

DRAFT INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Seven Patios Mixed Use Residential/ Commercial Retail Project

Lead Agency:

City of South Pasadena

1414 Mission Street
South Pasadena, CA 91030
Contact: Ms. Kanika Kith
(626) 403-7227

Prepared by:

GPA Consulting

201 Nevada Street, Suite B
El Segundo, California 90245
Contact: Jeanne Ogar, MESM, ENV SP
(310) 792-2690

June 2020

This document is designed for double-sided printing to conserve natural resources.



TABLE OF CONTENTS

1.0	Introduction.....	1-1
1.1	Statutory Authority and Requirements	1-1
1.2	Purpose	1-1
1.3	Consultation	1-2
1.4	Incorporation by Reference.....	1-2
2.0	Project Description	2-1
2.1	Project Location.....	2-1
2.2	Environmental Setting.....	2-1
2.3	Project Characteristics	2-8
2.4	Phasing/Construction.....	2-20
2.5	Agreements, Permits and Approvals.....	2-20
3.0	Initial Study Checklist.....	3-1
3.1	Background	3-1
3.2	Environmental Factors Potentially Affected	3-2
3.3	Evaluation of Environmental Impacts	3-3
4.0	Environmental Analysis.....	4.1-1
4.1	Aesthetics	4.1-1
4.2	Agriculture and Forestry Resources	4.2-1
4.3	Air Quality.....	4.3-1
4.4	Biological Resources.....	4.4-1
4.5	Cultural Resources	4.5-1
4.6	Energy	4.6-1
4.7	Geology and Soils.....	4.7-1
4.8	Greenhouse Gases	4.8-1
4.9	Hazards and Hazardous Materials	4.9-1
4.10	Hydrology and Water Quality	4.10-1
4.11	Land Use and Planning	4.11-1
4.12	Mineral Resources	4.12-1
4.13	Noise	4.13-1
4.14	Population and Housing	4.14-1
4.15	Public Services	4.15-1
4.16	Recreation	4.16-1
4.17	Transportation	4.17-1
4.18	Tribal Cultural Resources.....	4.18-1
4.19	Utilities and Service Systems	4.19-1
4.20	Wild fire	4.20-1
4.21	Mandatory Findings of Significance	4.21-1
4.22	References.....	4.22-1
4.23	Report Preparation Personnel	4.23-1



5.0	Consultant Recommendation.....	5-1
-----	--------------------------------	-----

6.0	Lead Agency Determination	6-1
-----	---------------------------------	-----

APPENDICES (provided on CD at the end of the Table of Contents)

- A. Air Quality Assessment/Greenhouse Gas Emissions Assessment
- B. Tree Inventory
- C. Geotechnical Study
- D. Phase I Environmental Site Assessment
- E. Acoustical Assessment
- F. Traffic Impact Analysis



LIST OF EXHIBITS

Exhibit 2-1	Regional Vicinity	2-2
Exhibit 2-2	Site Vicinity	2-3
Exhibit 2-3a	Site Photographs.....	2-4
Exhibit 2-3b	Site Photographs.....	2-5
Exhibit 2-3c	Site Photographs.....	2-6
Exhibit 2-4	Conceptual Site Plan	2-9
Exhibit 2-5a	Basement Plan 2	2-10
Exhibit 2-5b	Basement Plan 1	2-11
Exhibit 2-6	Conceptual Landscape Plan – Open Space Diagram	2-13
Exhibit 2-7	Conceptual Landscape Plan – Illustrative Site Plan	2-14
Exhibit 2-8	Mixed-Use Building Elevations.....	2-15
Exhibit 2-9a	Residential Building Elevations – Craftsman Bungalow #1	2-17
Exhibit 2-9b	Residential Building Elevations – Craftsman Bungalow #2	2-18
Exhibit 2-9c	Residential Building Elevations – Craftsman Bungalow #3	2-19



LIST OF TABLES

Table 2-1	Existing Project Site.....	2-1
Table 4.3-1	Construction-Related Emissions	4.3-4
Table 4.3-2	Operational Emissions.....	4.3-4
Table 4.3-3	Equipment-Specific Grading Rates.....	4.3-7
Table 4.3-4	Localized Significance of Construction Emissions	4.3-8
Table 4.3-5	Localized Significance of Operational Emissions.....	4.3-9
Table 4.7-1	Summary of Regional Faults Near the Reservoir.....	4.7-3
Table 4.8-1	Construction-Related Greenhouse Gas Emissions	4.8-1
Table 4.8-2	Project Greenhouse Gas Emissions.....	4.8-2
Table 4.8-3	Regional Transportation Plan/Sustainable Communities Strategy.....	4.8-3
Table 4.3-4	Project Consistency with Applicable CARB Scoping Plan Measures	4.8-4
Table 4.13-1	Typical Construction Noise Levels.....	4.13-2
Table 4.13-2	Noise Measurements	4.13-3
Table 4.13-3	Existing and Project Traffic Noise Levels	4.13-6
Table 4.13-4	Opening Year and Opening Year Plus Project Traffic Noise Levels.....	4.13-7
Table 4.13-5	Typical Construction Equipment Vibration Levels.....	4.13-10
Table 4.17-1	Consistency with Circulation System Programs, Plans, Ordinances, and Policies	4.17-2
Table 4.17-2	Existing Plus Project Intersection Significant Impact Evaluation	4.17-7
Table 4.17-3	Opening Year (2022) With Project Significant Impact Evaluation	4.17-8



1.0 INTRODUCTION

The Seven Patios Mixed Use Residential/Commercial Retail Project (herein referenced as the “project”) proposes development of a 79,500 square foot mixed use project, which includes 6,100 square feet of ground floor commercial retail uses and 57 residential units in the Mission Street Specific Plan (MSSP) zoning district, with three additional single family units in a contiguous Residential Medium (RM) zoning district. The overall project would include up to three stories above two levels of subterranean parking, which would include 177 parking spaces. Following a preliminary review of the proposed project, the City of South Pasadena has determined that it is subject to the guidelines and regulations of the California Environmental Quality Act (CEQA). This Initial Study addresses the direct, indirect, and cumulative environmental effects of the project, as proposed.

1.1 STATUTORY AUTHORITY AND REQUIREMENTS

In accordance with Sections 15051 and 15367 of the California Code of Regulations (CCR), the City of South Pasadena (City) is identified as the Lead Agency for the proposed project. Under CEQA (Public Resources Code Section 21000-21177) and pursuant to Section 15063 of the CCR, the City is required to undertake the preparation of an Initial Study to determine if the proposed project would have a significant environmental impact. If, as a result of the Initial Study, the Lead Agency finds that there is evidence that any aspect of the project may cause a significant environmental effect, the Lead Agency shall further find that an Environmental Impact Report (EIR) is warranted to analyze project-related and cumulative environmental impacts. Alternatively, if the Lead Agency finds that there is no evidence that the project, either as proposed or as modified to include the mitigation measures identified in the Initial Study, may cause a significant effect on the environment, the Lead Agency shall find that the proposed project would not have a significant effect on the environment and shall prepare a Negative Declaration. Such determination can be made only if “there is no substantial evidence in light of the whole record before the Lead Agency” that such impacts may occur (Section 21080(c), Public Resources Code).

The environmental documentation, which is ultimately selected by the City in accordance with CEQA, is intended as an informational document undertaken to provide an environmental basis for subsequent discretionary actions upon the project. The resulting documentation is not, however, a policy document and its approval and/or certification neither presupposes nor mandates any actions on the part of those agencies from whom permits and other discretionary approvals would be required.

The environmental documentation and supporting analysis are subject to a public review period. During this review, public agency comments on the document relative to environmental issues should be addressed to the City of South Pasadena. Following review of any comments received, the City will consider these comments as a part of the project’s environmental review and include them with the Initial Study documentation for consideration by the City.

1.2 PURPOSE

Section 15063 of the CEQA Guidelines identifies specific disclosure requirements for inclusion in an Initial Study. Pursuant to those requirements, an Initial Study shall include:



- A description of the project, including the location of the project;
- Identification of the environmental setting;
- Identification of environmental effects by use of a checklist, matrix, or other method, provided that entries on a checklist or other form are briefly explained to indicate that there is some evidence to support the entries;
- Discussion of ways to mitigate significant effects identified, if any;
- Examination of whether the project is compatible with existing zoning, plans, and other applicable land use controls; and
- The name(s) of the person(s) who prepared or participated in the preparation of the Initial Study.

1.3 CONSULTATION

As soon as the Lead Agency (in this case, the City of South Pasadena) has determined that an Initial Study would be required for the project, the Lead Agency is directed to consult informally with all Responsible Agencies and Trustee Agencies that are responsible for resources affected by the project, in order to obtain the recommendations of those agencies as to whether an EIR or Negative Declaration should be prepared for the project. Following receipt of any written comments from those agencies, the Lead Agency considers any recommendations of those agencies in the formulation of the preliminary findings. Following completion of this Initial Study, the Lead Agency initiates formal consultation with these and other governmental agencies as required under CEQA and its implementing guidelines.

1.4 INCORPORATION BY REFERENCE

The following documents were utilized during preparation of this Initial Study and are incorporated into this document by reference. These documents are available for review at the City of South Pasadena City Hall, located at 1414 Mission Street, South Pasadena, CA 91030.

- City of South Pasadena General Plan (October 1998). The South Pasadena General Plan (General Plan) functions as a guide for governmental decision-makers, citizens and the development community with respect to land use and development of the City. The General Plan expresses “vision” of the future for the City and prescribes techniques to manage change so that the vision can be achieved. The vision embodies an active approach to shaping the dynamics of change that influence form, character and economic well-being. The General Plan includes the following elements: Land Use, Circulation and Accessibility, Economic Development & Revitalization, Historic Preservation, Housing, Open Space & Resource Conservation, and Safety & Noise.
- Mission Street Specific Plan (April 1996). The Mission Street Specific Plan (Specific Plan) was originally prepared to address the impacts of the future Blue Line Station on Mission Street and to implement the City’s vision of Mission Street as South Pasadena’s pedestrian-oriented, historic shopping street. The Specific Plan Area includes the Mission Street right-of-way from Pasadena Avenue to Fair Oaks Avenue. It includes parcels fronting on Mission Street between Fremont and Indiana Avenues, as well as areas to the north and south of Mission Street between Fremont and Orange Grove Avenues. The Specific Plan is a regulatory document, identifying the land use, development intensity, and development standards for the area. It also identifies design guidelines and design review procedures for the area.



- *South Pasadena Municipal Code*. The South Pasadena Municipal Code (SPMC) consists of the regulatory, penal, and administrative ordinances of the City. SPMC Chapter 36, Zoning, implements the policies of the South Pasadena General Plan by classifying and regulating the uses of land and structures within the City in a manner consistent with the General Plan. The intent of the Zoning Code is to: Provide standards for the orderly development of the City, and continue a stable pattern of land uses; Conserve and protect the historical integrity and character of the City's neighborhoods; Maintain and protect the value of property; Protect views of hillsides, ridgelines, open space, and other natural resources of the City; Ensure compatibility between land uses; and Encourage a pedestrian-friendly community by promoting a mix of land uses and pedestrian oriented development in commercial areas.



This page intentionally left blank.



2.0 PROJECT DESCRIPTION

2.1 PROJECT LOCATION

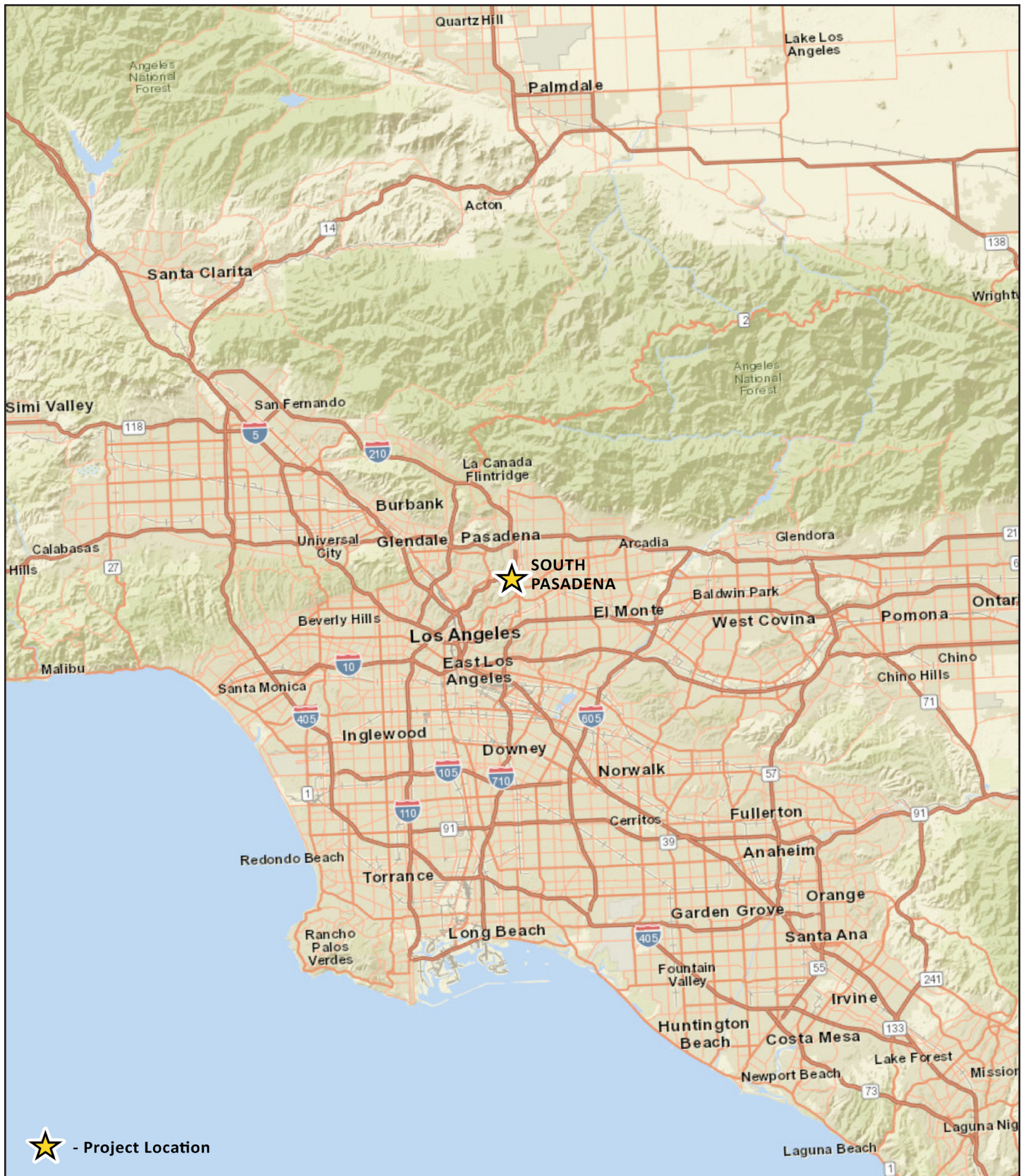
The proposed Seven Patios project site is located along the south side of El Centro Street, immediately west of the Metro Gold Line right-of-way and north of Orange Grove Place in the City of South Pasadena, within Los Angeles County; refer to [Exhibit 2-1, Regional Vicinity](#). The site is more specifically located at 845 El Centro Street/832 Orange Grove Place, with a common reference of 899 El Centro Street. Local access to the project area is provided via Mission Street to the north, Fremont Avenue to the east and Monterey Road to the south. Regional access is available via the 110 Freeway, accessible from both the north and west of the subject site; refer to [Exhibit 2-2, Site Vicinity](#).

2.2 ENVIRONMENTAL SETTING

The project site consists of three parcels (APNs 5315-019-045, 046, and 048) totaling approximately 1.61 acres. The site is currently developed with an approximately 36,000 square-foot, two-story office building (built in 1980) and 159 parking spaces in both covered (gated) and surface parking; refer to [Table 2-1, Existing Project Site](#). Access to the surface parking area is provided at the site's eastern boundary from El Centro Street. Access to the covered parking area is provided at the site's western boundary, from El Centro Street. Other noted site conditions include parking lot light standards, ornamental landscaping and a cinderblock wall along the eastern, southern and the southernmost portion of the site's western perimeter; refer to [Exhibits 2-3a, 2-3b, 2-3c, Site Photographs](#).

Table 2-1
Existing Project Site

APN	Site Area ¹ (gross square feet)	General Plan Land Use	Zoning	Existing Development	
				Office (square feet)	Parking (spaces)
5315-019-048	55,517	Mission Street Specific Plan	MSSP (Mission Street Specific Plan)	36,149	Surface – 74 Covered – 32
5315-019-045	7,054	Medium Density Residential	RM (Residential Medium Density)	0	Surface – 53
5315-019-046	7,545				
Total	70,116			36,149	159
Note: 1. Per survey, Trittech Engineering Associates, Vesting Tentative Tract No. 82394, April 12, 2018.					



Source: ESRI 2019.

INITIAL STUDY / MITIGATED NEGATIVE DECLARATION
SEVEN PATIOS MIXED USE RESIDENTIAL/COMMERCIAL RETAIL PROJECT

Regional Vicinity

EXHIBIT 2-1



Source: Google Earth, 2019.

INITIAL STUDY / MITIGATED NEGATIVE DECLARATION
SEVEN PATIOS MIXED USE RESIDENTIAL/COMMERCIAL RETAIL PROJECT

Site Vicinity
EXHIBIT 2-2





1 – View looking southwest at the project site.



2 – View looking west at the project site and El Centro Street.



3 – View looking southeast at the project site.



4 – View looking south of the project site and neighboring commercial use.



5 – View looking northeast of the project site from Orange Grove Place.



INITIAL STUDY / MITIGATED NEGATIVE DECLARATION
SEVEN PATIOS MIXED USE RESIDENTIAL/COMMERCIAL RETAIL PROJECT

Site Photographs

EXHIBIT 2-3a



6 – View looking west across the project site at Orange Grove Place and adjacent residential uses.



7 – View looking north across the project site toward El Centro Street.



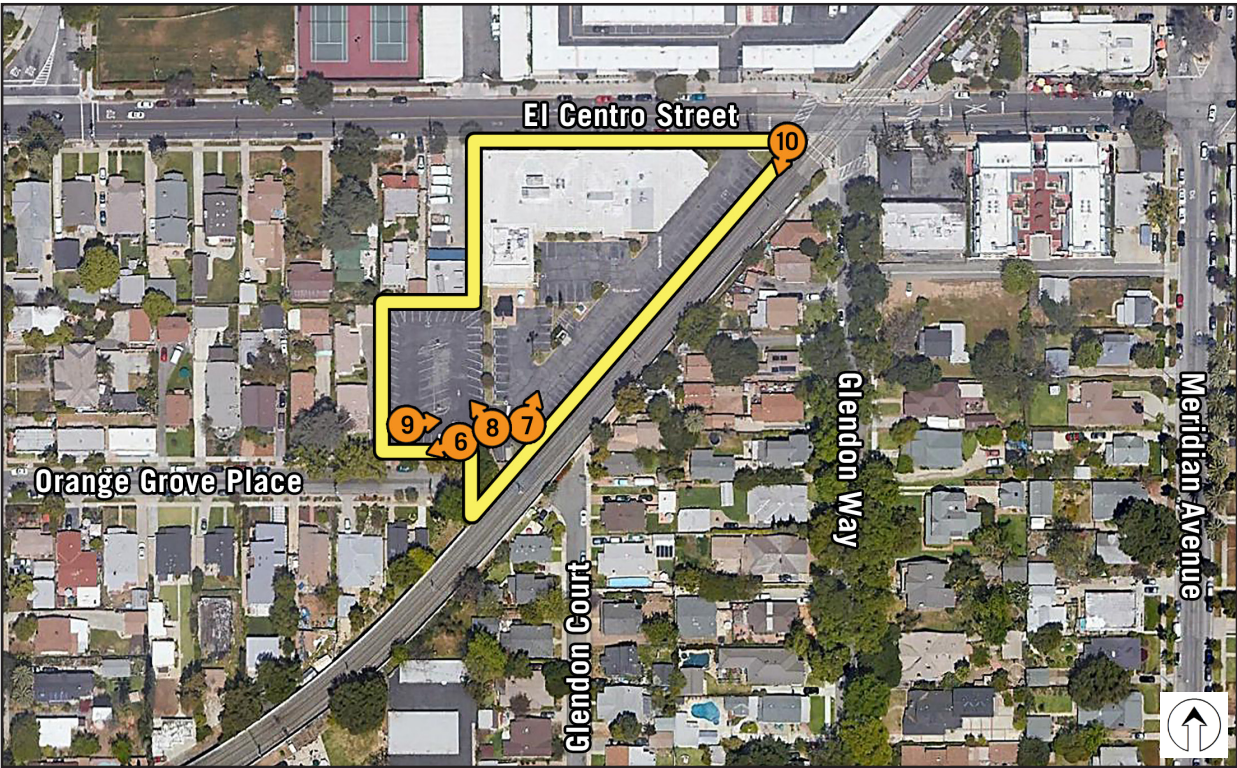
8 – View looking northwest across the project site at adjacent uses.



