

Agenda Report

July 9, 2018

TO: Honorable Mayor and City Council

FROM: Planning & Community Development Department

**SUBJECT: PLANNED DEVELOPMENT 36 – 3200 E. FOOTHILL MIXED USE PROJECT
3200 EAST FOOTHILL BOULEVARD**

RECOMMENDATION:

It is recommended that, following a public hearing, the City Council:

1. Adopt a Resolution approving the Sustainable Communities Environmental Assessment (SCEA) (SCH # 2018021017), adopting findings, and adopting the Mitigation Monitoring and Reporting Program (MMRP); and
2. Adopt the Land Use Findings (Attachment A) for a Zone Map Amendment to change the zoning of the site from EPSP-d2-IG-B4 (East Pasadena Specific Plan, subarea d1, general industrial district) to Planned Development (PD) 36; and
3. Adopt the Land Use Findings (Attachment A) to establish PD 36 – 3200 E Foothill Blvd Planned Development with the Conditions of Approval in Attachment B; and
4. Direct the City Attorney to prepare an Ordinance for a Zone Map Amendment to change the zoning of the site from EPSP-d2-IG-B4 (East Pasadena Specific Plan, subarea d1, general industrial district) to establish PD 36; and
5. Direct the City Clerk to file a Notice of Determination with the Los Angeles County Recorder.

PLANNING COMMISSION RECOMMENDATION:

The Planning Commission conducted a public hearing on May 9, 2018 to discuss the proposed project.

Letters expressing both support and opposition to the proposed project were submitted during the Planning Commission review. The letters are included in Attachment C. Thirty-two members of the public commented on the proposed project. Four commenters spoke in favor of the project. Opponents of the project articulated a variety of concerns, including freeway adjacency, exposure to hazardous materials, water supply, and traffic. Although commenters discussed a variety of topics, the majority of commenters identified their construction trade union affiliation and articulated concerns about the use of non-unionized labor for the proposed project.

At the public hearing, the Planning Commission recommended (4-1 vote, 4 members absent) that the City Council approve the project, with modified conditions of approval and modified mitigation measures. The conditions of approval have been incorporated into Attachment B and the modified mitigation measures have been incorporated into Attachment D for City Council consideration.

The modified conditions of approval were clarifications and enhancements to existing Department of Transportation recommended conditions, including additional guidance for the Transportation Demand Management (TDM) plan and sidewalk widths. Additionally, a condition of approval was added requiring the Design Commission to emphasize the physical and visual permeability of the site through the Design Review process.

The requested modifications to the project's mitigation program were requested in a memo by Pasadena Heritage. The modifications include a request for the HABS/HAER Documentation be provided to the Pasadena Public Library and that the onsite interpretive program also be included in the documentation and made available for those who cannot visit the project site. Another modification was to include the identification of key individuals who worked onsite and documentation of their roles and histories in order to "humanize" the history presented. A final clarification to the MMRP was to ensure that the monitoring applied to all four of the physical elements of the mitigation program.

EXECUTIVE SUMMARY:

The applicant, Pasadena Gateway, LLC, has proposed a Planned Development, including the demolition of 29 existing structures on the approximately 8.53 acre project site (currently the Space Bank mini-storage site); and construction of eight separate residential and mixed-use buildings, subterranean and above-ground parking structures, and landscaping. The proposed buildings would include a total of 550 apartment units and 9,800 square feet of retail and restaurant space. A Sustainable Communities

Environmental Assessment (SCEA) was prepared for the proposed project. The Draft SCEA was released on February 8, 2018 and the comment period concluded on March 26, 2018. The Planning Commission conducted a public meeting to comment and receive comment on the Draft SCEA. All impacts studied in the SCEA were found to be less than significant or less than significant with mitigation.

The following entitlements are requested by the project applicant:

- (1) Zone Map Amendment: To change the zoning designation of the project site from EPSP-d2-IG-B-4 to PD 36.
- (2) PD Plan: The rezoning of a site to PD requires simultaneous approval of a PD Plan. The PD Plan identifies allowed or conditionally allowed uses, applicable development standards for the PD, and conditions of approval related to the project.

