policy is to provide public education regarding the proper disposal of liquid waste, household chemicals, and medications; the City of Pasadena Public Works Department is tasked with carrying out that measure. In addition, proposed General Plan Policy LU 10.17 would protect water quality in the Arroyo Seco watershed by transforming impervious street surfaces into landscaped green spaces, as appropriate. Policy LU 10.18 would encourage the use of natural processes to capture, treat, and infiltrate urban runoff throughout the watershed. Adherence to SWPPP and SUSMP requirements for new development and redevelopment and the use of impact fees to upgrade storm-drain systems would reduce potential impacts related to erosion, siltation, and/or flooding to less than significant levels.

**Finding:** Adherence to regulatory requirements for new development and redevelopment and the use of impact fees to upgrade storm-drain systems would reduce potential impacts related to erosion, siltation, and/or flooding to less than significant levels. Impacts would be less than significant.

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**Impact 5.7-2: Development pursuant to the proposed General Plan Update would increase the amount of impervious surfaces in the City of Pasadena and would therefore impact opportunities for groundwater recharge.**

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Support for this environmental impact conclusion is fully discussed in Section 5.7, *Hydrology and Water Quality*, of the DEIR, beginning on page 5.7-21 and Section 6, *Refined Project Environmental Analysis*, of the Revised FEIR.

Future development within the General Plan Update area is not anticipated to result in a significant increase in impervious surfaces, because most of the area is already built out. Any increase in impervious surfaces would reduce infiltration, which could lead to reduced groundwater recharge. Applicants for new development or significant redevelopment are required to implement site design measures, LID, and BMPs, including infiltration features that contribute to groundwater recharge and minimize stormwater runoff.

There are two groundwater recharge areas in Pasadena: the Arroyo Seco Spreading Basins and the Eaton Canyon Spreading Basins (RBMB 2013). PWP has water rights to divert up to 25 cfs from the Arroyo Seco to the Arroyo Seco Spreading Basins and up to 8.9 cfs from Eaton Wash to the Eaton Canyon Spreading Basins. This water is used to recharge the Raymond Groundwater Basin. The proposed General Plan Update would not result in land-

use changes or development on or near these spreading grounds. Future development would not interfere with groundwater recharge that takes place in the recharge basins.

Buildout of the General Plan Update area could lead to an increased demand for water, which could lead to an increase in groundwater pumping. However, the Raymond Groundwater Basin is adjudicated by the Raymond Basin Management Board (RBMB), which oversees the amount of groundwater that can be extracted by each water purveyor to prevent groundwater overdraft. The allotment for Pasadena Water and Power (PWP) was 12,807 acre-feet per year (afy) in 2010. An RBMB resolution in 2009 called for a cooperative pumping reduction for purveyors with water rights in the Pasadena Subbasin, so PWP's allotment in 2015 will be 10,304 afy (CDM 2011).

PWP owns and operates a network of groundwater wells to supply potable water to their users. The City receives approximately 45 percent of its water supply from groundwater and 56 percent from imported water. Some of the wells are currently offline or are used for blending due to water contamination issues. However, with the construction of the Monk Hill Treatment Plant, which began operations in July 2011, four wells have been placed back online. Construction of a perchlorate treatment system at the Sunset Treatment Plant is currently underway, and the Eastside Well Collector Project, also under construction, will install pipelines to convey water from seven groundwater wells to a central disinfection facility at Jones Reservoir. These projects will bring additional groundwater production wells into the system and increase local groundwater production rates (CDM 2011).

In addition, the City of Pasadena has implemented numerous water-conservation measures and programs to reduce water demand, resulting in reduction of groundwater pumping. New development proposed under the General Plan Update would be required to adhere to the 2013 California Plumbing Code and 2013 California Green Building Standards Code, which require water-efficient indoor fixtures and irrigation controllers and result in a reduction in water demand by 5 to 6 percent. Also, Pasadena's Turf Rebate Program has resulted in savings of 21 afy and PWP's rebates for water-efficient devices, such as rain barrels, soil moisture sensors, high-efficiency toilets and clothes dryers, and water-based irrigation controllers, have resulted in savings of 42 afy. In addition, all new development projects must comply with Pasadena's Water Efficient Landscape Ordinance, which sets new standards for water-efficient landscapes and irrigation requirements. Thus, maximum buildout for the proposed General Plan Update would not result in a significant reduction in groundwater recharge or groundwater resources.

**Finding:** Future development within the General Plan Update area is not anticipated to result in a significant increase in impervious surfaces because most of the area is already built out. Furthermore, compliance with existing regulations and programs related to stormwater runoff, water conservation, and landscaping would ensure that implementation of the Project would not result in significant impacts related to groundwater recharge. Impacts would be less than significant.

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**Impact 5.7-3: General Plan Update buildout would involve some increase in residential density in the East Pasadena Specific Plan area within the dam inundation zone for Eaton Wash Dam.**

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Support for this environmental impact conclusion is fully discussed in Section 5.7, *Hydrology and Water Quality*, of the DEIR, beginning on page 5.7-22 and Section 6, *Refined Project Environmental Analysis*, of the Revised FEIR.

The City of Pasadena is in the Devil's Gate Dam and Eaton Wash Dam inundation zones. Implementation of the General Plan Update would not place any housing within the dam inundation zone of Devil's Gate Reservoir.

Eaton Wash Dam is just north of East Washington Boulevard within Pasadena City limits and has a capacity of 956 acre-feet. This dam is an earthfill structure with a clay core with a height of 62 feet, width of 1,525 feet, and crest width of 15 feet. It was constructed by the Corps in 1937 and ownership was subsequently transferred to the Los Angeles County Flood Control District (LACFCD). The dam was constructed to provide debris storage, flood control, and water conservation, and has four slide gates, which control the releases of water into Eaton Wash. The released water can be directed to the Eaton Canyon Spreading Basins. Downstream of the dam, Eaton Wash is channelized to its confluence with the Rio Hondo River (LACFCD 2013). A 1998 seismic study commissioned by LACFCD indicated that although the dam embankment is structurally adequate for a major earthquake and meets California Department of Water Resources Division of Safety of Dams (DSOD) standards, a large earthquake could initiate seepage flows and the outlet tower could fail or deform. Improvements have recently been implemented that include construction of erosion-control measures on the downstream embankment, installation of a toe drain to improve the performance and safety of the dam, and increasing the storage capacity of the Eaton Canyon Spreading Basins (LACFCD 2013).

The dam inundation map for Eaton Wash Dam, shown in Figure 5.7-4 of the DEIR, shows that the inundation zone encompasses the Eaton Canyon Spreading Basins and extends to Grayburn Road to the south, Eaton Wash to the west, and South Rosemead Boulevard to the east. Some areas designated Low Density Residential, and the East Pasadena Specific Plan area, where additional housing is planned, are within the dam inundation zone. The dam inundation map shows a travel time of approximately 15 minutes for floodwater to reach the northern portion of the East Pasadena Specific Plan area. However, the probability that there would be significant water behind the dam coinciding with a dam breach is extremely low.

The City of Pasadena has never been impacted by a major dam failure. Dams in California are continually monitored by various governmental agencies, including the DSOD and the Corps. Dam owners are required to maintain Emergency Action Plans that include emergency warnings and procedures for damage assessment. Additionally, the City of