9 – View looking east across the project site.



10 – View looking south along the project site's eastern boundary.





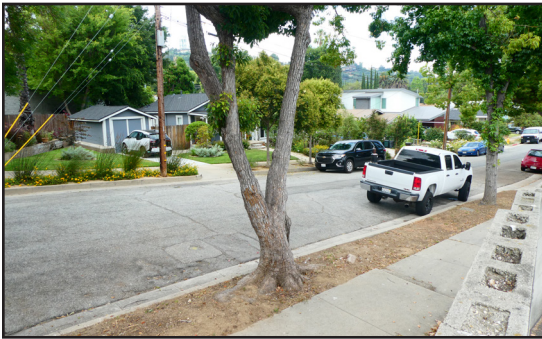
11 – View looking southeast at the corner of Glendon Way and El Centro Street.



12 – View looking west along El Centro Street at uses to the north of the project site.



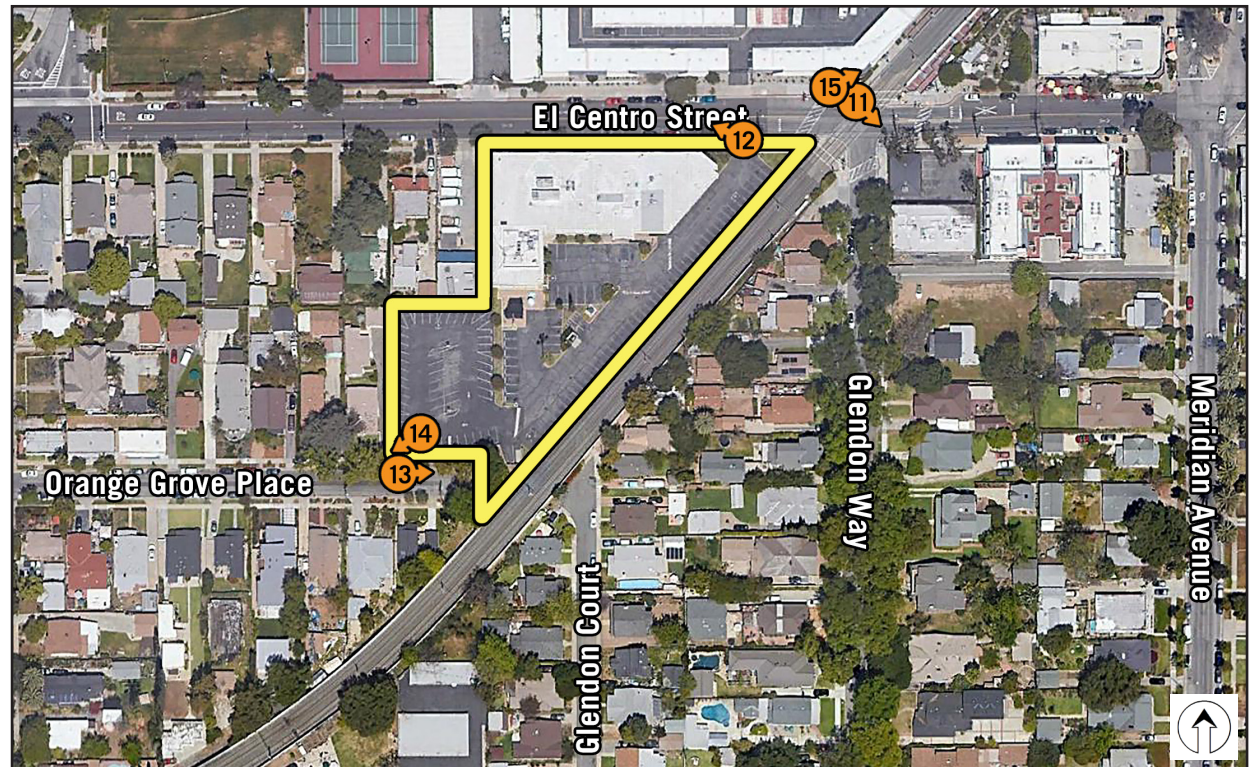
13 – View looking southeast at the terminus of Orange Grove Place.



14 – View looking southwest from the project site at residential uses on Orange Grove Place.



15 – View looking northeast at the Metro Gold Line South Pasadena Station.



INITIAL STUDY / MITIGATED NEGATIVE DECLARATION
SEVEN PATIOS MIXED USE RESIDENTIAL/COMMERCIAL RETAIL PROJECT

Site Photographs

EXHIBIT 2-3c

CONSULTING





GENERAL PLAN LAND USE DESIGNATION AND ZONING

The project site is designated Mission Street Specific Plan and Medium Density Residential by the General Plan and is zoned MSSP (Mission Street Specific Plan) and RM (Residential Medium Density); refer to [Table 2-1](#) and [Exhibit 2-4, Conceptual Site Plan](#).

The Mission Street Specific Plan was developed to address the impacts of the Metro Gold Line and to implement the Community Vision of Mission Street as South Pasadena's pedestrian oriented historic shopping street. The Plan includes detailed regulatory mechanisms tailored to the particular needs of the Mission Street area.

The Medium Density Residential land use designation allows for the development of attached and detached dwellings at a density of 6-14 units per acre, not exceeding two stories, or in combination with single-family dwellings as "bungalow courts". This designation invites flexibility in site design and unit type. The Medium Density Residential land use category is intended to maintain the character of medium density neighborhoods and to encourage maintenance of existing structures when additional units are added to the Medium Density Residential designation.

SURROUNDING LAND USES

The project site is within a developed area of the City, surrounded by the following uses:

- **North:** The project site is bounded by El Centro Street to the north and a storage facility north of El Centro. To the northeast and adjacent to the storage facility is the Metro Gold Line South Pasadena Station. Just west of the storage facility is the City of South Pasadena Water Department and Recreation Division facility. West of the City facilities is Orange Grove Park. All areas to the north of El Centro Street are within the MSSP zoning district.
- **East:** Immediately to the east and adjacent to the project site is the Metro Gold Line rail and right-of-way. Southeast of the rail right-of-way on Glendon Way, are single-family residential uses zoned RS (Residential Low Density).
- **South:** Immediately south of the project site is the terminus of Orange Grove Place. Single-family residential uses, zoned RS, are located across Orange Grove Place.
- **West:** Immediately west of the southernmost portion of the site are single-family residential uses located north of Orange Grove Place. Immediately west of the northernmost portion of the site, south of El Centro Street, is a commercial use (Morrow & Homan Plumbing). Further west are single-family residential uses on El Centro Street. The properties to the west of the project site are zoned RM.



2.3 PROJECT CHARACTERISTICS

PROJECT DESCRIPTION

The project proposes to remove the existing office building and parking and develop a mixed-use project with two levels of underground parking. The proposed project would combine the three parcels into a single 70,116 square-foot parcel, retaining the existing split of zoning (MSSP and RM), referenced herein as Zone 1: MSSP and Zone 2: RM; refer to Exhibit 2-4, Conceptual Site Plan.

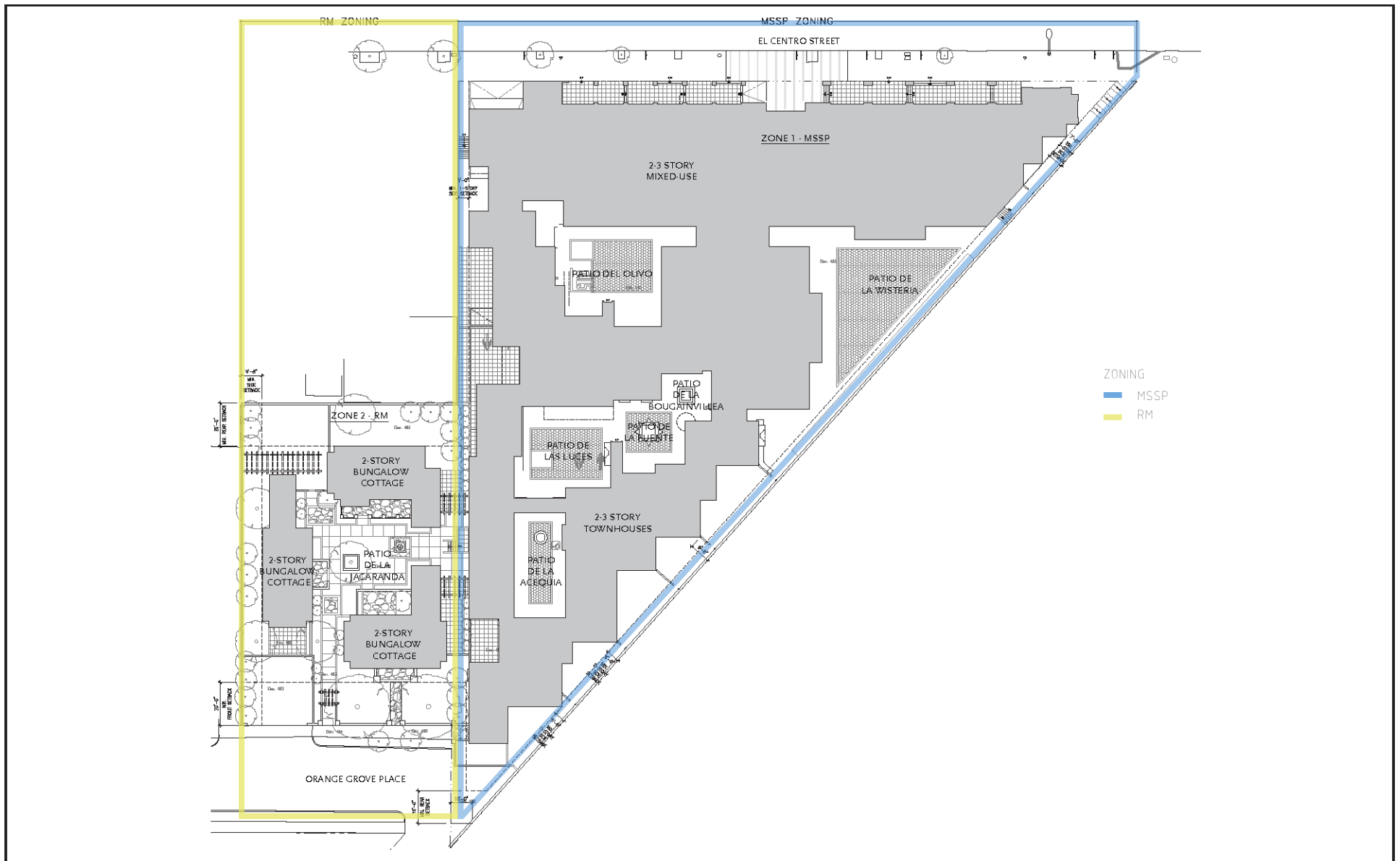
Within Zone 1, the project proposes a 79,860 square-foot structure with 57 residential units and 6,100 square-feet of multi-tenant commercial retail uses; refer to Exhibit 2-4, Conceptual Site Plan. The commercial uses would be located on the ground level fronting El Centro Street and are anticipated to be a mixture of restaurant and retail uses. The residential uses would be comprised of studios, lofts, flats, and townhomes within a maximum of three stories. The mixed-use development would be at a maximum height of 45 feet and the townhomes would be a maximum of 35 feet. On-site amenities, including a lobby, gym and community rooms would be located within the ground floor of the mixed-use structure. Within Zone 2, the project proposes three, two-story bungalow cottages with two to four bedrooms and a maximum height of 30 feet.

The project requires the following entitlements:

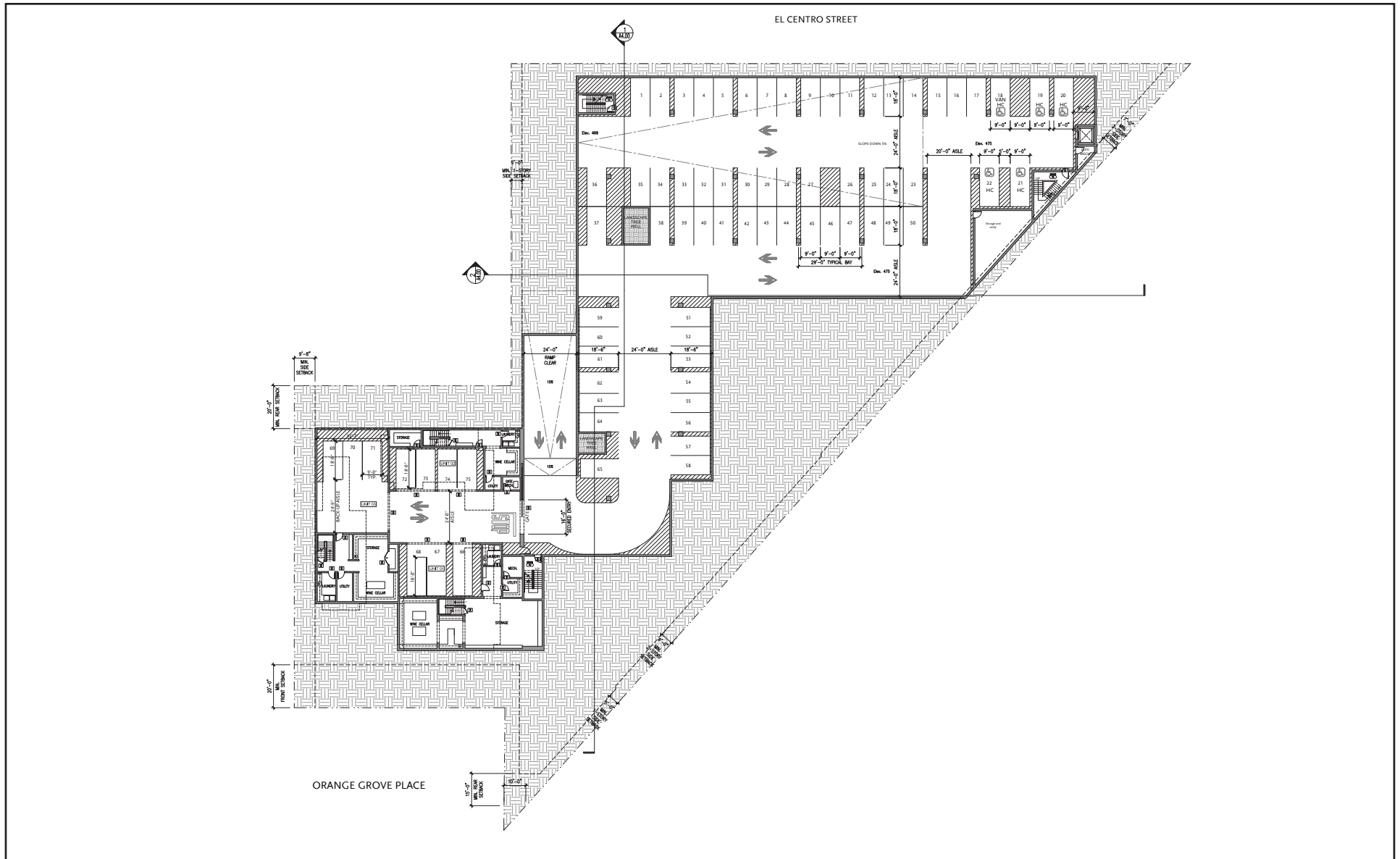
1. Conditional Use Permit for the development of a mixed-use project consisting of 57 residential units, approximately 6,100 square feet of commercial retail space for restaurant (3,050 square feet) and retail uses (3,050 square feet), and two levels of underground parking on a 1.61-acre site with bonus parking and height; and
2. Design Review Permit for the proposed mixed-use development with bonus parking and height; and
3. Tentative Tract Map No. 82394 to consolidate three existing parcels into one land parcel with 60 residential condominium airspace parcels and five (5) commercial airspace parcels to allow individual sale of the residential and commercial units; and
4. Tree Removal Permit for the removal of 20 trees.

Parking and Access

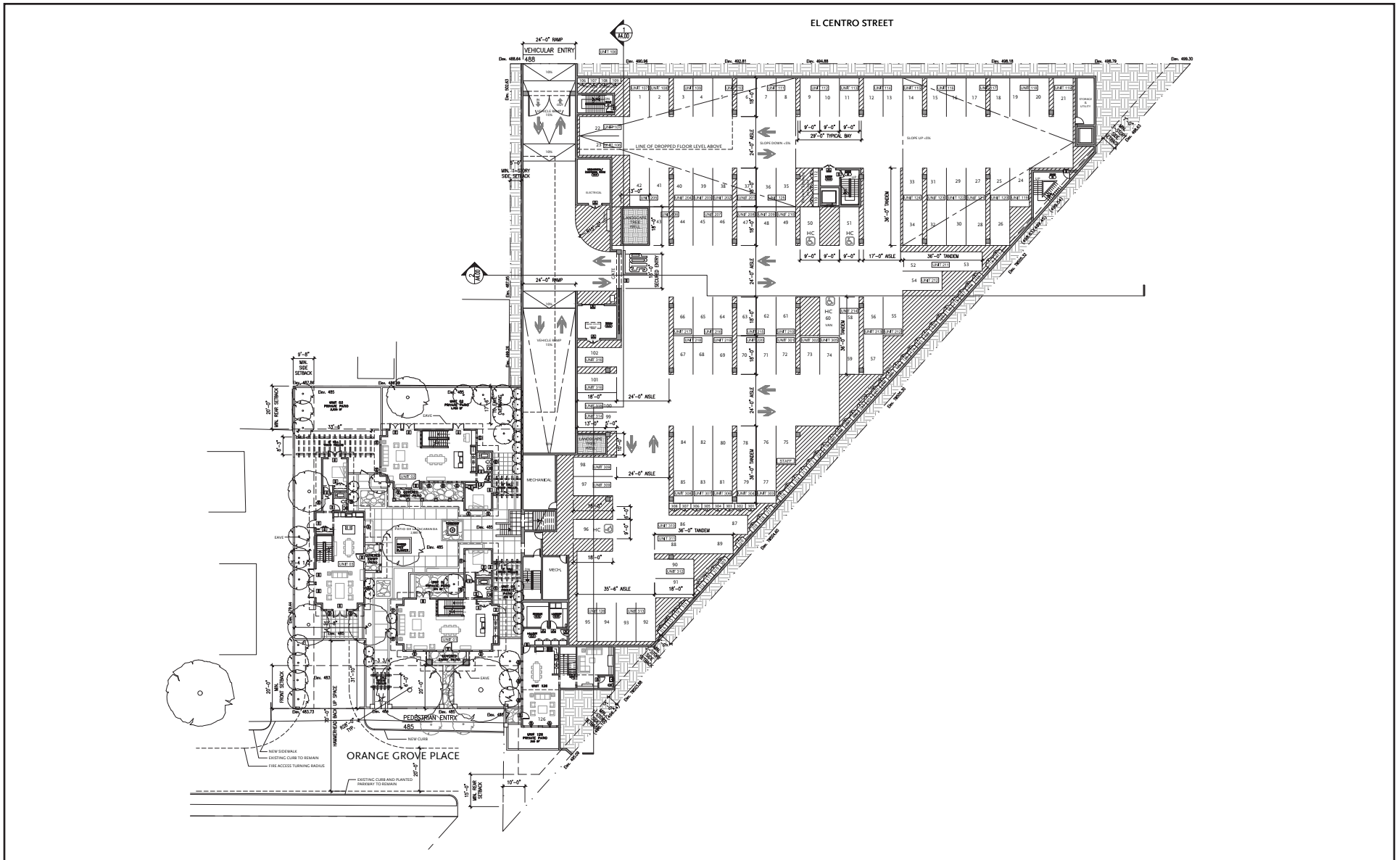
Parking for the project would be provided within two levels of underground parking accessed from one entrance on El Centro Street along the western project boundary; refer to Exhibits 2-5a, Basement Plan 2 and 2-5b, Basement Plan 1. Within the underground parking, residential parking for Zone 1 would be gated and located within Basement Plan 1. Residential parking for Zone 2 would be gated and located within Basement Plan 2 under the cottage bungalows. The remainder of the parking spaces, including five ADA spaces within Basement Plan 2, would be available for the commercial retail uses. Six bicycle parking spaces would also be provided.