BACKGROUND:

The main project site is located on the south side of East Foothill Boulevard, between North Kinneloa Avenue and Sierra Madre Villa Avenue in East Pasadena. The main project site encompasses 8.32 acres (362,498 SF) and has been occupied by the Space Bank Mini Storage Facility since 1978 and, prior to that, was a U.S. Naval Ordnance Test Station (NOTS). Existing onsite development consists of 29 structures, including 23 buildings and 6 temporary structures, totaling 212,397 SF. All buildings were constructed between 1930 and 1950 and range from 14' to 40' in height, with 1-2 story plans. Approximately 4.9 acres of the site is paved, with the remainder occupied by existing buildings. A total of 128 surface parking spaces exist on-site.

A 0.21-acre (9,148 SF) accessory site is also included in the project site but is outside of the main project boundary, at the southwest corner of the site on the west side of Kinneloa Avenue. This site is envisioned for non-programmed passive recreational use. This site is currently leased by a private construction contractor who provides short-haul trucking services and uses the area for vehicle parking.



Figure 1 – Project Site

Adjacent Uses (Overall Site):

North: Commercial
South: 210 Freeway
East: Medical Office (Kaiser)
West: Industrial

Adjacent Zoning (Overall Site):

North: EPSP-d2-PS (EPSP, Public and Semi-Public)
EPSP-d2-CL (EPSP, Limited Commercial)
South: PS (Public and Semi-Public)
East: EPSP-d2-CG-B-3 (EPSP, General Commercial)
West: EPSP-d2-IG-B-4 (EPSP, General Industrial)

PROJECT DESCRIPTION:

The applicant, Pasadena Gateway, LLC, has proposed a Planned Development, including the demolition of 29 existing structures on the approximately 8.53 acre project site (currently the Space Bank mini-storage site); and construction of eight separate residential and mixed-use buildings, subterranean and above-ground parking structures, and landscaping. The proposed buildings would include a total of 550 apartment units and 9,800 square feet of retail and restaurant space. Three of the buildings would be four stories, five of the buildings would be five stories, and all buildings would have a maximum height of 60 feet. The proposed project would include approximately two acres of combined on-site recreational and open space amenities consisting of a public

park in the center portion of the site, two courtyards, a dog park, a paseo, a fitness center, two clubhouses, and a retail court. The types of housing units would be intermixed on each level and would consist of 165 studio units, 165 one-bedroom units, 192 two-bedroom units, and 28 three-bedroom units. Parking would be provided in a two-level subterranean parking structure located on the north side of the property along Foothill Boulevard and a five-level above grade parking structure located along the rear of the property adjacent to the I-210 Freeway. A total of 839 vehicle parking stalls and 84 bicycle parking stalls would be provided. The project site includes a 0.21-acre accessory site on the west side of Kinneloa Avenue that is currently proposed for passive open space use.

The project site was initially developed as a furniture company in the 1920s and was subsequently owned and operated by the US Navy as the Naval Information Research Foundation (NIRF) Undersea Center beginning in the late 1940's through the late 1970's. The site was reportedly used by the Navy for testing and scientific work involving classified materials, torpedoes, and other weapon systems. The Navy vacated the site in 1974. The site was subsequently purchased at auction by Space Bank, Ltd. in 1978 and since that time, the site has been continuously utilized as a self-storage facility. All buildings on the site are surrounded by continuous paving and parking areas.

Historical use of the project site for research, testing, and assembly of torpedoes and other weapon systems has generated the presence of hazardous materials in soil and soil vapor, and potentially in groundwater beneath the property. The project includes remediation required by and at the direction of the California Department of Toxic Substance Control (DTSC). The remediation is required to be completed prior to utilizing the site as a mixed-use development. The remediation includes removal and testing of the existing onsite storm drain system and excavation of all contaminated soil. The applicant would also be required to install groundwater monitoring wells to determine the levels of contaminants in order to inform DTSC in area wide efforts to address groundwater. The proposed project would not risk exacerbating any groundwater contamination.