Source: Moule & Polyzoides, April 15, 2019.



Source: Moule & Polyzoides, April 15, 2019.



Source: Moule & Polyzoides, April 15, 2019.

INITIAL STUDY / MITIGATED NEGATIVE DECLARATION
SEVEN PATIOS MIXED USE RESIDENTIAL/COMMERCIAL RETAIL PROJECT

Basement Plan 1

EXHIBIT 2-5b



Landscape/Open Space

Within Zone 1, 11,687 square feet of public open space would occur within six of the seven patios distributed throughout the development; refer to Exhibit 2-6, *Conceptual Landscape Plan – Open Space Diagram*. An additional 2,592 square feet of other public open space would be distributed throughout the property. Private ground floor open space (5,060 square feet) and above ground patios (2,452 square feet) would also be provided. Within Zone 2, the bungalow cottages would be situated around a 2,880-square foot public patio/courtyard. The patios and open space areas would include a variety of paving, furniture, plantings and trees, as well as water elements and fountains within several of the patios.

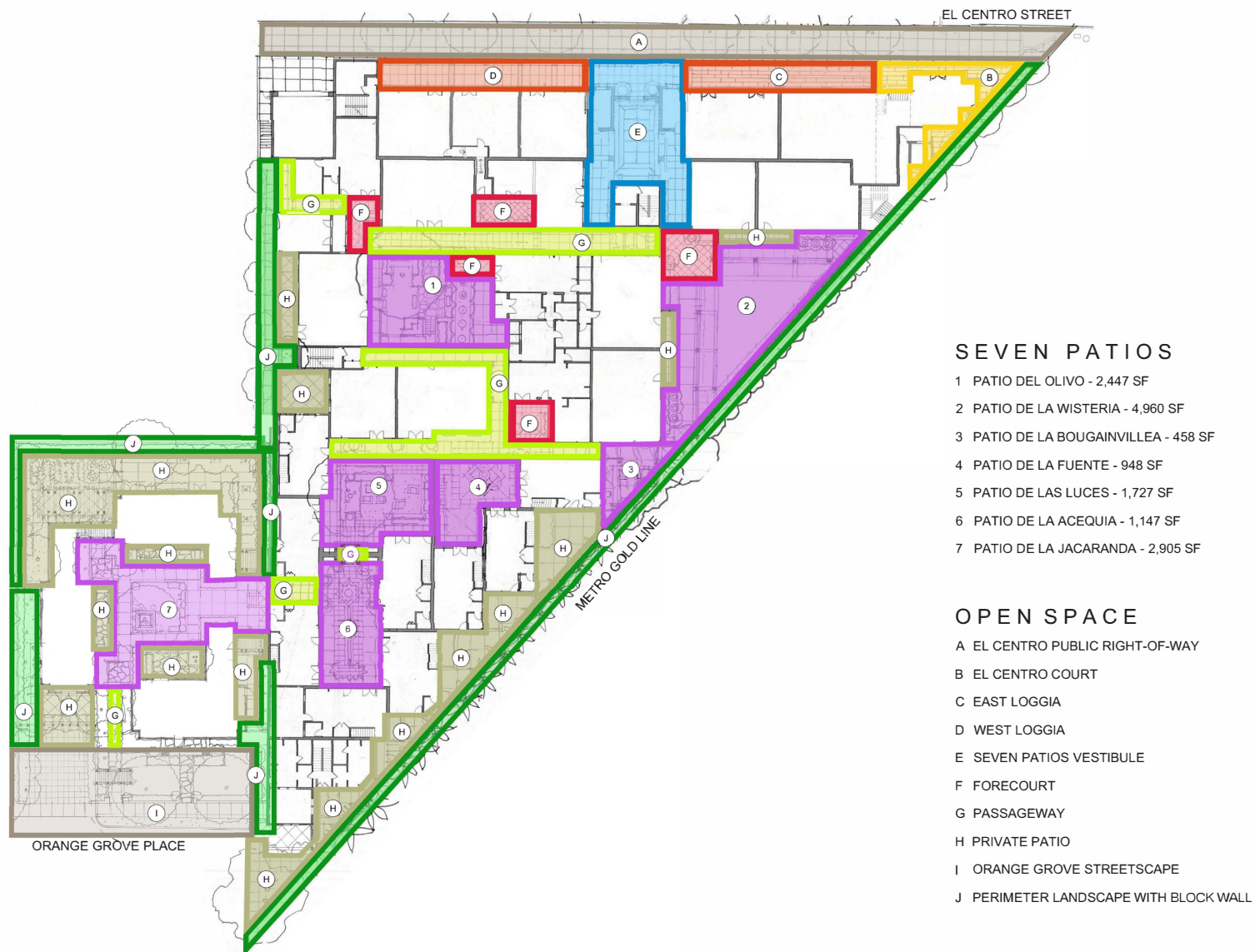
Extensive landscaping (e.g., trees, shrub massing, groundcover and vines, turf, potager, and vehicular grass paving) would be provided along the site's perimeter and throughout the site; refer to Exhibit 2-7, *Conceptual Landscape Plan – Illustrative Site Plan*. Twenty existing trees would be removed. The project proposes to protect in place the remaining street trees and protected trees and provide 95 replacement trees.

Architecture and Design

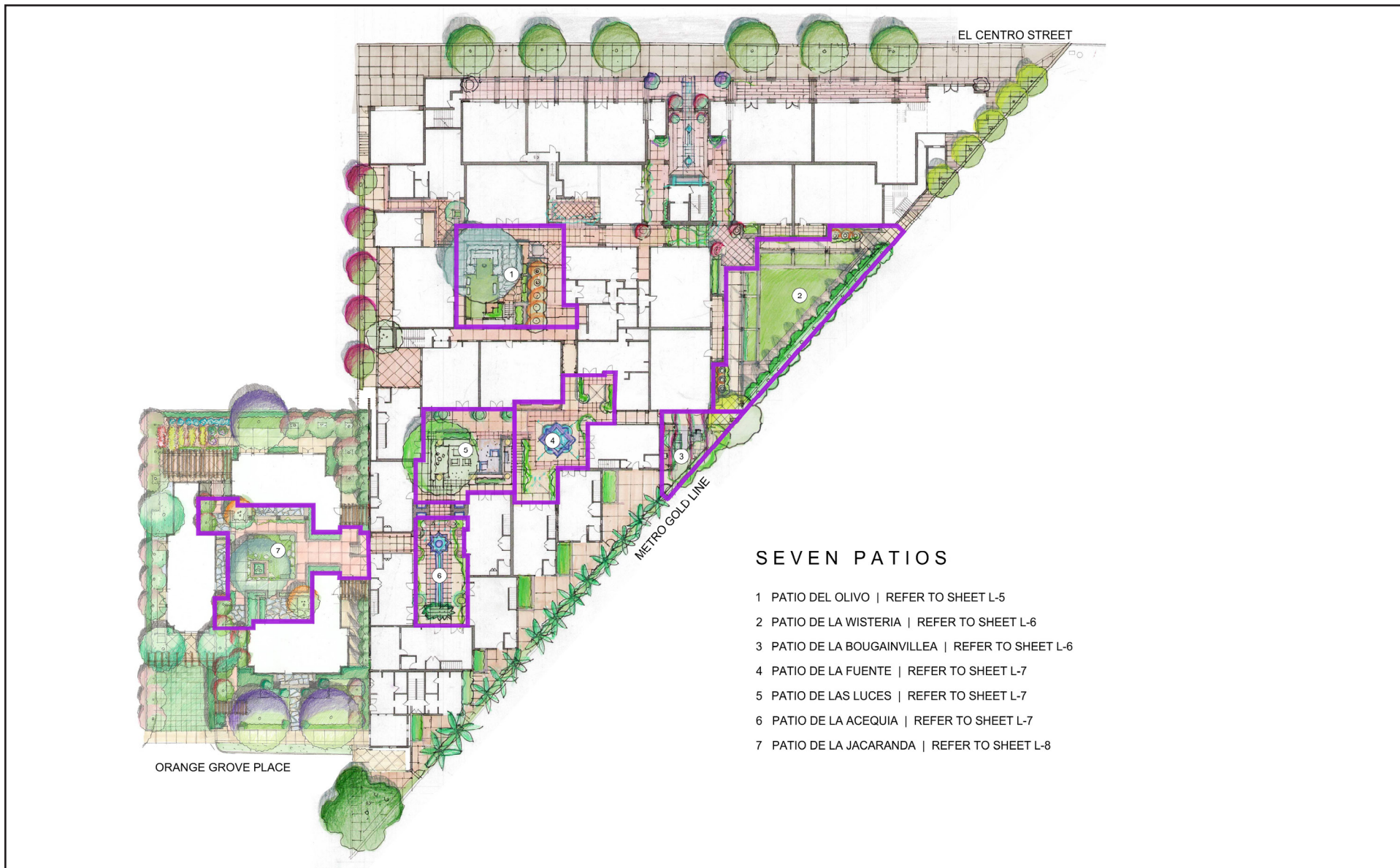
The El Centro Street frontage proposes multiple architectural styles in order to appear as two styles and reduce the massing along the extensive length of the street frontage; refer to Exhibit 2-8, *Mixed-Use Building Elevations*. The eastern portion of the building is proposed to be commercial in character, in order to respond to the Gold Line Station and buildings in the Station District, which have historically been commercial and industrial. The central entry and western portion of the building are proposed as a two-part composition in Mediterranean style.

The proposed project includes varying roof forms to help reduce volume and to provide greater compatibility with the adjacent single-family residences. Rooflines would be designed to screen all roof mounted mechanical equipment. The project would also include various frontage elements, such as porches, balconies, and exterior staircases to introduce variety and visual scale of the façades. The main entrance of the project would occur in the center of the El Centro elevation. The entry would be distinguished from the rest of the façade by making it part of a recessed central mass. The overall building mass is proposed to step down from three stories to the north, to two stories to the south and west, in order to respect the scale of the adjacent single-family neighborhood.

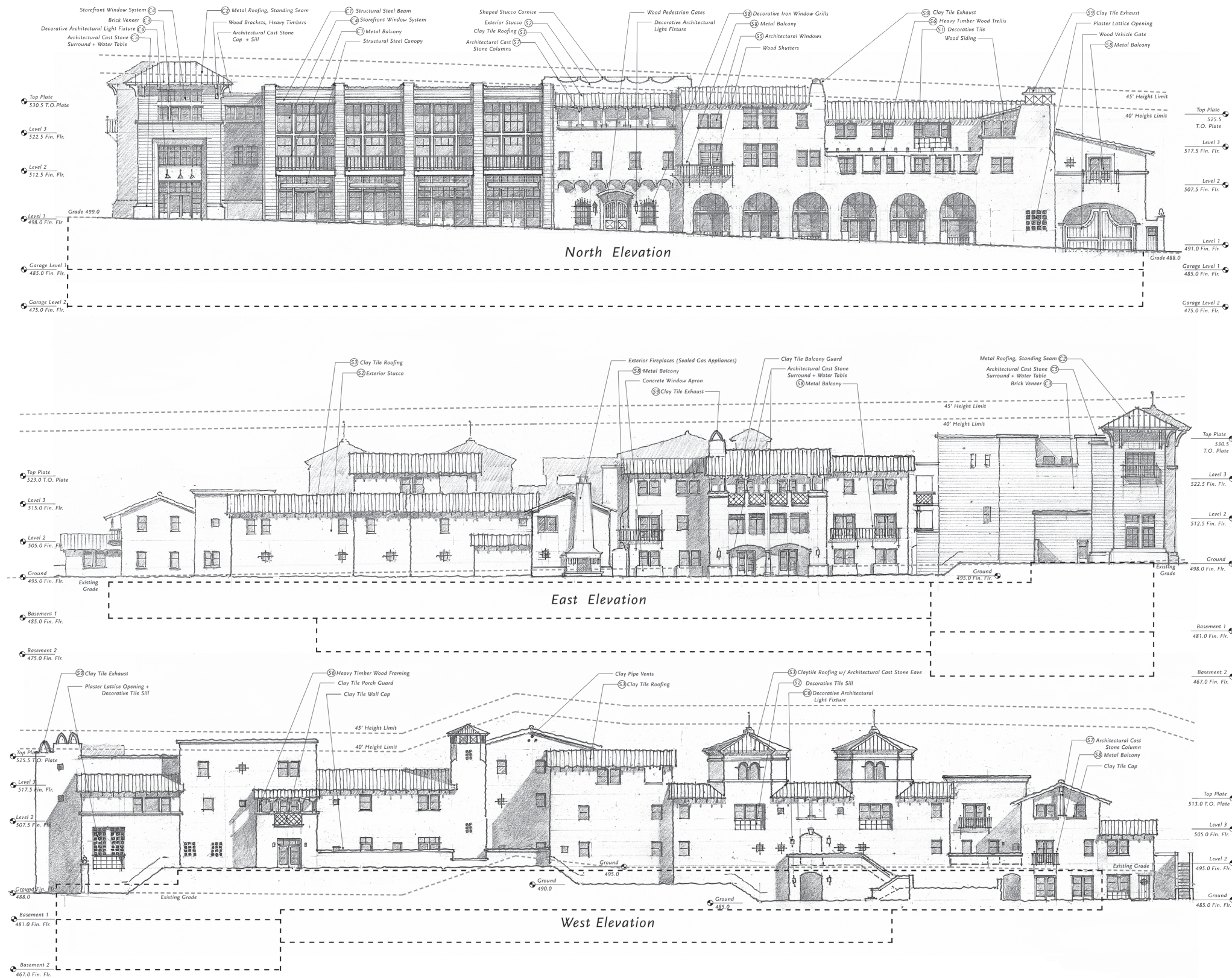
The bungalow cottage residential buildings are proposed to look like traditional Craftsman Style Bungalows; refer to Exhibit 2-9a, *Residential Building Elevations – Craftsman Bungalow #1*, Exhibit 2-9b, *Residential Building Elevations – Craftsman Bungalow #2*, and Exhibit 2-9c, *Residential Building Elevations – Craftsman Bungalow #3*. The two bungalows facing Orange Grove Place would have one-story porches facing the street, roof pitches, deep eaves, exposed rafters, gutters, downspouts, windows and doors that would be decorative and designed to integrate with the Craftsman style building character and the scale of the adjacent existing residential uses.



Source: Moule & Polyzoides and Korn Randolph, December 14, 2018.



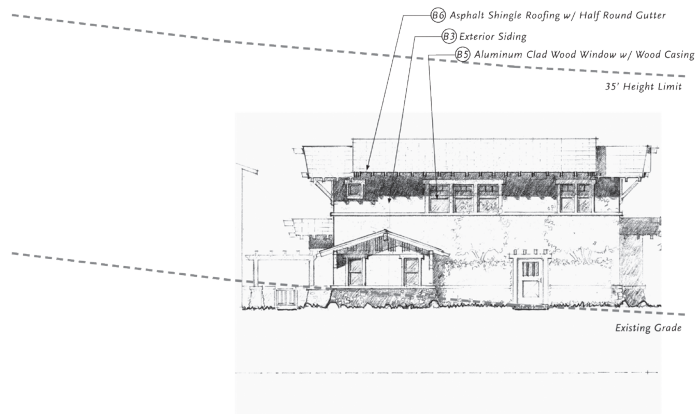
Source: Moule & Polyzoides and Korn Randolph, December 14, 2018.



Source: Moule & Polyzoides, April 15, 2019.

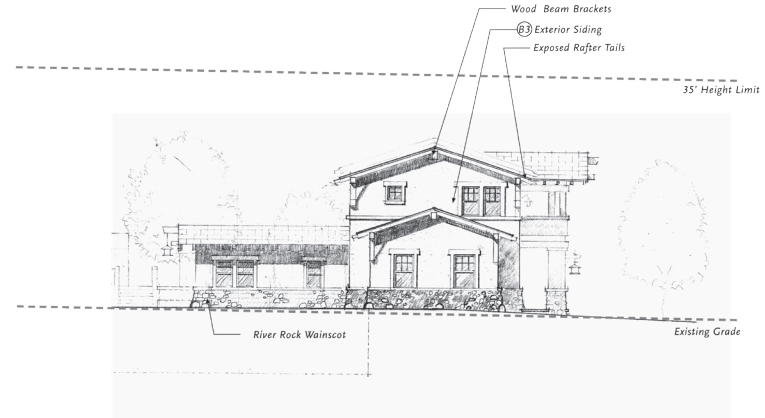


This page intentionally left blank.



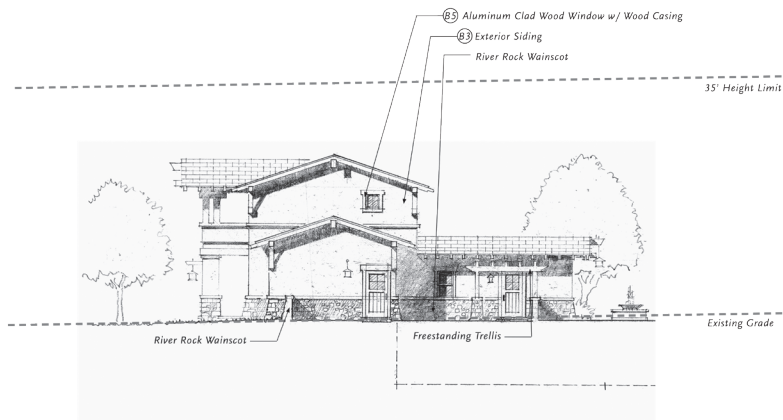
Top Plate
504.0
T.O. Plate
Level 2
496.0 Fin. Flr.
Ground
485.0 Fin. Flr.
Basement
475.0 Fin. Flr.

North Elevation



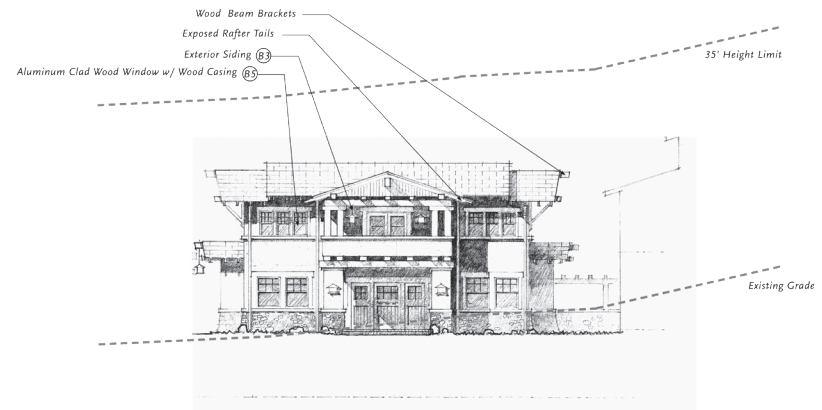
Top Plate
504.0
T.O. Plate
Level 2
496.0 Fin. Flr.
Ground
485.0 Fin. Flr.
Basement
475.0 Fin. Flr.

West Elevation



Top Plate
504.0
T.O. Plate
Level 2
496.0 Fin. Flr.
Ground
485.0 Fin. Flr.
Basement
475.0 Fin. Flr.

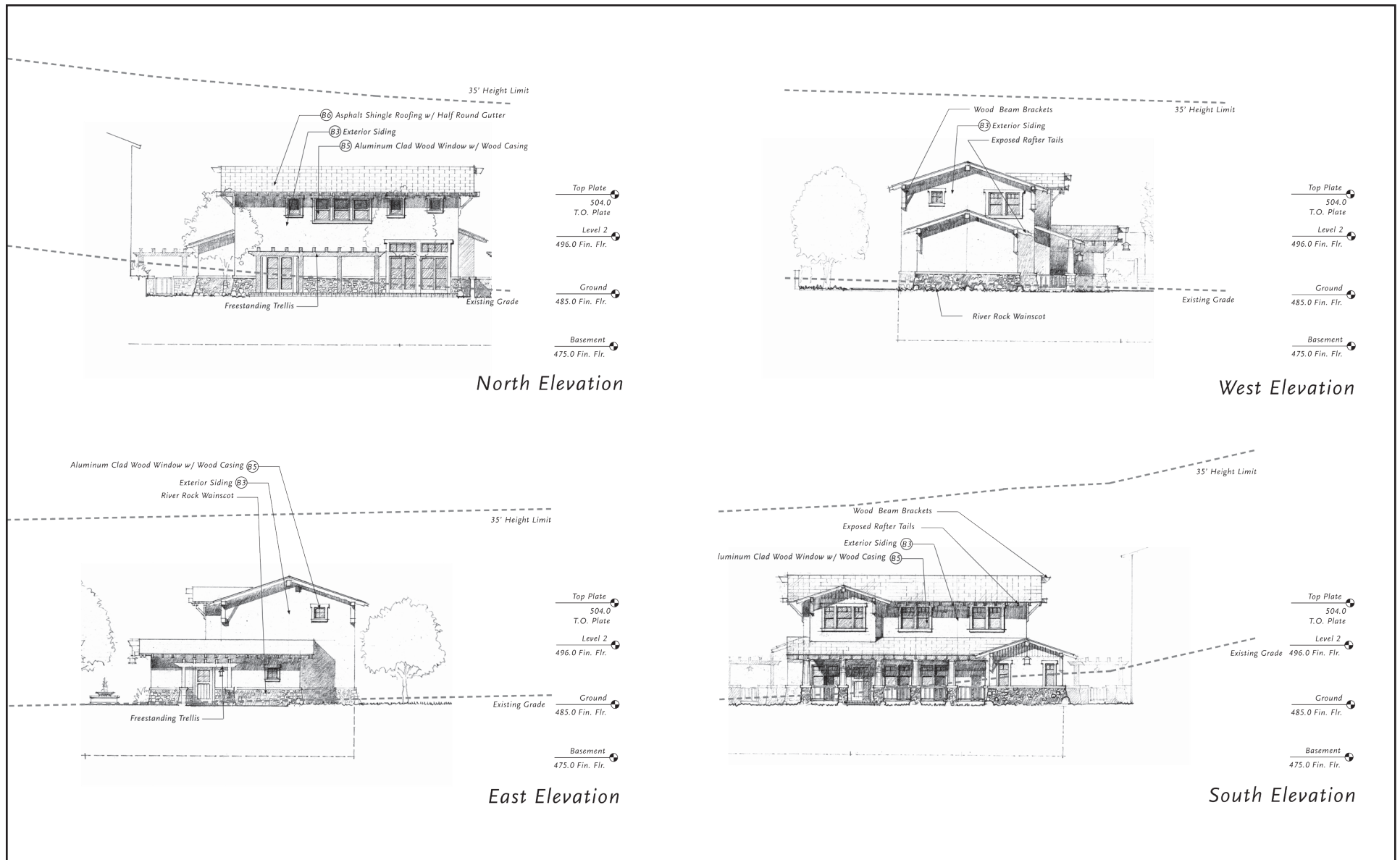
East Elevation



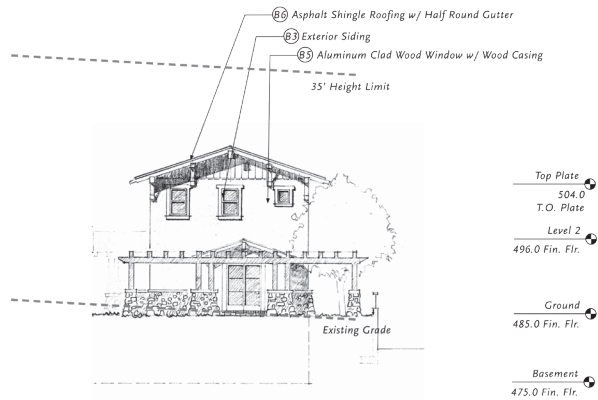
Top Plate
504.0
T.O. Plate
Level 2
496.0 Fin. Flr.
Ground
485.0 Fin. Flr.
Basement
475.0 Fin. Flr.

South Elevation

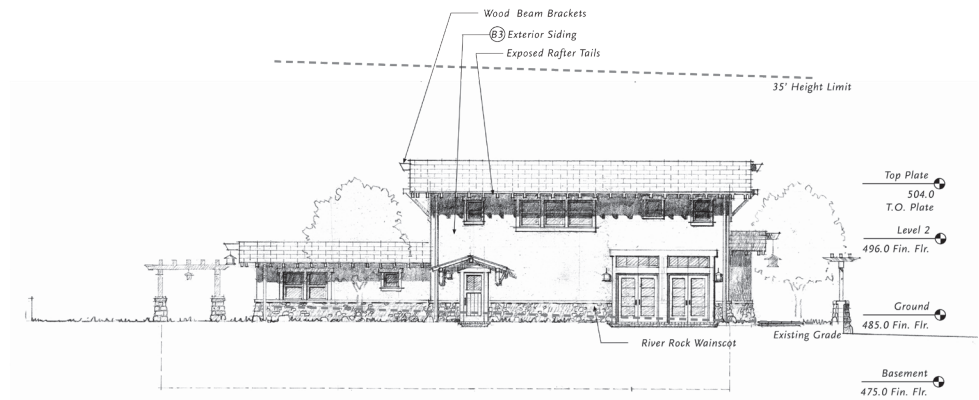
Source: Moule & Polyzoides, April 15, 2019.



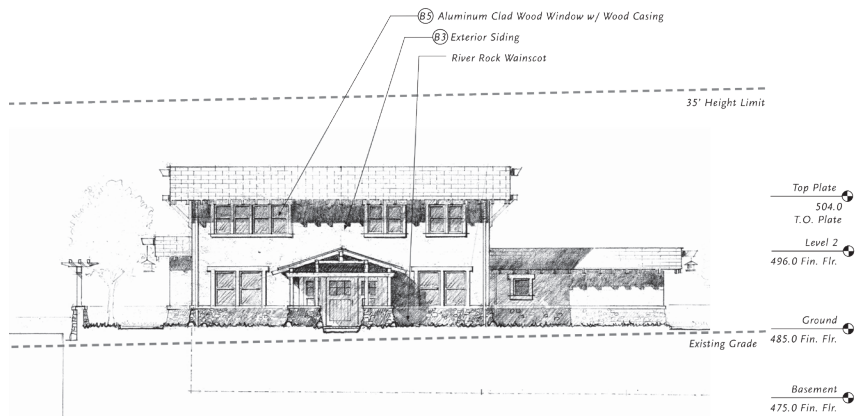
Source: Moule & Polyzoides, April 15, 2019.



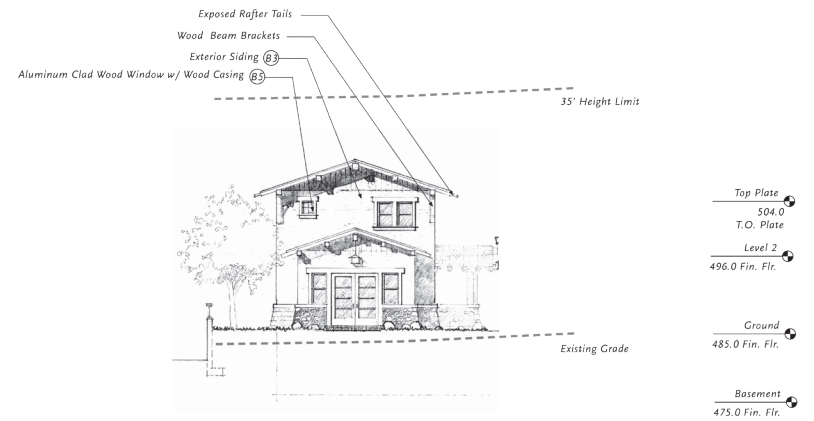
North Elevation



West Elevation



East Elevation



South Elevation

Source: Moule & Polyzoides, April 15, 2019.



2.4 PHASING/CONSTRUCTION

The project would be developed in one phase. It is assumed that project construction would occur over approximately 12 months beginning in the summer of 2021. For analysis purposes, it is anticipated that the project would open in the fall of 2022.

2.5 AGREEMENTS, PERMITS AND APPROVALS

The City of South Pasadena is the Lead Agency for the project and has discretionary authority over the proposed project. The entitlement approvals listed in Section 2.3 are required, including environmental clearance in accordance with the California Environmental Quality Act (CEQA).

In addition, the following permits/approvals are anticipated from other agencies:

- NPDES Construction General Permit – Los Angeles Regional Water Quality Control Board
- Construction Permit – South Coast Air Quality Management District



3.0 INITIAL STUDY CHECKLIST

3.1 BACKGROUND

1. Project Title:

Seven Patios Mixed Use Residential/Commercial Retail Project

2. Lead Agency Name and Address:

City of South Pasadena | 1414 Mission Street, South Pasadena, CA 91030

3. Contact Person and Phone Number:

Ms. Kanika Kith | (626) 403-7227

4. Project Location:

The proposed 1.61-acre project site is located at 845 El Centro Street/832 Orange Grove Place, with a common reference of 899 El Centro Street in the southwestern portion of the City of South Pasadena.

5. Project Sponsor's Name and Address:

Odyssey Development Services | 141 South Lake Avenue, Suite 105, Pasadena, California 91101

6. General Plan Designation:

Based on the *South Pasadena General Plan*, the project site is designated Mission Street Specific Plan and Medium Density Residential.

7. Zoning:

Based on the City's Zoning Map, the project site is zoned MSSP (Mission Street Specific Plan) and RM (Residential Medium Density).

8. Description of Project:

The project proposes to remove the existing office building and parking and develop a mixed-use project with two levels of underground parking. The proposed project would combine the three parcels into a single 70,116 square-foot parcel, retaining the existing split of zoning (MSSP and RM), referenced herein as Zone 1: MSSP and Zone 2: RM. Within Zone 1, the project proposes a 79,860 square-foot structure with 57 residential units and 6,100 square-feet of multi-tenant commercial retail uses. The commercial uses would be located on the ground level fronting El Centro Street and are anticipated to be a mixture of restaurant and retail uses. The residential uses would be comprised of studios, lofts, flats, and townhomes within a maximum of three stories. The mixed-use development would be at a maximum height of 45 feet and the townhomes would be a maximum of 35 feet. On-site amenities, including a lobby, gym and community rooms would be located within the ground floor of the mixed-use structure. Within Zone 2, the project proposes three, two-story bungalow cottages with two to four bedrooms and a maximum height of 30 feet.

Project approval would require Conditional Use Permit (CUP), Design Review Permit, Tentative Tract Map No. 82394, and Tree Removal Permit.



9. Surrounding Land Uses and Setting:

Surrounding uses in proximity to the project site generally include residential, recreational, commercial and transit (Metro Gold Line South Pasadena Station) uses; refer to Section 2.2, *Environmental Setting*.

10. Other public agencies whose approval is required:

Other public agency approvals may include the following, among others:

- NPDES Construction General Permit - Los Angeles Regional Water Quality Control Board
- Construction Permit - South Coast Air Quality Management District

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

In compliance with AB 52, the City distributed letters to applicable Native American tribes informing them of the project on March 9, 2020. The Gabrieleño Band of Mission Indians Kizh-Nation responded identifying the potential for cultural resources to be present in the project site as a result of previous tribal presence in the area. Given the level of previous disturbance within the project site, it is not expected that any tribal cultural resources as defined in Public Resources Code Section 21074 would occur within the project area. Therefore, the proposed project would not have a significant impact to a historical resource, as defined in PRC Section 5020.1(k). Thus, impacts to a listed or eligible resource under the California Register of Historical Resources or a local register as defined under Public Resources Code section 5020.1(k) are anticipated to be less than significant with mitigation incorporated (see Section 4-18).

3.2 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

☐	Aesthetics	☐	Agriculture and Forestry	☐	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	☐	Mineral Resources
☒	Noise	☐	Population and Housing	☐	Public Services
☐	Recreation	☐	Transportation	☒	Tribal Cultural Resources
☐	Utilities and Service Systems	☐	Wildfire	☒	Mandatory Findings of Significance



3.3 EVALUATION OF ENVIRONMENTAL IMPACTS

This section analyzes the potential environmental impacts associated with the proposed project. The issue areas evaluated in this Initial Study include:

- 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
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire
- Mandatory Findings of Significance

The environmental analysis in this section is patterned after the Initial Study Checklist recommended by the CEQA Guidelines and used by the City of South Pasadena in its environmental review process. For the preliminary environmental assessment undertaken as part of this Initial Study's preparation, a determination that there is a potential for significant effects indicates the need to more fully analyze the development's impacts and to identify mitigation.

For the evaluation of potential impacts, the questions in the Initial Study Checklist are stated and an answer is provided according to the analysis undertaken as part of the Initial Study. The analysis considers the long-term, direct, indirect, and cumulative impacts of the development. To each question, there are four possible responses:

- No Impact. The development will not have any measurable environmental impact on the environment.
- Less Than Significant Impact. The development will have the potential for impacting the environment, although this impact will be below established thresholds that are considered to be significant.
- Less Than Significant Impact With Mitigation Incorporated. The development will have the potential to generate impacts which may be considered as a significant effect on the environment, although mitigation measures or changes to the development's physical or operational characteristics can reduce these impacts to levels that are less than significant.
- Potentially Significant Impact. The development will have impacts which are considered significant, and additional analysis is required to identify mitigation measures that could reduce these impacts to less than significant levels.

Where potential impacts are anticipated to be significant, mitigation measures will be required, so that impacts may be avoided or reduced to insignificant levels.



This page intentionally left blank.



4.0 ENVIRONMENTAL ANALYSIS

The following evaluation provides responses to the questions in the Environmental Checklist. A brief explanation for each question in the Environmental Checklist is provided to adequately support each impact determination. All responses consider the whole of the action involved including construction and operational impacts as well as direct and indirect impacts. Environmental factors potentially affected by the proposed project are presented below and organized according to the format of the Environmental Checklist.

4.1 AESTHETICS

Except as provided in Public Resources Code Section 21099, would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?			×	
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				×
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			×	
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?			×	

CEQA Section 21099(d)(1) states, “Aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment.” Section 21099(a) provides the following definitions of the terms “infill site” and “transit priority area”:

(4) “Infill site” means a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses.

(7) “Transit priority area” means an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations.

The proposed mixed-use project would be located on a previously developed site that is surrounded by developed land and that is located approximately 0.14 miles from the Metro Gold Line South Pasadena Station. Therefore, the project is on an infill site in a transit priority area; consequently, the aesthetic and



parking impacts of the project cannot be considered significant impacts pursuant to CEQA. The analysis of aesthetic impacts below is presented for disclosure purposes.

a) Have a substantial adverse effect on a scenic vista?

Less Than Significant Impact. There are no designated scenic vistas within the City of South Pasadena. The South Pasadena General Plan Open Space and Resource Conservation Element identifies the hillsides and ridgelines of South Pasadena as providing a scenic backdrop for the entire community. The following Open Space and Resource Conservation policies support the protection of the viewshed to and from these hillsides:

Policy 6.2: Discourage grading on ridgelines and other significant topographic features including knolls, ridge tops, saddles, treelines, significant stands of trees, and natural vegetation which damage the integrity of hillside areas, in order to provide off-site views.

Strategy 6.3: Develop and maintain standards and regulations that retain native vegetation and that protect the “view shed” both from and to hillsides.

Although the southern portion of the project site is located at a lower elevation than the northern portion, the project site is not located within a hillside area. The project site is relatively flat and is surrounded by existing development. Views of the project site primarily occur from users within the immediate area. The proposed project would not affect any scenic vista of hillsides. A less than significant impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. According to the City’s General Plan, no officially designated state scenic routes or highways occur near the project site. Thus, no impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less Than Significant Impact. The project site consists of three parcels totaling approximately 1.61 acres. The site is currently developed with an approximately 36,000 square-foot, two-story office building (built in 1980) and 159 parking spaces in both covered (gated) and surface parking. The project proposes to remove the existing office building and parking and develop a mixed-use project with two levels of underground parking. The proposed project would combine the three parcels into a single 70,116 square-foot parcel, retaining the existing split of zoning (MSSP and RM), referenced herein as Zone 1: MSSP and Zone 2: RM. Within Zone 1, the project proposes a 79,860 square-foot structure with 57 residential units and 6,100 square-feet of commercial uses. The commercial uses would be located on the ground level



fronting El Centro Street and are anticipated to be a mixture of restaurant and retail uses. The residential uses would be comprised of studios, lofts, flats, and townhomes within a maximum of three stories. Within Zone 2, the project proposes three, two-story bungalow cottages with two to four bedrooms and a maximum height of 30 feet.

The proposed project would not conflict with the existing zoning for the site. The Mission Street Specific Plan was developed to address the impacts of the Metro Gold Line and to implement the Community Vision of Mission Street as South Pasadena's pedestrian oriented historic shopping street. The Plan includes detailed regulatory mechanisms tailored to the particular needs of the Mission Street area.

The Medium Density Residential land use designation allows for the development of attached and detached dwellings at a density of 6-14 units per acre, not exceeding two stories, or in combination with single-family dwellings as "bungalow courts". This designation invites flexibility in site design and unit type. The Medium Density Residential land use category is intended to maintain the character of medium density neighborhoods and to encourage maintenance of existing structures when additional units are added to the Medium Density Residential designation.

Land uses surrounding the site include the Metro Gold Line rail and right-of-way, single-family residential and commercial uses. The mixed residential and commercial nature of the proposed buildings is consistent with the surrounding area, which contains a mix of commercial, residential, and institutional uses. The mixed-use structure fronting El Centro would be a maximum of three stories, which is slightly taller than other structures within the area. However, the height and scale of the mixed-use structure would not be out of character for other two story buildings within the area, specifically along El Centro Street, east of the Metro Gold Line. The two-story cottage bungalows would be similar in scale and character to the primarily single-story residences on Orange Grove Place. As the proposed project is located within an urbanized area and would not conflict with applicable zoning and other regulations governing scenic quality of the site, impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less Than Significant Impact. The project site is located within an urbanized area of the City and currently experiences on- and off-site lighting associated with exterior and interior building and security lighting, parking lot lighting, street lighting, and lighting from vehicles within the immediate area. The proposed project would also include these various forms of lighting. Due to the nature of the mixed-use structure with commercial retail and residential uses, as well as landscaped courtyards, the project would result in a slight increase in the intensity of lighting when compared to the existing office structure. Additionally, the introduction of the cottage bungalows adjacent to Orange Grove Place would also increase lighting on this portion of the site. However, the proposed lighting would be consistent with lighting conditions in the surrounding area. Further, the project would be required to comply with South Pasadena Municipal Code Section 36.300.090, *Outdoor Lighting*, which requires that all outdoor lighting be "shielded or recessed so that direct glare and reflections are confined to the maximum extent feasible within the boundaries of the site and shall be directed downward and away from adjoining properties and public rights-of-way."