The project also includes the retention of objects identifying the property with its significance as a research and development laboratory for torpedo development during the Cold War. These objects include the flagpole at the north side of the site, a Navy medallion that appears as an anchor seal located on a gate leading into the site, and the Variable Atmospheric Tank located in the existing Building 5. These objects are proposed to be retained as the basis of an on-site interpretive program. The flagpole is proposed to be relocated slightly west of its current location on Foothill Boulevard. The anchor seal is proposed to be relocated slightly to the east as a ground-mounted plaque, identifying the site's pedestrian entrance into the site. The Variable Atmospheric Tank is proposed to be relocated onto a new concrete mount within the proposed central park. The proposed location of this feature would be visible from many areas within the development as well as from Foothill Boulevard. Finally, a reconstructed

concrete torpedo monument, which can be seen in historic photographs at the entrance to the property, would also be placed within the central park.

ANALYSIS:

1. Zone Map Amendment: To change the zoning designation of the project site from EPSP-d2-IG-B-4 to PD 36.

Pursuant to Zoning Code Section 17.26.020.C - Purpose and Applicability of Special Purpose Zoning Districts – Planned Development (PD) District, a PD zoning district is intended for sites where an applicant proposes and the City desires to achieve a particular mix of uses, appearance, land use compatibility, or special sensitivity to neighborhood character. The applicant is requesting a zone change for the project site from EPSP-d2-IG-B-4 to Planned Development 36. The request for a zone change to Planned Development is a mechanism allowed by the Zoning Code, through the approval of City Council, to create a new Planned Development.

Section 17.74.030 (Initiation of Amendments) of the Zoning Code allows a property owner/authorized agent of the property to initiate a zoning map amendment or zone change for their property. The applicant, Pasadena Gateway, LLC has initiated a zone change for the project site from EPSP-d2-IG-B-4 to Planned Development 36 for the creation of a new planned development. The PD process establishes a procedure for development of large parcels of land that reduces the rigidity of standards and results in desirable development otherwise unattainable through strict adherence to applicable standards. Pursuant to Section 17.74.050 - Commission Action on Amendment of the Zoning Code, the Planning Commission shall conduct a public hearing and make a written recommendation to the City Council whether to approve, approve in modified form, or disapprove the proposed Zoning Map amendment (Zone Change), based upon the findings contained in Section 17.74.070 (Findings and Decision), below.

1. The proposed amendment is in conformance with the goals, policies, and objectives of the General Plan; and
2. The proposed amendment would not be detrimental to the public interest, health, safety, convenience, or general welfare of the City.

The City Council must consider the recommendation of the Commission at a public hearing and hear evidence regarding the amendment (Zoning Code Section 17.74.060 - Council Action on Amendment). The City Council shall then, approve, approve in modified form, or disapprove the proposed amendment based upon the findings in Section 17.74.070 (Findings and Decision), above.

2. PD Plan: The rezoning of a site to PD requires simultaneous approval of a PD Plan. The PD Plan identifies allowed or conditionally allowed uses, applicable development standards for the PD, and conditions of approval related to the project.

Pursuant to Section 17.26.020.C - Purpose and Applicability of Special Purpose Zoning Districts – Planned Development (PD) District, the PD zoning district is intended for sites where an applicant proposes and the City desires to achieve a particular mix of uses, appearance, land use compatibility, or special sensitivity to neighborhood character. The specific purposes of the PD district are to:

- a. Establish a procedure for the development of large parcels of land in order to reduce or eliminate the rigidity, delays, and inequities that otherwise would result from application of land use regulations and administrative procedures designed primarily for small parcels;
- b. Ensure orderly and thorough planning and review procedures that will result in quality urban design;
- c. Encourage variety and avoid monotony in large developments by allowing greater freedom in selecting the means to provide access, light, open space, and amenity;
- d. Allow certain types of development consistent with the general plan that can be acceptable at a specific location only under standards significantly more restrictive than those of a base district in which the use is permitted;
- e. Provide a mechanism whereby the city may authorize desirable developments in conformity with the general plan without inviting speculative rezoning applications that if granted, often could deprive subsequent owners of development opportunities that do not necessarily result in construction of the proposed facilities;
- f. Encourage allocation and improvement of common open space in residential areas, and provide for maintenance of the open space at the expense of those who will directly benefit from it;
- g. Encourage the preservation of serviceable existing structures of historic value or artistic merit by providing the opportunity to use them imaginatively for purposes other than that for which they were originally intended; and
- h. Encourage the assembly of properties that might otherwise be developed in unrelated increments to the detriment of surrounding neighborhoods.