The project does not propose the use of materials that would cause a significant new source of glare that would affect daytime or nighttime views in the area. The project has been designed to be consistent with the character and materials of other buildings within the area and does not introduce large expanses of glass or highly reflective materials. Further, South Pasadena Municipal Code Section 36.300.110, Performance Standards, requires that glare be shielded to prevent emission of glare beyond the property line.

Thus, the proposed project would not create a new source of substantial light or glare that would adversely affect day or nighttime views of the area. Impacts associated with lighting and glare would be considered less than significant.

Mitigation Measures: No mitigation measures are required.



4.2 AGRICULTURE AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				×
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?				×
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				×
d. Result in the loss of forest land or conversion of forest land to non-forest use?				×
e. Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				×

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. The project site and surrounding area are completely developed with urbanized uses. No farmland exists within the site vicinity. Based on the California Department of Conservation, California Important Farmland Finder, the project site is not located on land designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.¹ Thus, no impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

¹ California Department of Conservation, *California Important Farmland Finder*, <https://maps.conservation.ca.gov/DLRP/CIFF/>, accessed January 24, 2020.



b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. As stated above, the project site and surrounding area are developed and urbanized, and no agricultural land exists within the site vicinity. The project site is not designated or zoned for agricultural use, or subject to a Williamson Act contract. Therefore, no impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No Impact.

The project site is completely developed and urbanized. The project site is zoned MSSP (Mission Street Specific Plan) and RM (Residential Medium Density) and would not conflict with any areas zoned for forest or timberland. No impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. The project site is located in an urbanized area of the City and is not zoned or designated for forest or timberland, nor is it used for forestry operations. Therefore, it would not result in the loss of forestland or result in the conversion of forestland to non-forest uses. No impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact. As stated above in Responses 4.2(a) through 4.2(d), the project site is developed and is void of agricultural or forest resources. Thus, there would be no potential for the conversion of these resources and no impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.



4.3 AIR QUALITY

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?			×	
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			×	
c. Expose sensitive receptors to substantial pollutant concentrations?			×	
d. Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?			×	

This section is based on information provided in the *Air Quality Assessment* prepared by Kimley-Horn and Associates, Inc. (February 2020), for the project site; refer to [Appendix A, Air Quality Assessment](#).

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact. As part of its enforcement responsibilities, the U.S. Environmental Protection Agency (EPA) requires that each state with nonattainment areas prepare and submit a State Implementation Plan (SIP) that demonstrates the means to attain the federal standards. The SIP must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution in nonattainment areas, using a combination of performance standards and market-based programs. Similarly, under state law, the California Clean Air Act (CCAA) requires an air quality attainment plan to be prepared for areas designated as nonattainment regarding the federal and state ambient air quality standards. Air quality attainment plans outline emissions limits and control measures to achieve and maintain these standards by the earliest practical date.

The project site is located within the South Coast Air Basin (SCAB), which is under the South Coast Air Quality Management District's (SCAQMD) jurisdiction. The SCAQMD is required, pursuant to the Federal Clean Air Act (FCAA), to reduce emissions of criteria pollutants for which SCAB is in non-attainment. To reduce such emissions, the SCAQMD drafted the 2016 Air Quality Management Plan (AQMP). The 2016 AQMP establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving state (California) and national air quality standards. The 2016 AQMP is a regional and multi-agency effort including the SCAQMD, the California Air Resources Board (CARB), the Southern California Association of Governments (SCAG), and the U.S. EPA. The AQMP's pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including SCAG's 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts. SCAG's latest growth forecasts were defined in consultation with local governments and with reference to local general plans. The project is subject to the SCAQMD's AQMP.



Criteria for determining consistency with the AQMP are defined by the following indicators:

- **Consistency Criterion No. 1:** A proposed project would not result in an increase in the frequency or severity of existing air quality violations, or cause or contribute to new violations, or delay the timely attainment of the AQMP's air quality standards or the interim emissions reductions.
- **Consistency Criterion No. 2:** A proposed project would not exceed the AQMP's assumptions or increments based on the years of the project build-out phase.

Consistency Criterion No. 1 refers to the California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS). As shown in [Table 4.3-1](#) and [Table 4.3-2](#) below, the project construction and operational emissions would be below SCAQMD's thresholds. As the project would not generate localized construction or regional construction or operational emissions that would exceed SCAQMD thresholds of significance, the project would not violate any air quality standards. Thus, no impact is expected, and the project would be consistent with the first criterion.

Consistency Criterion No. 2 refers to SCAG's growth forecasts and associated assumptions included in the AQMP. The future air quality levels projected in the AQMP are based on SCAG's growth projections, which are based, in part, on the general plans of cities located within the SCAG region. Therefore, projects that are consistent with the applicable assumptions used in the development of the AQMP would not jeopardize attainment of the air quality levels identified in the AQMP, even if they exceed the SCAQMD's recommended daily emissions thresholds.

Concerning Consistency Criterion No. 2, the AQMP contains air pollutant reduction strategies based on SCAG's latest growth forecasts, and SCAG's growth forecasts were defined in consultation with local governments and with reference to local general plans. Therefore, it is reasonable to conclude that if a project is consistent with the applicable general plan land use designation, and if the general plan was adopted prior to the applicable AQMP, then the increase in vehicle miles traveled (VMT) and/or population generated by said project would be consistent with the AQMP's assumed VMT and population growth.

The project site is designated Medium Density Residential in the South Pasadena General Plan and is in the Mission Street Specific Plan area. The Medium Density Residential designation is intended to support the development of duplexes, triplexes, fourplexes, and other attached dwellings at a density of 6-14 units per acre, not exceeding two stories, in combination with single-family dwellings as "bungalow courts".¹ The site is zoned RM (Residential Medium Density). Within Zone 1, the project proposes a 79,860 square-foot mixed-use facility with 57 residential units and 6,100 square-feet of commercial uses. Within Zone 2, the project proposes three, two-story bungalow cottages. These proposed uses are permitted by-right within the Mission Street Specific Plan area (RM zoning district).

As such, the project is consistent with the intended use for the site and would not conflict with or exceed SCAG's regional growth forecasts for the City of South Pasadena. It is also noted that the project's construction and operational air emissions would not exceed the SCAQMD regional thresholds, and localized emissions during construction and operations would be below SCAQMD localized significance thresholds (LST); see the impact discussions for Sections 4.3 (b) and (c) below. Therefore, the project would be consistent with the second criterion and a less than significant impact would occur in this regard.

¹ City of South Pasadena, *City of South Pasadena General Plan*, adopted October 1998.



Mitigation Measures: No mitigation measures are required.

- b) **Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?**

Less Than Significant Impact.

Construction Emissions

Project construction activities would generate short-term emissions of criteria air pollutants. The criteria pollutants of primary concern within the project area include ozone-precursor pollutants (i.e., reactive organic gases [ROG] and nitrous oxide [NO_x]), coarse particulates (PM₁₀), and fine particulates (PM_{2.5}). Construction-generated emissions are short term and temporary, lasting only while construction activities occur, but would be considered a significant air quality impact if the volume of pollutants generated exceeds the SCAQMD's thresholds of significance.

Construction results in the temporary generation of emissions resulting from site grading, road paving, motor vehicle exhaust associated with construction equipment and worker trips, and the movement of construction equipment, especially on unpaved surfaces. Emissions of airborne particulate matter are largely dependent on the amount of ground disturbance associated with site preparation activities, as well as weather conditions and the appropriate application of water.

The project's construction-related emissions were calculated using the CARB-approved CalEEMod computer program, which is designed to model emissions for land use development projects, based on typical construction requirements. Project demolition, site preparation, and grading were assumed to begin in Summer of 2021. Building construction was assumed to begin in the Winter of 2021 and last until Summer 2022. Paving was modeled to be completed by Winter 2021, and architectural coating was modeled to be completed by Fall 2022. See Appendix A of the *Air Quality Assessment* for additional information regarding the construction assumptions used in this analysis.

The project's predicted maximum daily construction-related emissions are summarized in Table 4.3-1, Construction-Related Emissions. As shown in Table 4.3-1, all criteria pollutant emissions would remain below their respective thresholds with implementation of required SCAQMD Rule 403. The project would also be required to comply with SCAQMD Rules 402 and 1113, which prohibit nuisances and limit volatile organic compound (VOC) content in paints, respectively, and would further reduce specific construction-related emissions. As shown in Table 4.3-1, all criteria pollutant emissions would remain below their respective thresholds and would not worsen ambient air quality, create additional violations of federal and state standards, or delay SCAB's goal for meeting attainment standards. Impacts would be less than significant in this regard.



Table 4.3-1
Construction-Related Emissions

Construction Year	Emissions (pounds per day) ^{1,2}					
	Reactive Organic Gases (ROG)	Nitrogen Oxide (NO _x)	Carbon Monoxide (CO)	Sulfur Dioxide (SO ₂)	Coarse Particulate Matter (PM ₁₀)	Fine Particulate Matter (PM _{2.5})
2021	4.78	86.37	39.76	0.20	8.93	5.61
2022	14.09	30.20	37.04	0.07	3.56	1.92
SCAQMD Threshold	75	100	550	150	55	150
Exceed SCAQMD Threshold?	No	No	No	No	No	No
1. Emissions were calculated using the California Emissions Estimator Model version 2016.3.2 (CalEEMod), as recommended by the SCAQMD. Worst-case seasonal maximum daily emissions are reported. 2. SCAQMD Rule 403 Fugitive Dust applied for construction emissions. The Rule 403 reduction/credits include the following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces three times daily; replace ground cover of area disturbed; water all haul roads twice daily; and limit speeds on unpaved roads to 15 miles per hour. Reductions percentages from the SCAQMD CEQA Handbook (Tables XI-A through XI-E) were applied. No mitigation was applied to construction equipment. Refer to Appendix A of the <i>Air Quality Assessment</i> for Model Data Outputs.						
Source: CalEEMod version 2016.3.2. Refer to Appendix A of the <i>Air Quality Assessment</i> for model outputs.						

Operational Emissions

The project's operational emissions would be associated with motor vehicle use and area sources. Area sources include natural gas for space and water heating, gasoline-powered landscaping and maintenance equipment, consumer products (such as household cleaners). Mobile sources emissions are generated from vehicle operations associated with project operations. Typically, area sources are small sources that contribute very little emissions individually, but when combined may generate substantial amounts of pollutants. Area specific defaults in CalEEMod were used to calculate area source emissions. The estimated net increase in emissions from project operations were calculated using CalEEMod and are summarized in [Table 4.3-2, Operational Emissions](#).

Table 4.3-2
Operational Emissions

Source	Emissions (pounds per day) ¹					
	Reactive Organic Gases (ROG)	Nitrogen Oxide (NO _x)	Carbon Monoxide (CO)	Sulfur Dioxide (SO ₂)	Coarse Particulate Matter (PM ₁₀)	Fine Particulate Matter (PM _{2.5})
Area Source Emissions	1.64	0.90	5.10	0.00	0.09	0.09
Energy Emissions	0.04	0.40	0.25	0.00	0.03	0.03



Mobile Emissions	1.36	6.60	16.30	0.06	4.86	1.33
Total Emissions	3.04	7.90	21.62	0.06	4.99	1.46
SCAQMD Threshold	55	55	550	150	150	55
Exceed SCAQMD Threshold?	No	No	No	No	No	No
1. Emissions were calculated using the California Emissions Estimator Model version 2016.3.2 (CalEEMod), as recommended by the SCAQMD. Worst-case unmitigated maximum daily emissions are reported.						
Source: CalEEMod version 2016.3.2. Refer to Appendix A of the <i>Air Quality Assessment</i> for model outputs.						

Area Source Emissions

Area source emissions would be generated due to consumer products, architectural coating, and landscaping. As shown in [Table 3.3-2](#), the project's area source emissions would not exceed SCAQMD thresholds. Therefore, mitigation measures are not required, and a less than significant impact is anticipated.

Energy Source Emissions

Energy source emissions would be generated due to the project's electricity and natural gas usage. The project's primary uses of electricity and natural gas would be for space heating and cooling, water heating, ventilation, lighting, appliances, and electronics. As shown in [Table 3.3-2](#), the project's energy source emissions would not exceed SCAQMD thresholds for criteria pollutants. As such, the project would not violate any air quality standards or contribute substantially to an existing or projected air quality violation. Therefore, the project's operational air quality impacts would be less than significant.

Mobile Source

Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions. Depending upon the pollutant being discussed, the potential air quality impact may be of either regional or local concern. For example, ROG, NO_x, PM₁₀, and PM_{2.5} are all pollutants of regional concern. NO_x and ROG react with sunlight to form ozone (O₃), known as photochemical smog. Additionally, wind currents readily transport PM₁₀ and PM_{2.5}. However, carbon monoxide (CO) tends to be a localized pollutant, dispersing rapidly at the source.

Project-generated vehicle emissions have been estimated using CalEEMod, as recommended by the SCAQMD. According to the *Seven Patios Mixed Use Residential/Commercial Retail Project Traffic Impact Analysis* prepared by Ganddini Group, Inc. (February 2020), the proposed project would generate 757 daily trips. As shown in [Table 3.3-2](#), mobile source emissions would not exceed SCAQMD thresholds for criteria pollutants. Therefore, the project's air quality impacts associated with mobile source emissions would be less than significant.



Total Operational Emissions

As shown in [Table 3.3-2](#), emission calculations generated from CalEEMod demonstrate that project operations would not exceed the SCAQMD thresholds for any criteria air pollutants. Therefore, impacts associated with project operations would be less than significant.

Cumulative Short-Term Emissions

SCAB is designated nonattainment for O₃, PM₁₀, and PM_{2.5} for State standards and nonattainment for O₃ and PM_{2.5} for Federal standards. As discussed above, the project's construction-related emissions by themselves would not exceed the SCAQMD significance thresholds for criteria pollutants.

Since these thresholds indicate whether individual project emissions have the potential to affect cumulative regional air quality, it can be expected that the project-related construction emissions would not be cumulatively considerable. The SCAQMD has developed strategies to reduce criteria pollutant emissions outlined in the AQMP pursuant to the FCAA mandates. The analysis assumed fugitive dust controls would be utilized during construction, including frequent water applications. SCAQMD rules, mandates, and compliance with adopted AQMP emissions control measures would also be imposed on construction projects throughout SCAB, which would include related cumulative projects. As concluded above, the project's construction-related impacts would be less than significant. Compliance with SCAQMD rules and regulations would further minimize the proposed project's construction-related emissions. Therefore, project-related construction emissions, in combination with those from other projects in the area, would not substantially deteriorate the local air quality. The project's construction-related emissions would not result in a cumulatively considerable contribution to significant cumulative air quality impacts.

Cumulative Long-Term Impacts

The SCAQMD has not established separate significance thresholds for cumulative operational emissions. The nature of air emissions is largely a cumulative impact. As a result, no single project is sufficient in size to, by itself, result in nonattainment of ambient air quality standards. Instead, individual project emissions contribute to existing cumulatively significant adverse air quality impacts. The SCAQMD developed the operational thresholds of significance based on the level above which individual project emissions would result in a cumulatively considerable contribution to SCAB's existing air quality conditions. Therefore, a project that exceeds the SCAQMD operational thresholds would also be a cumulatively considerable contribution to a significant cumulative impact.

As shown in [Table 3.3-2](#), the project's operational emissions would not exceed SCAQMD thresholds. As a result, the project's operational emissions would not result in a cumulatively considerable contribution to significant cumulative air quality impacts. Additionally, adherence to SCAQMD rules and regulations would alleviate potential impacts related to cumulative conditions on a project-by-project basis. Project operations would not contribute a cumulatively considerable net increase of any nonattainment criteria pollutant.

Mitigation Measures: No mitigation measures are required.



c) **Expose sensitive receptors to substantial pollutant concentrations?**

Less Than Significant Impact.

Localized Construction Significance Analysis

The nearest sensitive receptors to the project site are the single-family residential dwellings located approximately 20 feet (6.1 meters) to the west of the project construction zone. To identify impacts to sensitive receptors, the SCAQMD recommends addressing LSTs for construction. LSTs were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the Final Localized Significance Threshold Methodology (dated June 2003 [revised 2008]) for guidance. The LST methodology assists lead agencies in analyzing localized impacts associated with project-specific emissions.

Since CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily soil disturbance activity possible for each piece of equipment, Table 3.3-3, Equipment-Specific Grading Rates, is used to determine the maximum daily disturbed acreage for comparison to LSTs. The appropriate source receptor area (SRA) for the localized significance thresholds is West San Gabriel Valley (SRA 8), since this area includes the project site. LSTs apply to CO, nitrogen dioxide (NO₂), PM₁₀, and PM_{2.5}. The SCAQMD produced look-up tables for projects that disturb areas less than or equal to 5.0 acres. Project construction is anticipated to disturb a maximum of 3.5 acres in a single day.

**Table 4.3-3
Equipment-Specific Grading Rates**

Construction Phase	Equipment Type	Equipment Quantity	Acres Graded per 8-hour Day	Operating Hours per Day	Acres Graded per Day
Site Preparation	Rubber Tired Dozers	3	0.5	8	1.5
	Tractors/Loaders/Backhoes	4	0.5	8	2.0
	Graders	0	0.5	8	0
Total Acres Graded per Day					3.5
Source: CalEEMod version 2016.3.2. Refer to Appendix A of the <i>Air Quality Assessment</i> for model outputs.					

The SCAQMD's methodology states that "off-site mobile emissions from the project should not be included in the emissions compared to LSTs." Therefore, for purposes of the construction LST analysis, only emissions included in the CalEEMod "on-site" emissions outputs were considered. The nearest sensitive receptors are the single-family residential dwellings located approximately 20 feet (6.1 meters) to the west of the project construction zone. LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. Therefore, as recommended by the SCAQMD, LSTs for receptors located at 25 meters were utilized in this analysis for receptors closer than 25 meters. Table 4.3-4, Localized Significance of Construction Emissions, presents the results of localized emissions during project construction.

Table 4.3-4 shows that the emissions of these pollutants on the peak day of project construction would not result in significant concentrations of pollutants at nearby sensitive receptors. Therefore, the project would result in a less than significant impact concerning LSTs during construction activities.



Table 4.3-4
Localized Significance of Construction Emissions

Construction Activity	Emissions (pounds per day) ^{1,2}			
	Nitrogen Oxide (NO _x)	Carbon Monoxide (CO)	Coarse Particulate Matter (PM ₁₀)	Fine Particulate Matter (PM _{2.5})
Demolition (2021)	31.44	21.56	4.62	1.90
Site Preparation (2021)	40.50	21.15	8.74	5.56
Grading (2021)	31.20	25.67	1.47	2.60
Building Construction (2021)	30.35	31.23	1.64	1.52
Building Construction (2022)	26.74	30.94	1.38	1.28
Paving (2021)	12.92	14.65	0.68	0.62
Architectural Coating (2022)	1.41	1.81	0.08	0.08
<i>Maximum Daily Emissions</i>	<i>40.50</i>	<i>31.23</i>	<i>8.74</i>	<i>5.56</i>
SCAQMD Localized Screening Threshold (adjusted for 3.5 acres at 25 meters)	123	1,176	9	6
Maximum Daily Emissions Exceed SCAQMD Threshold?	No	No	No	No
1. Emissions were calculated using the California Emissions Estimator Model version 2016.3.2 (CalEEMod), as recommended by the SCAQMD. Worst-case seasonal maximum daily emissions are reported. 2. SCAQMD Rule 403 Fugitive Dust applied for construction emissions. The Rule 403 reduction/credits include the following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces three times daily; replace ground cover of area disturbed; water all haul roads twice daily; and limit speeds on unpaved roads to 15 miles per hour. Reductions percentages from the SCAQMD CEQA Handbook (Tables XI-A through XI-E) were applied. No mitigation was applied to construction equipment. Refer to Appendix A of the <i>Air Quality Assessment</i> for Model Data Outputs.				
Source: CalEEMod version 2016.3.2. Refer to Appendix A of the <i>Air Quality Assessment</i> for model outputs.				

Localized Operational Significance Analysis

LSTs for receptors located at 25 meters for SRA 8 were utilized in this analysis. As the project site is 1.61 acres, the 1-acre threshold was conservatively used for the project. The on-site operational emissions are compared to the LST thresholds in [Table 4.3-5, Localized Significance of Operational Emissions](#). [Table 4.3-5](#) shows that the maximum daily emissions of these pollutants during project operations would not result in significant concentrations of pollutants at nearby sensitive receptors. Therefore, the project would result in a less than significant impact concerning LSTs during operational activities.

The proposed project would not involve the use, storage, or processing of carcinogenic or non-carcinogenic toxic air contaminants, and no significant toxic airborne emissions would result from operation of the proposed project. Construction activities are subject to the regulations and laws relating to toxic air pollutants at the regional, State, and federal level that would protect sensitive receptors from substantial concentrations of these emissions. Therefore, impacts associated with the release of toxic air contaminants would be less than significant.



Table 4.3-5
Localized Significance of Operational Emissions

Activity	Emissions (pounds per day) ¹			
	Nitrogen Oxide (NO _x)	Carbon Monoxide (CO)	Coarse Particulate Matter (PM ₁₀)	Fine Particulate Matter (PM _{2.5})
On-Site Emissions (Area and Energy Sources)	1.30	5.33	0.13	0.13
SCAQMD Localized Screening Threshold (1 acre at 25 meters)	69	535	1	1
Exceed SCAQMD Threshold?	No	No	No	No
1. Emissions were calculated using the California Emissions Estimator Model version 2016.3.2 (CalEEMod), as recommended by the SCAQMD. Worst-case seasonal maximum daily emissions are reported.				
Source: CalEEMod version 2016.3.2. Refer to Appendix A of the <i>Air Quality Assessment</i> for model outputs.				

Criteria Pollutant Health Impacts

On December 24, 2018, the California Supreme Court issued an opinion identifying the need to provide sufficient information connecting a project's air emissions to health impacts or explain why such information could not be ascertained (*Sierra Club v. County of Fresno* [Friant Ranch, L.P.] [2018] Cal.5th, Case No. S219783). The SCAQMD has set its CEQA significance thresholds based on the FCAA, which defines a major stationary source (in extreme ozone nonattainment areas such as the SCAB) as emitting 10 tons per year. The thresholds correlate with the trigger levels for the federal New Source Review (NSR) Program and SCAQMD Rule 1303 for new or modified sources. The NSR Program² was created by the FCAA to ensure that stationary sources of air pollution are constructed or modified in a manner that is consistent with attainment of health-based federal ambient air quality standards. The federal ambient air quality standards establish the levels of air quality necessary, with an adequate margin of safety, to protect the public health. Therefore, projects that do not exceed the SCAQMD's mass emissions thresholds would not violate any air quality standards or contribute substantially to an existing or projected air quality violation and no criteria pollutant health impacts.

NO_x and ROG are precursor emissions that form ozone in the atmosphere in the presence of sunlight where the pollutants undergo complex chemical reactions. It takes time and the influence of meteorological conditions for these reactions to occur, so ozone may be formed at a distance downwind from the sources. Breathing ground-level ozone can result health effects that include reduced lung function, inflammation of airways, throat irritation, pain, burning, or discomfort in the chest when taking a deep breath, chest tightness, wheezing, or shortness of breath. In addition to these effects, evidence from observational studies strongly indicates that higher daily ozone concentrations are associated with increased asthma attacks, increased hospital admissions, increased daily mortality, and other markers of morbidity. The consistency and coherence of the evidence for effects upon asthmatics suggests that ozone can make asthma symptoms worse and can increase sensitivity to asthma triggers.

² Code of Federal Regulation (CFR) [i.e., PSD (40 CFR 52.21, 40 CFR 51.166, 40 CFR 51.165 (b)), Non-attainment NSR (40 CFR 52.24, 40 CFR 51.165, 40 CFR part 51, Appendix S).



According to the SCAQMD's 2016 AQMP, O_3 , NO_x , and ROG have been decreasing in the SCAB since 1975 and are projected to continue to decrease in the future. Although vehicle miles traveled in the SCAB continue to increase, NO_x and ROG levels are decreasing because of the mandated controls on motor vehicles and the replacement of older polluting vehicles with lower-emitting vehicles. NO_x emissions from electric utilities have also decreased due to the use of cleaner fuels and renewable energy. The 2016 AQMP demonstrates how the SCAQMD's control strategy to meet the 8-hour ozone standard in 2023 would lead to sufficient NO_x emission reductions to attain the 1-hour ozone standard by 2022. In addition, since NO_x emissions also lead to the formation of $PM_{2.5}$, the NO_x reductions needed to meet the ozone standards will likewise lead to improvement of $PM_{2.5}$ levels and attainment of $PM_{2.5}$ standards.

The SCAQMD's air quality modeling demonstrates that NO_x reductions prove to be much more effective in reducing ozone levels and will also lead to significant improvement in $PM_{2.5}$ concentrations. NO_x -emitting stationary sources regulated by the SCAQMD include Regional Clean Air Incentives Market (RECLAIM) facilities (e.g., refineries, power plants, etc.), natural gas combustion equipment (e.g., boilers, heaters, engines, burners, flares) and other combustion sources that burn wood or propane. The 2016 AQMP identifies robust NO_x reductions from new regulations on RECLAIM facilities, non-refinery flares, commercial cooking, and residential and commercial appliances. Such combustion sources are already heavily regulated with the lowest NO_x emissions levels achievable but there are opportunities to require and accelerate replacement with cleaner zero-emission alternatives, such as residential and commercial furnaces, pool heaters, and backup power equipment. The AQMD plans to achieve such replacements through a combination of regulations and incentives. Technology-forcing regulations can drive development and commercialization of clean technologies, with future year requirements for new or existing equipment. Incentives can then accelerate deployment and enhance public acceptability of new technologies.

The 2016 AQMD also emphasizes that beginning in 2012, continued implementation of previously adopted regulations will lead to NO_x emission reductions of 68 percent by 2023 and 80 percent by 2031. With the addition of 2016 AQMP proposed regulatory measures, a 30 percent reduction of NO_x from stationary sources is expected in the 15-year period between 2008 and 2023. This is in addition to significant NO_x reductions from stationary sources achieved in the decades prior to 2008.

As previously discussed, project emissions would be less than significant and would not exceed SCAQMD thresholds (refer to [Table 4.3-1](#) and [Table 4.3-2](#)). Localized effects of on-site project emissions on nearby receptors were also found to be less than significant (refer to [Table 3.3-4](#) and [Table 3.3-5](#)). The LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable NAAQS or CAAQS. The LSTs were developed by the SCAQMD based on the ambient concentrations of that pollutant for each SRA and distance to the nearest sensitive receptor. The ambient air quality standards establish the levels of air quality necessary, with an adequate margin of safety, to protect public health, including protecting the health of sensitive populations such as asthmatics, children, and the elderly. As shown above, project-related emissions would not exceed the regional thresholds or the LSTs, and therefore would not exceed the ambient air quality standards or cause an increase in the frequency or severity of existing violations of air quality standards. Therefore, sensitive receptors would not be exposed to criteria pollutant levels in excess of the health-based ambient air quality standards.



Carbon Monoxide Hotspots

An analysis of CO “hot spots” is needed to determine whether the change in the level of service of an intersection resulting from the proposed project would have the potential to result in exceedances of the CAAQS or NAAQS. It has long been recognized that CO exceedances are caused by vehicular emissions, primarily when vehicles are idling at intersections. Vehicle emissions standards have become increasingly stringent in the last 20 years. Currently, the CO standard in California is a maximum of 3.4 grams per mile for passenger cars (requirements for certain vehicles are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations have steadily declined.

Accordingly, with the steadily decreasing CO emissions from vehicles, even very busy intersections do not result in exceedances of the CO standard. The 2016 AQMP is the most recent version that addresses CO concentrations. As part of the SCAQMD CO Hotspot Analysis, the Wilshire Boulevard/Veteran Avenue intersection, one of the most congested intersections in Southern California with approximately 100,000 average daily trips (ADT), was modeled for CO concentrations. This modeling effort identified a CO concentration high of 4.6 parts per million (ppm), which is well below the 35-ppm Federal standard. The proposed project would not produce the volume of traffic required to generate a CO hot spot in the context of SCAQMD’s CO Hotspot Analysis. As the CO hotspots were not experienced at the Wilshire Boulevard/Veteran Avenue intersection even as it accommodates 100,000 ADT, it can be reasonably inferred that CO hotspots would not be experienced at any project area intersections from 229 daily trips attributable to the project (187 net daily trips). Therefore, impacts would be less than significant.

Construction-Related Diesel Particulate Matter

Project construction would generate diesel particulate matter (DPM) emissions from the use of off-road diesel equipment required. The amount to which the receptors are exposed (a function of concentration and duration of exposure) is the primary factor used to determine health risk (i.e., potential exposure to toxic air contaminant (TAC) emission levels that exceed applicable standards). Health-related risks associated with diesel-exhaust emissions are primarily linked to long-term exposure and the associated risk of contracting cancer.

The use of diesel-powered construction equipment would be temporary and episodic. The duration of exposure would be short and exhaust from construction equipment would dissipate rapidly. Current models and methodologies for conducting health risk assessments are associated with longer-term exposure periods of 9, 30, and 70 years, which do not correlate well with the temporary and highly variable nature of construction activities. The closest sensitive receptors to the project site are single-family residential uses located approximately 20 feet west of the project construction zone.

The California Office of Environmental Health Hazard Assessment has not identified short-term health effects from DPM. Construction is temporary and would be transient throughout the site (i.e., move from location to location) and would not generate emissions in a fixed location for extended periods of time. Construction activities would be subject to and would comply with California regulations limiting the idling of heavy-duty construction equipment to no more than five minutes to further reduce nearby sensitive receptors’ exposure to temporary and variable DPM emissions. Additionally, it should be noted that the proposed project would replace an existing industrial park which currently uses diesel vehicles (TAC sources) that idle on-site. With project implementation TAC emissions from the existing industrial park



would no longer occur. For these reasons, DPM generated by project construction activities, in and of itself, would not expose sensitive receptors to substantial amounts of air toxics and the project would result in a less than significant impact.

Mitigation Measures: No mitigation measures are required.

d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?)

Less Than Significant Impact.

Construction

Odors that could be generated by construction activities are required to follow SCAQMD Rule 402 to prevent odor nuisances on sensitive land uses. SCAQMD Rule 402, Nuisance, states:

A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

During construction, emissions from construction equipment, such as diesel exhaust, and volatile organic compounds from architectural coatings and paving activities may generate odors. However, these odors would be temporary, are not expected to affect a substantial number of people and would disperse rapidly. Therefore, impacts related to odors associated with the project's construction-related activities would be less than significant.

Operational

The SCAQMD *CEQA Air Quality Handbook* identifies certain land uses as sources of odors. These land uses include agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding. The project proposes the development of a mixed-use project including a mixture of restaurant and retail uses. The proposed project would not include any of the land uses that have been identified by the SCAQMD as odor sources. Therefore, the proposed project would not create objectionable odors.

Mitigation Measures: No mitigation measures are required.



4.4 BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				×
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				×
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				×
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				×
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			×	
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				×

- a) **Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?**

Less Than Significant Impact. The project site is located within an urbanized area and is currently developed with an office building and concrete/asphalt-paved areas and does not contain habitat supportive of special status plant or wildlife species. The project site is highly disturbed and is located in a fully developed urban area of the City. Project implementation would not result in a substantial adverse effect, either directly or through habitat modifications, on any sensitive species. Thus, no impacts in this regard would occur.

Mitigation Measures: No mitigation measures are required.



- b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?**

No Impact. The project site is not located in a riparian or wetland habitat.¹ The nearest wetland is located approximately 0.88 miles away at Arroyo Seco, and the nearest riparian habitat is located approximately 0.75 miles away at the Arroyo Park. The majority of the local area, including the project site, has been developed or landscaped and does not support riparian habitat or sensitive natural communities. No impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

- c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**

No Impact. Refer to Responses 4.4(a) and 4.4(b), above. The project site has been previously disturbed and is void of sensitive plants, wildlife, and habitats (including wetlands). Thus, no impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

- d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?**

No Impact. The project site is currently developed and is located within an urbanized portion of the City. Due to the lack of quality biological habitat within and immediately surrounding the site, the proposed project would not interfere with the movement of fish or wildlife or impact wildlife corridors. The project site and surrounding properties contain minimal ornamental landscaping and do not provide opportunities for the movement of wildlife. Thus, no impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

- e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?**

Less Than Significant Impact. As discussed in Responses 4.4(a) and 4.4(b), above, the proposed project would not result in impacts to sensitive biological resources and it would not conflict with local policies or ordinances regarding the protection of such resources. The site is currently developed with an office building and concrete/asphalt-paved areas with landscaping provided in the surface parking lot and along the portion of the project site fronting El Centro and Orange Grove.

¹ United States Fish and Wildlife Service, *National Wetlands Inventory*, ver. 2, <https://www.fws.gov/wetlands/data/mapper.HTML>, accessed November 21, 2019.



South Pasadena Municipal Code (SPMC) Chapter 34, Trees and Shrubs, contains guidelines for the protection and removal of trees. These trees are defined as heritage trees (as established by the South Pasadena Planning & Building Department), native species (including California Walnut, Sycamore, Christmas Berry, Blue Elderberry, and Mexican Elderberry), and trees that are 12 inches or more in diameter.

A tree inventory was prepared for the project site (refer to Appendix B, Tree Inventory). The tree inventory evaluated 23 private property trees, nine City of South Pasadena rights-of-way trees and one off-site tree immediately adjacent to the project site. Four of the 23 private property trees are considered protected by the City of South Pasadena Tree Ordinance (South Pasadena Municipal Code Chapter 34). The nine rights-of-way trees, by virtue of their designation as City trees, are all “protected”.

The project proposes to remove 20 trees. The project would protect in place the remaining street trees and protected trees and provide 95 replacement trees. The project would be required to obtain a Tree Removal Permit for removal of the street tree and protected tree. In considering the tree removal application, the project applicant would be required to comply with SPMC Section 34.10, Procedure for consideration of tree trimming/removal applicants. In accordance with Section 34.10 (1)(5):

Tree removals associated with development shall only be conditionally approved subject to the applicant receiving their development building permit, paying all fees associated with the tree removal as established by resolution of the city council, and paying a deposit for the required replacement trees, in an amount sufficient to cover the cost of all required replacement trees, as determined by the city's arborist. Upon the planning review authority's approval of the development application and satisfaction of all conditions of approval, and payment of all required fees, the applicant shall be issued a tree removal permit. Upon the applicant's proof to city's satisfaction that the applicant has complied with the approved tree replacement plan, the city shall reimburse applicant's replacement tree deposit. Should applicant fail to plant any replacement tree in accordance with the approved replacement tree plan, the city shall retain the amount of the replacement tree deposit necessary to cover the cost to plant any required replacement trees in alternative locations within the city (public right-of-way, park, etc.), as permitted by this chapter.

Approval of a tree removal permit application would be reviewed against specific criteria identified in SPMC Section 34.11, Criteria for approving tree removal permit applications. Upon issuance of the Tree Removal Permit, the project would be in compliance with the City's tree ordinance and impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. The project site is not located within an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved habitat conservation plan. Thus, no impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.



This page intentionally left blank.



4.5 CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource pursuant to in § 15064.5?			×	
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?			×	
c. Disturb any human remains, including those interred outside of dedicated cemeteries?			×	

a) Cause a substantial adverse change in the significance of a historical resource pursuant to in § 15064.5?

Less Than Significant Impact. The existing office building located on the project site was developed in 1980.¹ The building has not been identified in the City as having historical significance. The project site is located outside of, but in proximity to, a designated historic district, the Mission West/Historic Business District. In addition, the property immediately adjacent to the project site (835 El Centro) has been identified as a property that appears to be a contributor to a district (800 Block El Centro Cluster) that appears eligible for local listing or designation through survey evaluation in the *City of South Pasadena Historic Resources Survey*, June 20, 2017.

Development of the project would not cause a substantial adverse change in the significance of a historical resource. The project does not propose to remove or alter a historic resource or a contributor to a district and it is not located within a designated historic district. The project site is separated from the Mission West/Historic Business District by El Centro Street and the rail right-of-way. The project would involve removal of the existing on-site structures and construction of a mixed-use project with two levels of underground parking along El Centro Street and three cottage bungalows along Orange Grove Place. The project would be required to comply with the Mission Street Specific Plan, which includes regulations and guidelines to ensure that “New buildings are compatible and harmonious with the character, scale, height, massing, siting and design of the area’s Historic Resources...”

The El Centro Street frontage proposes multiple architectural styles in order to appear as two styles and reduce the massing along the extensive length of the street frontage. The eastern portion of the building is proposed to be commercial in character, in order to respond to the Gold Line Station and buildings in the Station District, which have historically been commercial and industrial. The central entry and western portion of the building are proposed as a two-part composition in Mediterranean style.

The proposed project includes varying roof forms to help reduce volume and to provide greater compatibility with the adjacent single-family residences. Rooflines would be designed to screen all roof mounted mechanical equipment. The project would also include various frontage elements, such as porches, balconies, and exterior staircases to introduce variety and visual scale of the façades. The main

¹ Converse Consultants, *Phase I Environmental Site Assessment Report, 845-899 El Centro Street and 830-832 Orange Grove Place, South Pasadena, California*, May 5, 2018.



entrance of the project would occur in the center of the El Centro elevation. The entry would be distinguished from the rest of the façade by making it part of a recessed central mass. The overall building mass is proposed to step down from three stories to the north, to two stories to the south and west, in order to respect the scale of the adjacent single-family neighborhood.

The bungalow cottage residential buildings are proposed to look like traditional Craftsman Style Bungalows. The two bungalows facing Orange Grove Place would have one-story porches facing the street, roof pitches, deep eaves, exposed rafters, gutters, downspouts, windows and doors that would be decorative and designed to integrate with the Craftsman style building character and the scale of the adjacent existing residential uses.

Thus, the project would not cause a substantial change in the significant or potential significance of a historical resource and impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

Less Than Significant Impact. No known archaeological resources occur within the project site. The project site has been previously disturbed from prior development and contains artificial fill materials. As such, any archaeological resources, which may have existed within the project site, have likely been disturbed. Although it is not expected that archaeological resources would be encountered during construction due to previous disturbance at the site, the project would require excavation for implementation of the proposed subterranean parking levels. If evidence of subsurface archaeological resources is found during construction, excavation and other construction activity in that area would be required to cease and the construction contractor would contact the City of South Pasadena Community Development Department. With direction from the Community Development Department, an archaeologist certified by the County of Los Angeles would be retained to evaluate the discovery prior to resuming grading in the immediate vicinity of the find. If warranted, the archaeologist would collect the resource and prepare a technical report describing the results of the investigation. The test-level report would evaluate the site including discussion of significance (depth, nature, condition, and extent of the resources), final mitigation recommendations, and cost estimates. A less than significant impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

c) Disturb any human remains, including those interred outside of dedicated cemeteries?