The proposed PD zoning district shall be consistent with all land use classifications of the General Plan. The rezoning of a site to the PD district shall require the simultaneous approval of a PD Plan, which is the ordinance adopting the PD zoning district as well as the accompanying conditions established by the Planning Commission (Zoning Code Section 17.26.020.C.3 - Adoption of a PD zoning district and accompanying PD plan). The PD Plan sets the development standards for the PD and shall comply with the following standards.

1. The density of a residential development under a PD plan shall not exceed the density allowed in the Land Use Element of the General Plan.
2. In the CD district, no PD plan may authorize a greater height than that permitted by Figure 3-8 - Central District Maximum Height.

3. The performance standards of Section 17.40.090 shall apply.

The proposed Planned Development complies with the development standards stated above as discussed in the Development Standards section below.

Pursuant to Zoning Code Section 17.26.020.C.3 - Adoption of a PD zoning district and accompanying PD plan, the Planning Commission shall make a recommendation to the City Council to reclassify to a PD zoning district, which is accompanied by a recommendation on the PD Plan. The City Council shall then consider the Planning Commission's recommendation to reclassify the subject property to a PD zoning district. The findings required for the PD zoning district are the same as the findings for a zone change as stated below.

1. The proposed amendment is in conformance with the goals, policies, and objectives of the General Plan; and
2. The proposed amendment would not be detrimental to the public interest, health, safety, convenience, or general welfare of the City.

The proposed PD Plan is provided as Attachment E.

Development Standards

The following section provides information on the proposed PD and its compliance and deviations from the Zoning Code and EPSP. The proposed project would comply with all development standards of Zoning Code with the exception of 1) residential use and density of the site; 2) floor area ratio; and 3) open space requirements using the Zoning Code's Mixed-Use and Urban Housing standards. See Table I below for a comparison of residential density and Floor Area Ratio (FAR) requirements of the EPSP, adopted General Plan and proposed project.

Table I

Development Standard	EPSP	General Plan	Proposed Project
Residential Density	0	0 to 87 du/acre	55.2 du/acre
FAR	1.20	0 to 2.25	1.53

Residential Density

The EPSP does not permit residential and mixed-use projects at the project site and does not establish a residential density. The current EPSP was adopted in October 2000. The EPSP accounted for the Sierra Madre Villa Gold Line Station, however the City's Transit-Oriented Development approach has evolved over the past 18 years, including the adoption of a General Plan Land Use Element and Mobility Element in April 2015, both of which emphasize clustering development intensity around the City's

light rail stations. The adopted General Plan Land Use Element designates the site as Medium Mixed Use, which identifies residential densities up to 87 dwelling units per acre. The City is in the process of updating the East Pasadena Specific Plan to be consistent with the adopted General Plan. The PD is proposing a maximum of 550 dwelling units, which is 66.1 dwelling units per acre, below the General Plan maximum allowable density.

The applicant has requested that the PD Plan establish a residential density of 55.2 dwelling units per acre for a total of 460 units, based on the main site area of the project. To attain the 550 proposed dwelling units, the applicant intends to utilize a 20% Density Bonus, which would require providing 10 percent of the maximum allowable density as low-income units. The project is proposing 69 affordable housing units (46 low-income and 23 moderate-income units), therefore the project is eligible for the Density Bonus.