Less Than Significant Impact. No conditions exist that suggest human remains are likely to be found on the project site. Due to the level of past disturbance on-site, it is not anticipated that human remains, including those interred outside of formal cemeteries, would be encountered during earth removal or disturbance activities. If human remains are found, those remains would require proper treatment, in accordance with applicable laws. State of California Public Resources Health and Safety Code Section 7050.5-7055 describe the general provisions for human remains. Specifically, Health and Safety Code Section 7050.5 describes the requirements if any human remains are accidentally discovered during excavation of a site. As required by State law, the requirements and procedures set forth in Section 5097.98 of the California Public Resources Code would be implemented, including notification of the County Coroner, notification of the



Native American Heritage Commission and consultation with the individual identified by the Native American Heritage Commission to be the “most likely descendant.” If human remains are found during excavation, excavation must stop in the vicinity of the find and any area that is reasonably suspected to overlay adjacent remains until the County coroner has been called out, and the remains have been investigated and appropriate recommendations have been made for the treatment and disposition of the remains. Following compliance with existing State regulations, which detail the appropriate actions necessary in the event human remains are encountered, a less than significant impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.



This page intentionally left blank.



4.6 ENERGY

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			×	
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			×	

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less Than Significant Impact. During the construction period, equipment and vehicles would primarily be powered by diesel fuel and would likely require minimal electricity. The fuel consumption from construction vehicles and equipment would be temporary and would represent a negligible increase in regional energy consumption. Once operational, the project would require electricity and natural gas to provide energy for residential and commercial land uses. Proposed buildings would be designed to include energy-saving features and would conform to the California Building Standards Code to meet energy efficiency requirements. Any increase in operational energy usage would be negligible and would not represent wasteful, inefficient, or unnecessary consumption of energy resources. A less than significant impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less Than Significant Impact. The project would be consistent with the City of South Pasadena's land use and zoning designations, as well as energy conservation goals and policies outlined in the City of South Pasadena's General Plan. A less than significant impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.



This page intentionally left blank.



4.7 GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:			×	
1) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			×	
2) Strong seismic ground shaking?			×	
3) Seismic-related ground failure, including liquefaction?			×	
4) Landslides?			×	
b. Result in substantial soil erosion or the loss of topsoil?			×	
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			×	
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?			×	
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?			×	
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			×	

This section is based upon information provided in the *Geotechnical Study Report, Proposed Building Development, 845 El Centro Street, South Pasadena, Los Angeles County, California 91030 (Geotechnical Study)* prepared by Converse Consultants (June 19, 2018), for the proposed project; refer to [Appendix C, Geotechnical Study](#). The purpose of the *Geotechnical Study* is to determine the subsurface conditions as they relate to construction of the proposed mixed-use development subterranean parking levels on the project site.

a) **Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:**

1) **Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other**



substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Less Than Significant Impact. Southern California, including the project area, is in a seismically active region prone to occasional damaging earthquakes. The hazard of fault-rupture is generally thought to be associated with a relatively narrow zone along well-defined pre-existing active or potentially active faults. Direct evidence for faulting or geomorphic features suggestive of faulting was not observed onsite. According to the *Geotechnical Study*, the project site is not located within a currently designated State of California Earthquake Fault Zone (formerly Alquist-Priolo Special Study Zones) for surface fault rupture. The nearest faults considered active are the Verdugo fault and the Raymond fault located approximately 1,800 feet (0.34 miles) north from the project site. As the nearest active fault to the project site is located approximately 1,800 feet to the north, the potential for onsite ground rupture and damage due to faulting is considered low. A less than significant impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

2) Strong seismic ground shaking??

Less Than Significant Impact. Southern California has numerous active seismic faults subjecting people to potential earthquake and seismic-related hazards. Seismic activity poses two types of potential hazards for people and structures, categorized either as primary or secondary hazards. Primary hazards include ground rupture, ground shaking, ground displacement, subsidence, and uplift from earth movement. Primary hazards can also induce secondary hazards such as ground failure (lurch cracking, lateral spreading, and slope failure), liquefaction, water waves (seiches), movement on nearby faults (sympathetic fault movement), dam failure, and fires.

As in the case for most areas of Southern California, strong ground-shaking resulting from earthquakes associated with nearby and more distant faults may occur at the project site. During the life of the project, seismic activity associated with active faults can be expected to generate moderate to strong ground shaking at the site. Review of recent seismological and geophysical publications indicates that the seismic hazard for the project site is high.

As previously mentioned, the project site is not located within a currently designated State of California Earthquake Fault Zone for surface fault rupture. No surface faults are known to project through or toward the site. The closest known active fault to the project site with mapped surface traces is the Raymond Fault (approximately 1,800 feet/0.34 miles to the north of the project site). There are a number of regional fault systems, which could produce ground shaking at the site during a major earthquake. Table 4.7-1, Summary of Regional Faults Near the Reservoir, shows the location of the known most capable faults with respect to the site within 50 kilometers.



Table 4.7-1
Summary of Regional Faults Near the Reservoir

Fault Name	Approximate Distance Miles (km)	Moment Magnitude (Mw)
Raymond	0.34 (0.55)	6.5
Verdugo	3.6 (5.8)	6.7
Hollywood	4.7 (7.5)	6.4
Sierra Madre	8.2 (13.2)	7
Elysian Park Thrust	8.5 (13.7)	6.7
Clamshell-Sawpit	10.2 (16.4)	6.5
Whittier	12.1 (19.5)	6.8
Newport-Inglewood (LA Basin)	13.4 (21.5)	6.9
Compton Thrust	13.9 (22.3)	6.8
Santa Monica	14.7 (23.7)	6.6
Sierra Madre (San Fernando)	15.4 (24.8)	6.7
San Gabriel	15.8 (25.4)	7
San Jose	16.5 (26.6)	6.5
Northridge (East Oak Ridge)	18.5 (29.7)	6.9
Malibu Coast	22.1 (35.5)	6.7
Palos Verdes	22.7 (36.6)	7.1
Chino-Central Avenue (Elsinore)	23.4 (37.6)	6.7
Cucamonga	23.7 (38.1)	7
Santa Susana	25.0 (40.2)	6.6
San Andreas – 1857 Rupture	28.5 (45.8)	7.8
San Andreas – Mojave	28.5 (45.8)	7.1
Holser	30.2 (48.6)	6.5
Source: Converse Consultants, Geotechnical Study Report, June 19, 2018.		
Notes: 1. The data presented above was calculated using EQFAULT Version 3.0 with updated fault data from “The Revised 2002 California Probabilistic Seismic Hazard Maps (June 2003).” 2. Review of published geologic data and mapping including Appendix A of the 2002 California Fault Parameters Report (Cao et al., 2003).		

The Geotechnical Study included a site-specific response spectrum for a Maximum Considered Earthquake (MCE), defined as a horizontal peak ground acceleration that has a two percent probability of being exceeded in 50 years; refer to [Appendix C](#).

Although some structural damage is typically not avoidable during a large earthquake, the proposed project would be constructed to meet existing construction ordinances and the California Building Code (CBC) in order to protect against building collapse and major injury during a seismic event. The CBC includes specific design measures, which are based on the determination of Site Classification and Seismic Design Categories specific to the project site. These design measures are intended to maximize structural stability in the event of an earthquake. Adherence to these building requirements would minimize risks related to seismic shaking to a less than significant level.



Additionally, as a condition of approval, the project applicant would be required to prepare a Final Soils/Geotechnical Engineering Report to ensure compliance with the design parameters of the *Geotechnical Study* regarding earthwork and site grading; foundation design; and construction, and any recommendations identified by the City Engineer. The Grading Plan would be required to incorporate all engineering recommendations contained within the Final Soils/Geotechnical Engineering Report. Potential impacts associated with strong seismic ground shaking would be reduced to a less than significant level.

Mitigation Measures: No mitigation measures are required.

a3) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Liquefaction is the sudden decrease in the strength of cohesionless soils due to dynamic or cyclic shaking. Saturated soils behave temporarily as a viscous fluid (liquefaction) and, consequently, lose their capacity to support the structures founded on them. The potential for liquefaction decreases with increasing clay and gravel content but increases as the ground acceleration and duration of shaking increase. Liquefaction potential has been found to be the greatest where the groundwater level and loose sands occur within 50 feet of the ground surface.

The project site is not located within a potential liquefaction zone per the State of California Seismic Hazard Zones Map for the Los Angeles Quadrangle. As part of the Geotechnical Study, a liquefaction potential analysis was conducted; refer to [Appendix C](#). The results of liquefaction analyses indicate the site soils are not susceptible to liquefaction.

Although liquefaction is not anticipated to occur on the project site, incorporation of engineering recommendations contained within the Final Soils/Geotechnical Engineering Report would ensure compliance with the design parameters of the *Geotechnical Study* regarding earthwork and site grading; foundation design; and construction, and any recommendations identified by the City Engineer are incorporated into the project. Potential impacts associated with seismic-related ground failure, including liquefaction, would be reduced to a less than significant level.

Mitigation Measures: No mitigation measures are required.

a4) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

Less Than Significant Impact. The project site surface elevation ranges from approximately 649 feet to 669 feet above mean sea level. The site surface slopes towards the southwest from the northeast corner along El Centro Street to the lower surface parking lot at the southwest corner of the property. According to the Geotechnical Study, in the absence of any significant ground slopes, the potential for seismically induced landslides to affect the project site is considered to be very low. Additionally, the surrounding area is relatively flat, making the possibility for landslides extremely remote. Thus, impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.



b) Result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. Grading and earthwork activities associated with project construction activities would expose soils to potential short-term erosion by wind and water. All demolition and construction activities within the City would be subject to compliance with the CBC. During inclement periods of the year, when rain is threatening, an erosion control plan would be implemented in order to reduce the potential of site erosion. Further, the project would be subject to compliance with the requirements set forth in the Los Angeles Regional Water Quality Control Board (RWQCB) Stormwater Quality Management Plan (SQMP), and City of South Pasadena Standard Urban Stormwater Mitigation Plan (SUSMP) pertaining to stormwater runoff during construction activities. In compliance with the SQMP and SUSMP, the project would be required to implement Best Management Practices (BMPs) to reduce water quality impacts, including specific erosion and sediment control BMPs to be implemented during construction activities to protect stormwater runoff. Compliance with the CBC, SQMP, SUSMP, and incorporation of engineering recommendations contained within the Final Soils/Geotechnical Engineering Report for the project, would minimize effects from erosion and ensure consistency with the RWQCB Water Quality Control Plan. Project implementation would result in a less than significant impact regarding soil erosion.

Substantial soil erosion or loss of topsoil is not expected to occur during long-term operations. The majority of the project site would be developed, and any pervious areas would be landscaped that would minimize potential impacts in this regard to a less than significant level.

Mitigation Measures: No mitigation measures are required.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Less Than Significant Impact. According to the *Geotechnical Study*, the project site is not identified as an area having the potential for liquefaction and the potential for seismic-induced landslides and lateral spreading is considered very low. As part of the *Geotechnical Study*, the potential for the project site to experience soil shrinkage and subsidence was analyzed. The *Geotechnical Study* provides an estimate of potential subsidence (0.15 feet) as a result of remedial grading and recommends field-testing using the actual equipment and grading techniques be conducted to provide more accurate estimates. Incorporation of engineering recommendations contained within the Final Soils/Geotechnical Engineering Report for the project would minimize potential impacts associated with unstable soils to a less than significant level.

Mitigation Measures: No mitigation measures are required.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Less Than Significant Impact. During inclement weather and/or excessive landscape watering, moisture infiltrates the soil and causes the soil to heave (expansion). When drying occurs the soils will shrink (contraction). Repeated cycles of expansion and contraction of soils can cause pavement, concrete slabs on grade and foundations to crack. According to the *Geotechnical Study*, the near-surface earth materials have a low expansion potential. However, the expansion potential could change during grading activities.



Therefore, the *Geotechnical Study* recommends the expansion potential of site soils be verified after grading; refer to Appendix C. Incorporation of engineering recommendations contained within the Final Soils/Geotechnical Engineering Report for the project would minimize potential impacts associated with expansive soils to a less than significant level.

Mitigation Measures: No mitigation measures are required.

- e) **Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?**

No Impact. No septic tanks or alternative wastewater systems would be constructed as part of the project, and therefore, no impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

- f) **Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

Less Than Significant Impact. The site exists within a highly developed area and the project site has been completely disturbed and graded. No known paleontological resources occur within the project site. Although it is not expected that paleontological resources would be encountered during construction, the project would require excavation for implementation of the proposed subterranean parking levels. Thus, ground-disturbing activities could unearth undocumented subsurface paleontological resources. If evidence of subsurface paleontological resources is found during construction, excavation and other construction activity in that area would be required to cease and the construction contractor would contact the City of South Pasadena Planning and Building Department. With direction from the Planning and Building Department, a paleontologist certified by the County of Los Angeles would evaluate the find prior to resuming grading in the immediate vicinity of the find. If warranted, the paleontologist would prepare and complete a standard Paleontological Resources Mitigation Program for the salvage and curation of identified resources. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.



4.8 GREENHOUSE GAS EMISSIONS

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			×	
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			×	

This section is based on information provided in the *Greenhouse Gas Emissions Assessment* prepared by Kimley-Horn and Associates, Inc. (February 2020), for the project site; refer to [Appendix A, *Greenhouse Gas Emissions Assessment*](#).

a) **Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?**

Less Than Significant Impact.

Short-Term Construction Greenhouse Gas Emissions

The proposed project would result in direct emissions of greenhouse gases (GHG) from construction. Construction of the proposed project is estimated to generate GHG emissions. Construction emissions were quantified for demolition, site preparation, grading, building construction, paving, and the application of architectural coatings. GHG emissions produced during the construction phase of the project are primarily from construction vehicle exhaust. The approximate quantity of daily GHG emissions generated by construction equipment utilized to build the proposed project is depicted in [Table 4.8-1, *Construction-Related Greenhouse Gas Emissions*](#).

Table 4.8-1
Construction-Related Greenhouse Gas Emissions

Category	MTCO ₂ e
2021 Construction Emissions	395
2022 Construction Emissions	392
Total Construction Emissions	787
30-Year Amortized Construction	26

Source: CalEEMod version 2016.3.2. Refer to Appendix A of the *Air Quality Assessment* for model outputs.

As shown in [Table 4.8-1](#), project construction would result in the generation of approximately 787 metric tons of carbon dioxide equivalents (MTCO₂e) over the course of construction. Construction GHG emissions are typically summed and amortized over the lifetime of the project (assumed to be 30 years), then added



to the operational emissions.¹ The amortized project emissions would be 13 MTCO₂e per year. Once construction is complete, the generation of these GHG emissions would cease.

Long-Term Operational Greenhouse Gas Emissions

Operational or long-term emissions occur over the life of the proposed project. GHG emissions would result from direct emissions such as project generated vehicular traffic, on-site combustion of natural gas, operation of any landscaping equipment. Operational GHG emissions would also result from indirect sources, such as off-site generation of electrical power, the energy required to convey water to, and wastewater from the project site, the emissions associated with solid waste generated from the project site, and any fugitive refrigerants from air conditioning or refrigerators. Total GHG emissions associated with proposed project are summarized in Table 4.8-2, Project Greenhouse Gas Emissions. As shown in Table 4.8-2, the project would generate approximately 1,335 MTCO₂e annually from both construction and operations and the proposed project would not exceed the SCAQMD GHG threshold of 3,000 MTCO₂e per year. Therefore, project-related GHG emissions would be less than significant and no mitigation measures are required.

Table 4.8-2
Project Greenhouse Gas Emissions

Emissions Source	MTCO ₂ e per Year
Construction Amortized Over 30 Years	26
Area Source	13
Energy	277
Mobile	978
Waste	16
Water and Wastewater	25
Total	1,335
<i>Bright Line Threshold</i>	<i>3,000</i>
Exceeds SCAQMD Threshold?	No
Source: CalEEMod version 2016.3.2. Refer to Appendix A of the <i>Air Quality Assessment</i> for model outputs.	

Mitigation Measures: No mitigation measures are required.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less Than Significant Impact. There are currently no adopted local or regional GHG reduction plans applicable to the proposed project.² As such, the most applicable GHG reduction plans to the proposed

¹ The project lifetime is based on the standard 30-year assumption of the South Coast Air Quality Management District (South Coast Air Quality Management District, *Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #13*, August 26, 2009).

² The City of South Pasadena is currently developing a Climate Action Plan (CAP) to reduce its greenhouse gas emissions in accordance with statewide targets but has not been adopted yet.



project include the Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and the California Air Resources Board (CARB) 2017 Scoping Plan discussed below.

2016-2040 RTP/SCS Consistency

On April 7, 2016, SCAG adopted the 2016-2040 RTP/SCS. The RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The RTP/SCS embodies a collective vision for the region's future and is developed with input from local governments, county transportation commissions, tribal governments, nonprofit organizations, businesses, and local stakeholders in the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. SCAG's RTP/SCS establishes GHG emissions goals for automobiles and light-duty trucks for 2020 and 2035 as well as an overall GHG target for the project region consistent with both the target date of Assembly Bill (AB) 32 and the post-2020 GHG reduction goals of Executive Orders 5-03-05 and B-30-15.

The plan accounts for operations and maintenance costs to ensure reliability, longevity, and cost effectiveness. The RTP/SCS is also supported by a combination of transportation and land use strategies that help the region achieve the State's GHG emissions reduction goals and Federal Clean Air Act (FCAA) requirements, preserve open space areas, improve public health and roadway safety, support our vital goods movement industry, and utilize resources more efficiently. GHG emissions resulting from development-related mobile sources are the most potent source of emissions, and therefore project comparison to the RTP/SCS is an appropriate indicator of whether the project would inhibit the post-2020 GHG reduction goals promulgated by the State. The project's consistency with the RTP/SCS goals is analyzed in detail in Table 4.8-3, Regional Transportation Plan/Sustainable Communities Strategy Consistency.

Table 4.8-3
Regional Transportation Plan/Sustainable Communities Strategy Consistency

SCAG Goals	Compliance
GOAL 1: Align the plan investments and policies with improving regional economic development and competitiveness.	N/A: This is not a project-specific policy and is therefore not applicable.
GOAL 2: Maximize mobility and accessibility for all people and goods in the region.	Consistent: Although this project is not a transportation improvement project, the project is located near existing transit routes on El Centro Street and is adjacent to the Metro Gold Line South Pasadena Station.
GOAL 3: Ensure travel safety and reliability for all people and goods in the region.	N/A: This is not a transportation improvement project and is therefore not applicable.
GOAL 4: Preserve and ensure a sustainable regional transportation system.	N/A: This is not a transportation improvement project and is therefore not applicable.
GOAL 5: Maximize the productivity of our transportation system.	N/A: This is not a transportation improvement project and is therefore not applicable.
GOAL 6: Protect the environment and health of our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking).	N/A: This is not a project-specific policy. However, the project is required to comply with CALGreen provisions and is located in an infill area near existing development.



GOAL 7: Actively encourage and create incentives for energy efficiency, where possible.	N/A: This is not a project-specific policy and is therefore not applicable.
GOAL 8: Encourage land use and growth patterns that facilitate transit as well as nonmotorized transportation.	Consistent: The project is located within a relatively short walking distance to local bus routes.
GOAL 9: Maximize security of transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.	N/A: This is not a transportation improvement project and is therefore not applicable.
Source: Southern California Association of Governments, <i>Regional Transportation Plan/Sustainable Communities Strategy</i> , 2016.	

As shown in [Table 4.8-3](#), the project would be consistent with the stated goals of the RTP/SCS. Therefore, the project would not result in any significant impacts or interfere with SCAG's ability to achieve the region's post-2020 mobile source GHG reduction targets.

California Air Resources Board Scoping Plan Consistency

The California State Legislature adopted AB 32 in 2006. AB 32 focuses on reducing GHGs (carbon dioxide [CO₂], methane [CH₄], nitrous oxide [NO_x], hydrofluorocarbons [HFC], perfluorocarbons [PFC], and sulfur hexafluoride [SF₆]) to 1990 levels by the year 2020. Pursuant to the requirements in AB 32, CARB adopted the Climate Change Scoping Plan (CCSP) in 2008, which outlines actions recommended to obtain that goal. The CCSP provides a range of GHG reduction actions that include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, market-based mechanisms such as the cap-and-trade program, and an AB 32 implementation fee to fund the program. As shown in [Table 4.8-4, *Project Consistency with Applicable CARB Scoping Plan Measures*](#), the project is consistent with most of the strategies, while others are not applicable to the project.