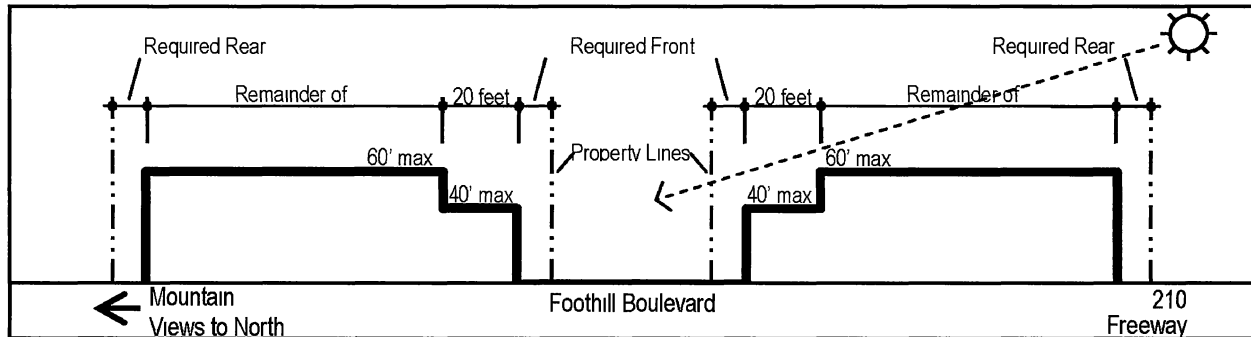
The project is subject to the City's Inclusionary Housing Ordinance (Section 17.42 of the Zoning Code) which requires 15 percent of residential units be restricted to affordable rental prices with a minimum of 10 percent of the units be rented to low-income households and five percent of the units be rented to low or moderate-income households. Optionally, a developer may satisfy the Inclusionary Housing Ordinance through payment of an in-lieu fee or by providing off-site affordable units. The Inclusionary Housing requirement is based on the maximum allowable density established for Density Bonus purposes. The project meets the requirement of 46 low-income units (10 percent of the base density) and 23 moderate-income units (5 percent of the base density). The project proposes all 69 affordable units on-site.

Floor Area Ratio

The current maximum allowable Floor Area Ratio (FAR) for the site in the EPSP is 1.20. The main site area, excluding the 0.21 acre ancillary site, is approximately 8.32 acres. Under the current EPSP, the total maximum allowable floor area for all buildings on this site is 554,907 square feet. Under the General Plan's Medium Mixed Use Land Use designation, the maximum FAR is 2.25, or 815,621 square feet. The proposed floor area for the project is 554,907 square feet, a FAR of 1.53. The PD Plan would restrict the project to 1.53 FAR, which is below the General Plan maximum and can be approved through the PD Plan.

Height

In the EPSP, height is measured from the existing grade at the Foothill Boulevard property line. The maximum height for the project site is 60 feet. Further, projects are required to comply with the building stepback in the figure below:



The proposed project has a maximum height of 53 feet, which is below the 60-foot maximum, and is designed to comply with the building stepback requirement in the EPSP.

Setbacks

For this site, the Kinneloa Avenue frontage is the shortest street-facing property line and is considered the front property line, while the Foothill Boulevard property line is considered the corner side property line. The EPSP requires a five-foot front yard setback in the d2-IG subarea/subzone. Foothill Boulevard has a special setback of 10 feet for front and corner side yards. No interior side or rear yard setback is required. The proposed project incorporates a 15-foot setback along Kinneloa Avenue and a 10-foot setback along Foothill Boulevard, which complies with the EPSP.

Parking

The project site is located within the Sierra Madre Villa Transit Oriented Development (TOD) Area as it is located within 1/4 mile of the Sierra Madre Villa Gold Line Light Rail Station. Projects within the TOD areas receive a parking reduction in order to encourage transit usage in conjunction with a safe and pleasant pedestrian-oriented environment. Retail uses generally are required to provide 3 parking spaces for every 1,000 square feet of floor area, while restaurants are required to provide 10 spaces for every 1,000 square feet. The retail and restaurant off-street parking in the Sierra Madre Villa TOD Area is reduced by 10 percent, and this reduction shall be the maximum allowed number of parking spaces.

The residential off-street parking requirement in the Sierra Madre Villa TOD Area is 1 space for each unit less than 650 square feet, and a minimum of 1.5 spaces to a maximum of 2.0 spaces for each unit 650 square feet or more. Additionally, 1 guest parking space is required for every 10 units.

Table II – Zoning Code Parking Requirements

Residential		Minimum Spaces Required	Maximum Spaces Required
Units less than 650 sf	245 units	245	245
Units 650 sf or more	305 units	458	610
Guest Spaces		55	55
<i>Residential Subtotal</i>		758	910
Commercial			
Retail	5,800 sf	15	15
Restaurant	4,000 sf	36	36
<i>Commercial Subtotal</i>		51	51
<u>TOTAL</u>		<u>809</u>	<u>961</u>

As shown in Table II above, taking into account the TOD parking reductions, the minimum number of parking spaces required for the project would be 809 parking spaces, and the maximum allowable would be 961 parking spaces. Parking for the proposed project would be provided in a two-level subterranean parking structure with 436 parking spaces and a five-level above-ground parking structure with 403 parking spaces. The total parking provided would be 839 spaces, which is within the range identified for the Sierra Madre Villa TOD Area.

Open Space

The City's Zoning Code includes open space requirements that vary based on the type of development that is proposed. Pursuant to Zoning Code Section 17.50.160.H Community space requirements, mixed-use projects must provide a minimum of 150 square feet of community space for each dwelling unit. In addition to these requirements, Zoning Code Section 17.50.350.E (Open space), sets forth the City's Urban Housing open space standards which requires a minimum of 30 percent of the net floor area of a residential structure be provided as open space. The distinction between utilizing Mixed-Use development standards and Urban Housing development standards would apply on a building-by-building basis. If a commercial and residential use occur in the same building, then Mixed-Use standards would apply. If a building is limited to residential uses, then the Urban Housing standards would apply. The proposed PD Plan would apply the Mixed-Use Community Space to the entire project.

The Community Space requirements of the project's residential component would be met through useable private open spaces provided onsite in addition to the publicly accessible 14,874 square foot retail court and the 20,100 square foot central park. The project would provide over 150 square feet of community space per residential unit. Due to the size of the project site and its design as an integrated development, the open space areas available to the on-site residents would include the courtyard east, courtyard west, and paseo areas. The definition of Community Space also includes

indoor recreational rooms up to 600 square feet. The project includes two club spaces of 3,035 square feet and 1,760 square feet as well as a 3,000 square-foot fitness center. This results in 600 additional square feet of Community Space toward the requirement.

Based on the availability of 86,579 square feet of total Community Space, the project's proposed open space would exceed the standards of the City's mixed-use open space requirements (Section 17.50.160). Additionally, the project is willing to devote areas within the site as publicly accessible open space. Therefore, the project's proposed open space plan would meet the intent and would not conflict with the open space requirements of the Zoning Code.

Freeway Adjacency

As a part of the project's review, staff requested that its environmental consultant, Rincon Consultants, prepare a Health Risk Assessment (HRA) to determine the possible health effects associated with Toxic Air Contaminants from interstate 210 on the potential occupants of the proposed project. The Health Risk Assessment has been included as Attachment F. Recent case law (*California Building Industry Association v. Bay Area Air Quality Management District*) has determined that CEQA pertains to a project's impact on the environment, rather than the environment's impact on the project. Therefore, this analysis is not a part of the CEQA review of the project, but is presented as a part of the City Council's discretionary review of the project and to inform the Council in its consideration of the findings in order to make its decision.

The HRA concluded that after inclusion of the recommendations in the document, the health risks of the residents living in close proximity to interstate 210 would be below Southern California Air Quality Management District threshold (cancer risk below 10 in one million). Further, the Air Resources Board (ARB) recognizes solid barriers, such as the proposed project's parking structure located along the site's property line facing interstate 210, as a strategy for reducing concentrations of traffic pollution and associated health risks. While it is not possible to quantify the risk reduction associated with the proposed parking structure due to modeling limitations, it is clear from ARB's advisory that risk levels would be lower throughout the project site than estimated in this report. As a result, the conclusions are considered a conservative estimate of health risk. The recommendations are included as recommended conditions of approval for the project.

Consistency with the General Plan

The project is consistent with the Land Use Element of the General Plan. The findings in Attachment A detail the ways that the proposed project would be consistent with specific Goals of the City's General Plan Land Use Element.

The project site has a General Plan Land Use Designation of Medium Mixed Use (0.0-

2.25 FAR, 0-87 dwelling units per acre). The proposed development would be within the ranges identified in the Medium Mixed Use land use designation for density and FAR.

The General Plan Land Use Element allocated 750 housing units and 1,095,000 square feet of commercial development capacity to the EPSP area. The project is proposing 481 market-rate housing units and 69 affordable housing units. The City's development capacity does not apply to affordable housing units in the East Pasadena Specific Plan. There are two other pending projects in the Specific Plan area that would potentially count toward the residential development capacity of the EPSP. The other projects include 17 and 208 market rate units respectively. If all projects, including PD 36, were approved and constructed, they would result in a total of 706 of the 750 residential units allowed in the General Plan development capacity for the EPSP. The proposed project's 481 market-rate units could be accommodated within the existing development capacity prescribed by the General Plan.

REVIEW BY OTHER DEPARTMENTS:

The project has been reviewed by the Planning and Community Development Department, DOT, Fire Department, Police Department, Department of Public Works, Public Health Department, Housing and Career Services Department, and Department of Water and Power. Recommended conditions of approval have been included in Attachment B to this report.

ENVIRONMENTAL REVIEW:

In accordance with the requirements of the California Environmental Quality Act, a SCEA was prepared in order to identify and analyze the project's potential impact on the environment.

SB 375 provides CEQA streamlining opportunities for Transit Priority Projects that are "consistent with the use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy, for which the ARB has accepted a metropolitan planning organization's determination that the sustainable communities strategy or the alternative planning strategy would, if implemented, achieve the greenhouse gas emission reduction targets established by ARB."

Transit Priority Projects

SB 375 provides CEQA streamlining opportunities for certain Transit Priority Projects (TPPs). A TPP is a project that meets the following three criteria:

- A. Contains at least 50 percent residential use, based on total building square footage and, if the project contains between 26 percent and 50 percent nonresidential uses, a floor area ratio of not less than 0.75;
- B. Provides a minimum net density of at least 20 units per acre; and

- C. Is within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan.

The residential component of the proposed project encompasses approximately 440,621 SF of the project's total 554,907 SF of floor area, or 80 percent of the total floor area. As such, the proposed project would be consistent with Criterion A. The proposed 550 multi-family residential dwellings on the approximately 8.32 acre site would have a density of approximately 66 units per acre. As such, the proposed project would be consistent with Criterion B. The project site is located 700 feet from the Sierra Madre Villa Gold Line Station and is within a high-quality transit corridor and a transit priority area. The proposed project is consistent with Criterion C. The proposed project is consistent with all three criteria and is considered a Transit Priority Project.

Consistency with Sustainable Communities Strategy

On April 2016, SCAG's Regional Council adopted the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS): A Plan for Mobility, Accessibility, Sustainability, and a High Quality of Life. The RTP/SCS would, if implemented, achieve the 2020 and 2035 GHG emission reduction targets established by ARB.

As described in the SCEA, the project is consistent with the "City Residential" place of the RTP/SCS. "City Residential" districts are exemplified by mid- and high-rise residential structures between 5 and 40 stories tall with some ground-floor retail space, and structured parking either above or below ground. Workers, residents, and visitors are well-served by transit, and can walk or bicycle for many of their transportation needs. The proposed project would include 550 multi-family dwellings in buildings that are up to five stories tall and 9,800 SF of retail/restaurant space on the ground floors of the buildings fronting Foothill Boulevard and along the internal retail court. The project site is served by existing Metro bus routes, Pasadena Transit system bus routes, and the nearby Sierra Madre Villa Gold Line Station. Pedestrian access to the project site would be provided by a 22-foot wide sidewalk along Foothill Boulevard, which would create a pedestrian connection to the retail/restaurant courtyard, and central park.

The proposed project is consistent with the land use designation, density, and building intensity criteria described in the 2016 RTP/SCS.

SCEA Analysis

The SCEA was prepared to analyze the potential environmental impacts of a project with proposing 550 residential dwelling units and 9,800 square feet of commercial space. The SCEA analyzed the potential impacts to Aesthetics, Agriculture and Forestry Resources, Air Quality, Biological Resources, Cultural Resources, Energy, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Noise, Population and Housing, Public Services,

Recreation, Transportation and Traffic, Tribal Cultural Resources, and Utilities and Service Systems. Of these nineteen areas, the SCEA found there would be potentially significant impacts related to Air Quality, Biological Resources, Cultural Resources, Hazards and Hazardous Materials, Noise, Transportation and Traffic, and Tribal Cultural Resources. The SCEA found that mitigation would reduce all potential impacts to less than significant with mitigation. All other impacts were found to be less than significant.

Comment Period

On February 8, 2018, the Draft SCEA was made available for review during a 30-day public comment period that was originally set to close on March 9, 2018. The comment period was extended by public request and officially closed on March 26, 2018.

SCEA Comments

During the comment period, staff received seven sets of written comments on the document and received verbal comments from members of the public and Planning Commissioners at the February 28, 2018 Planning Commission meeting. Public Resources Code Section 21155.2(b)(4) requires the City to consider all of the comments received prior to taking action on the SCEA. In order to aid the City Council in considering the comments received, the City's consultant Rincon and City staff have prepared responses to the written and verbal comments, which are included in Attachments G and H. Additionally, the applicant has prepared responses to specific comments, which are included in Attachment I.

The SCEA (Attachment J) was revised in response to some of the comments raised. The revisions include typographical errors, are minor in nature, and do not affect any of the analysis or conclusions in the document. An Errata memo is attached to the SCEA.

Mitigation Monitoring and Reporting Program

A Mitigation Monitoring and Reporting Program (MMRP) describes procedures that would be followed to implement mitigation measures adopted in connection with the approval of the proposed project and the methods for monitoring such actions. A MMRP is necessary only for impacts that would be significant if not mitigated. The MMRP table consists of the mitigation measures required for the project and specifies the timing of the measure, the responsible entity for mitigation monitoring, and provides an entry to record when the mitigation measure was completed and measures its effectiveness. The MMRP is included as Attachment D.

COUNCIL POLICY CONSIDERATION:

The proposed project supports the guiding principles of the General Plan by targeting new development to underutilized infill transit-oriented areas; providing job, housing, and shopping opportunities. Additionally, the staff-recommended alternative would

further the City Council's Strategic Plan goals through the creation of job opportunities, as part of construction and operation, that would support and promote the local economy, as well as result in the contribution of property tax, and sales tax to the City.

FISCAL IMPACT:

The applicant, consistent with the adopted Fee Schedule, would pay the cost of the project reviews and permits to the City. The project would generate income to the City through property tax and sales tax revenue.

Respectfully submitted,



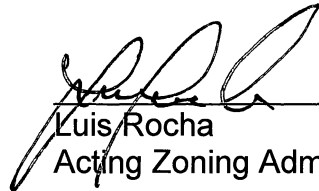
DAVID M. REYES
Director of Planning & Community
Development

Prepared by:



David Sanchez
Senior Planner

Concurred by:



Luis Rocha
Acting Zoning Administrator

Approved by:



STEVE MERMELL
City Manager

Attachments

- Attachment A Specific Findings for Approval
- Attachment B Conditions of Approval
- Attachment C Planning Commission Correspondence
- Attachment D Mitigation, Monitoring, and Reporting Program
- Attachment E PD Plan
- Attachment F Health Risk Assessment
- Attachment G Responses to Written SCEA Comments
- Attachment H Responses to Verbal SCEA Comments
- Attachment I Applicant's Response to Comments
- Attachment J Revised SCEA (available online at <https://ww5.cityofpasadena.net/planning/3200-east-foothill-boulevard-project/>)
- Attachment K Project Plans