Table 4.8-4
Project Consistency with Applicable CARB Scoping Plan Measures

Scoping Plan Sector	Scoping Plan Measure	Implementing Regulations	Project Consistency Analysis
Transportation	California Cap-and-Trade Program Linked to Western Climate Initiative	Regulation for the California Cap on GHG Emissions and Market-Based Compliance Mechanism October 20, 2015 (CCR 95800)	Consistent. The Cap-and-Trade Program applies to large industrial sources such as power plants, refineries, and cement manufacturers. However, the regulation indirectly affects people who use the products and services produced by these industrial sources when increased cost of products or services (such as electricity and fuel) are transferred to the consumers. The Cap-and-Trade Program covers the GHG emissions associated with electricity consumed in California, generated in-state or imported. Accordingly, GHG emissions associated with CEQA projects' electricity usage are



			covered by the Cap-and-Trade Program. The Cap-and-Trade Program also covers fuel suppliers (natural gas and propane fuel providers and transportation fuel providers) to address emissions from such fuels and combustion of other fossil fuels not directly covered at large sources in the Program's first compliance period.
	California Light-Duty Vehicle GHG Standards	Pavley I 2005 Regulations to Control GHG Emissions from Motor Vehicles	Consistent. This measure applies to all new vehicles starting with model year 2012. The project would not conflict with its implementation as it would apply to all new passenger vehicles purchased in California. Passenger vehicles, model year 2012 and later, associated with construction and operation of the project would be required to comply with the Pavley emissions standards.
		2012 LEV III California GHG and Criteria Pollutant Exhaust and Evaporative Emission Standards	Consistent. The LEV III amendments provide reductions from new vehicles sold in California between 2017 and 2025. Passenger vehicles associated with the project would comply with LEV III standards.
	Low Carbon Fuel Standard	2009 readopted in 2015. Regulations to Achieve GHG Emission Reductions Subarticle 7. Low Carbon Fuel Standard CCR 95480	Consistent. This measure applies to transportation fuels utilized by vehicles in California. The project would not conflict with implementation of this measure. Motor vehicles associated with construction and operation of the project would utilize low carbon transportation fuels as required under this measure.
	Regional Transportation-Related GHG Targets	SB 375. Cal. Public Resources Code §§ 21155, 21155.1, 21155.2, 21159.28	Consistent. The project would provide development in the region that is consistent with the growth projections in the RTP/SCS.
	Goods Movement	Goods Movement Action Plan January 2007	Not applicable. The project does not propose any changes to maritime, rail, or intermodal facilities or forms of transportation.
	Medium/Heavy-Duty Vehicle	2010 Amendments to the Truck and Bus Regulation, the Drayage Truck Regulation and the Tractor-Trailer GHG Regulation	Consistent. This measure applies to medium and heavy-duty vehicles that operate in the State. The project would not conflict with implementation of this measure. Medium and heavy-duty vehicles associated with construction and operation of the project would be required to comply with the requirements of this regulation.



	High Speed Rail	Funded under SB 862	Not applicable. This is a statewide measure that cannot be implemented by a project applicant or Lead Agency.
Electricity and Natural Gas	Energy Efficiency	Title 20 Appliance Efficiency Regulation	Consistent. The project would not conflict with implementation of this measure. The project would comply with the latest energy efficiency standards.
		Title 24 Part 6 Energy Efficiency Standards for Residential and Non-Residential Building	
		Title 24 Part 11 California Green Building Code Standards	
	Renewable Portfolio Standard/Renewable Electricity Standard	2010 Regulation to Implement the Renewable Electricity Standard (33% 2020)	Consistent. The project would obtain electricity from the electric utility, Southern California Edison (SCE). SCE obtained 32 percent of its power supply from renewable sources in 2018. Therefore, the utility would provide power when needed on site that is composed of a greater percentage of renewable sources.
	Million Solar Roofs Program	SB 350 Clean Energy and Pollution Reduction Act of 2015 (50% 2030)	
		Tax Incentive Program	Consistent. This measure is to increase solar throughout California, which is being done by various electricity providers and existing solar programs. The program provides incentives that are in place at the time of construction.
Water	Water	Title 24 Part 11 California Green Building Code Standards	Consistent. The project would comply with the CalGreen standards, which requires a 20 percent reduction in indoor water use. The project would also comply with the City's water conservation and efficiency standards.
		SBX 7-7—The Water Conservation Act of 2009	
		Model Water Efficient Landscape Ordinance	
Green Buildings	Green Building Strategy	Title 24 Part 11 California Green Building Code Standards	Consistent. The State is to increase the use of green building practices. The project would implement required green building strategies through existing regulation that requires the project to comply with various CalGreen Requirements.
Industry	Industrial Emissions	2010 CARB Mandatory Reporting Regulation	Not applicable. The Mandatory Reporting Regulation requires facilities and entities with more than 10,000 MTCO _{2e} of combustion and process emissions, all facilities belonging to certain industries,



			and all electric power entities to submit an annual GHG emissions data report directly to CARB. The project consists of a mixed-use development and does not contain industrial uses. Therefore, this regulation would not apply.
Recycling and Waste Management	Recycling and Waste	Title 24 Part 11 California Green Building Code Standards	Consistent. The project would not conflict with implementation of these measures. The project is required to achieve the recycling mandates via compliance with the CALGreen code. The City has consistently achieved its State recycling mandates.
		AB 341 Statewide 75 Percent Diversion Goal	
Forests	Sustainable Forests	Cap and Trade Offset Projects	Not applicable. The project is located within an urban area and does not contain forested lands.
High Global Warming Potential	High Global Warming Potential Gases	CARB Refrigerant Management Program CCR 95380	Not applicable. The regulations are applicable to refrigerants used by large air conditioning systems and large commercial and industrial refrigerators and cold storage system. The project would not conflict with the refrigerant management regulations adopted by CARB.
Agriculture	Agriculture	Cap and Trade Offset Projects for Livestock and Rice Cultivation	Not applicable. The project site is designated for urban development. No grazing, feedlot, or other agricultural activities that generate manure occur currently exist on-site or are proposed to be implemented by the project.
Source: California Air Resources Board, <i>California's 2017 Climate Change Scoping Plan</i> , November 2017 and CARB, <i>Climate Change Scoping Plan</i> , December 2008.			

The 2017 Scoping Plan identifies additional GHG reduction measures necessary to achieve the 2030 target. These measures build upon those identified in the first update to the CCSP in 2013. Although a number of these measures are currently established as policies and measures, some measures have not yet been formally proposed or adopted. It is expected that these actions to reduce GHG emissions will be adopted as required to achieve statewide GHG emissions targets. As such, impacts related to consistency with the Scoping Plan would be less than significant.

The project is estimated to emit approximately 1,335 MTCO₂e per year directly from on-site activities and indirectly from off-site motor vehicles, see [Table 4.8-2](#). The GHG emissions caused by long-term operation of the project would be less than significant.

Regarding goals for 2050 under Executive Order S-3-05, at this time it is not possible to quantify the emissions savings from future regulatory measures, as they have not yet been developed; nevertheless, it can be anticipated that operation of the proposed project would benefit from the implementation of current and potential future regulations (e.g., improvements in vehicle emissions, SB 100/renewable



electricity portfolio improvements, etc.) enacted to meet an 80 percent reduction below 1990 levels by 2050.

The project would not conflict with any applicable plan, policy, or regulation of an agency adopted for reducing the emissions of GHGs because the project would generate low levels of GHGs, and would not impede implementation of the Scoping Plan, or conflict with the policies of the Scoping Plan. Therefore, the impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.



4.9 HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			×	
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			×	
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			×	
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			×	
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?				×
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			×	
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				×

This section is based upon information provided in the *Phase I Environmental Site Assessment* (Phase I ESA) prepared by Converse Consultants (May 5, 2018), for the project site; refer to [Appendix D, Phase I Environmental Site Assessment](#). The purpose of the Phase I ESA is to identify existing or potential recognized environmental conditions (RECs) as defined by American Society for Testing and Materials (ASTM) Standard E1527-13 affecting the project site. The Phase I ESA included a review of historical sources, a review of regulatory agency records; visual inspections of the property and of adjacent properties; and interviews.

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

Less Than Significant Impact. The project involves construction activities associated with removal of an existing structure and paving, site preparation, grading, and construction and operation of a mixed-use residential and commercial retail project. Generally, the exposure of persons to hazardous materials could occur in the following manners: 1) improper handling or use of hazardous materials or hazardous wastes



during construction or operation of future development, particularly by untrained personnel; 2) an accident during transport; 3) environmentally unsound disposal methods; or 4) fire, explosion or other emergencies. The severity of potential effects varies with the activity conducted, the concentration and type of hazardous material or wastes present, and the proximity of sensitive receptors.

Construction activities associated with the proposed project may involve the routine transport, use, or disposal of hazardous materials, such as petroleum-based fuels or hydraulic fluid used for construction equipment. The construction contractor would be required to use standard construction controls and safety procedures that would avoid and minimize the potential for hazards associated with the transport and use of hazardous materials. Standard construction practices would be observed such that any materials released are appropriately contained and remediated as required by local, State, and Federal law.

Cleaning and degreasing solvents, fertilizers, pesticides, and other materials used in the regular maintenance of buildings and landscaping would be utilized by the proposed development. While the risk of exposure to hazardous materials cannot be eliminated, measures can be implemented to reduce risk to acceptable levels. Adherence to existing regulations would ensure compliance with safety standards related to the use and storage of hazardous materials, and the safety procedures mandated by applicable Federal, State, and local laws and regulations, which would ensure that risks resulting from the routine transportation, use, storage, or disposal of hazardous materials or hazardous wastes associated with implementation of the proposed project would be less than significant.

Mitigation Measures: No mitigation measures are required.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less Than Significant Impact. As previously noted, a Phase I ESA has been prepared for the project site. The following provides a summary of the findings of the Phase I ESA study.

Phase I ESA

The Phase I ESA consisted of historical information, a records review, property reconnaissance, interviews, and an evaluation and recommendations for any known or potentially hazardous materials located on-site, and/or on adjoining or surrounding uses.

Historical Information

The Phase I ESA included historical information from aerial photographs and maps, building permits, and city directories. According to available historical sources, the project site was formerly undeveloped as early as 1894; developed exclusively with a residential use in 1910; subsequently redeveloped with a mixture of commercial businesses and residential dwellings from as early as 1930 until at least 1979; and finally developed with the current structure in 1980. Tenants on the property include a mixture of residential and commercial/light industrial companies, including Violet Ray Ice Company (1930-1950); Creamery Products Corporation (1957-1962) Philip R. Randolph Company (1957-1963); Universal Industries, Inc. (1967-1975); and WNC First Insurance Services, Inc.



Records Review

The Phase I ESA included an ERIS Database Report prepared specifically for the property, adjoining properties and other off-site locations of concern. The search included queries to the following databases for cases within specified ASTM search distances; refer to [Appendix D](#).

Property Listings. According to the Phase I ESA, the property (849 El Centro Street) is listed as a HAZNET facility. However, presence of a facility on the HAZNET database does not necessarily indicate that an environmental concern exists at that facility. The presence of the subject property on the HAZNET database is not considered to represent an environmental concern. Significantly the property is not listed on any database in the database report which reports spills, releases or regulatory/remedial actions. According to the Phase I ESA, based on the lack of a documented release, the HAZNET listing is not expected to represent a significant environmental concern.

Adjoining Properties. According to the Phase I ESA, the adjacent property to the east, across the railroad tracks, is identified as a Los Angeles County CUPA, RCRA-SQG, FINDS and HAZNET site in the regulatory database report. The site, identified as Jack's Auto Repair at 1001 Glendon Way, is registered with the Los Angeles County Fire Department as a chemical storage facility and a hazardous waste generator. A minor administrative violation was cited in 2016. The facility is an EPA small quantity generator (SQG) of hazardous waste with no violations reported. Jack's Auto Repair is also listed as a HAZNET facility that has one HAZNET listing for 1995 for shipping under manifest a unspecified organic liquid mixture off-site for disposal. As noted above, the presence of a property on the HAZNET database is not considered to represent an environmental concern. Jack's Auto Repair is not listed on any database in the database report which reports spills, releases or regulatory/remedial actions. Based on the lack of a documented release these listings are not expected to represent a significant environmental concern.

The adjacent property to the northwest is identified as a LUST, UST, HIST TANK, CERS TANK, Hazardous Substance Storage Container System (HHSS), EMISSIONS, LA HMS site in the regulatory database report. The property, identified as City of South Pasadena (also listed as South Pasadena City, Public Works Department and South Pasadena Service Facility #A) at 825 East Mission Street, is located northwest of the project site. This facility reported a release of gasoline on July 9, 1990, which reportedly impacted soil only. The release occurred as a result of a tank closure and was reported to the lead agency (LARWQCB) on July 9, 1990. The responsible party was identified as City of South Pasadena and regulatory closure was obtained on January 8, 1991. Due to the regulatory closure, that only soil was affected and the historical nature of the release, these listings are not expected to represent a significant environmental concern.

In 2015, 2016 and 2017 the Los Angeles County Fire Department issued the facility numerous violations relating to the operation of a UST, including failure to obtain an operating permit and to perform required monitoring. However, the facility is not listed on any database in the database report which reports spills, releases or regulatory/remedial actions with the exception of the 1990 release discussed above. Based on the lack of a documented release these listings are not expected to represent a significant environmental concern.

Other Off-Site Locations of Concern. Other off-site locations of concern identified within a maximum one-mile radius from the project site included hazardous waste generators, leaking tank sites, and registered tank sites. The potential for environmental concern from these sites appears to be low due to one or more



of the following: distance, location with respect to the direction of regional groundwater, responsible parties identified, regulatory agency involvement and/or status.

Property Reconnaissance

A site visit was conducted on April 25, 2018. Site reconnaissance consisted of walking the perimeters, center lines, and accessible interior areas of the buildings while noting observed evidence of present and potential environmental concerns. According to the Phase I ESA for the project site, no evidence of hazardous materials was observed on-site or at the adjacent properties.

Interviews

An interview with the property owner representative was conducted as part of the Phase I ESA. The Phase I ESA identified no evidence of hazardous materials on the project site from the information obtained during the interviews.

Findings and Conclusions

Based on historical information, a records review, property reconnaissance, and interviews, the Phase I ESA concluded that there is no evidence of RECs that would have the potential to impact the project site. The adjoining LUST Site is not considered to be of environmental significance based on the current regulatory status and the historical nature of the release. The remaining adjoining properties identified on the regulatory database report are not considered to be of environmental significance based on the lack of documented releases.

However, due to the age of the building associated with the project site, there is a potential that asbestos containing material (ACM) are present. According to a previous Phase I ESA performed for the project site by Partner in 2014, suspect ACMs were observed in generally good condition and do not appear to pose a health and safety concern to the occupants of the project site at this time.

Short-Term Construction Impacts

One of the means through which human exposure to hazardous substance could occur is through accidental release. Incidents that result in an accidental release of hazardous substance into the environment can cause contamination of soil, surface water, and groundwater, in addition to any toxic fumes that might be generated. If not cleaned up immediately and completely, the hazardous substances can migrate into the soil or enter a local stream or channel causing contamination of soil and water. Human exposure of contaminated soil or water can have potential health effects on a variety of factors, including the nature of the contaminant and the degree of exposure.

Construction activities associated with the proposed project could release hazardous materials into the environment through reasonably foreseeable upset and accident conditions. There is a possibility of accidental release of hazardous substances such as petroleum-based fuels or hydraulic fluid used for construction equipment. The level of risk associated with the accidental release of hazardous substances is not considered significant due to the small volume and low concentration of hazardous materials utilized during construction. The construction contractor would be required to use standard construction controls and safety procedures that would avoid and minimize the potential for accidental release of such



substances into the environment. Standard construction practices would be observed such that any materials released are appropriately contained and remediated as required by local, State, and Federal law.

According to the Phase I ESA, due to the age of the building associated with the project site, there is a potential that ACMs are present. The project would require demolition of the existing structure. Demolition of the structure could expose construction personnel and the public to ACMs. Federal and State regulations govern the renovation and demolition of structures where ACMs are present. All demolition that could result in the release of ACM must be conducted according to Federal and State standards.

The National Emission Standards for Hazardous Air Pollutants (NESHAP) mandates that building owners conduct an asbestos survey to determine the presence of ACMs prior to the commencement of any remedial work, including demolition. If ACM material is found, abatement of asbestos would be required prior to any demolition activities. Potential impacts would be reduced to less than significant levels.

Long-Term Operational Impacts

Due to the nature of the proposed project as a mixed-use residential and commercial retail development, there would be no substantial use of hazardous materials as part of long-term operations. Once constructed, the proposed project would not result in the significant transport, use, or disposal of hazardous materials. Impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. The project proposes to remove the existing office building and construct a mixed-use residential and commercial retail development. The closest school, El Centro School, is located approximately 704 feet east of the project site. The project requires demolition of the on-site structure, which could contain ACMs. Compliance with measures established by Federal, State, and local regulatory agencies would mitigate the potential effects related to the handling, transport, and/or storage of hazardous materials associated with the demolition of the on-site structures. The proposed project operations do not involve hazardous emissions or acutely hazardous materials that would pose a potential health hazard. Thus, a less than significant impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Less Than Significant Impact. Government Code Section 65962.5 refers specifically to a list of hazardous waste facilities compiled by the Department of Toxic Substances Control (DTSC). According to the Phase I ESA, the project site was not included in any regulatory agency database records; refer to Response 4.8(b).



Additionally, the project site is not included on the DTSC's hazardous waste facilities list.¹ Therefore, the project site has not been included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

- e) **For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?**

No Impact. No airports are located within or immediately adjacent to South Pasadena. The project site is not located within an airport land use plan or within two miles of a public airport or public use airport. Thus, the project would not result in a safety hazard or excessive noise for people residing or working in the project area. No impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

- f) **Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

Less Than Significant Impact. The City of South Pasadena and the South Pasadena Unified School District Joint Emergency Operations Plan (EOP) address the City's planned response to emergency/disaster situations associated with natural disasters, human made emergencies, and national security emergencies. The EOP does not address day-to-day emergencies or the well-established and routine procedures used in coping with such emergencies. The EOP addresses evacuations in the event of a large-scale emergency. Evacuation routes would be dependent upon the nature and location of the incident. In the event of an emergency, the South Pasadena Police Department and South Pasadena Fire Department and other local and regional emergency responders and organizations would work together to coordinate evacuations.

All construction staging for the project would occur within the boundaries of the project site and would not interfere with circulation along El Centro Street, Orange Grove Place, or any other nearby roadways. Although the project does not involve any modifications to El Centro Street, Orange Grove Place, or any other roadways in the project vicinity, there is the potential for traffic lanes immediately adjacent to the project site to be temporarily blocked or closed during construction activities. However, this would be temporary and would not impair implementation of or physically interfere with an emergency response plan or identified evacuation routes. The project applicant would be required to notify the South Pasadena Fire Department and South Pasadena Police Department in the event any construction activities would interfere with the movement of first responders and their ability to access the project site and surrounding area. Thus, the project would not impair or physically interfere with an adopted emergency response plan or emergency evacuation plan. Impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

¹ California Environmental Protection Agency, *Cortese List Data Resources*, <https://calepa.ca.gov/sitecleanup/corteselist/section-65962-5a/>, accessed January 28, 2020.



g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

No Impact. The project site and surrounding area are not located within a fire hazard zone as mapped by the State of California. According to the *City of South Pasadena General Plan Safety and Noise Element*, the major potential sources of wildland fire in South Pasadena are the Monterey Hills and Repetto Hills and the natural brushlands of the Arroyo Seco. The threat of wildland fire to the City is generally low. As the project site is not located within a fire hazard area, no impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.



This page intentionally left blank.



4.10 HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			×	
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			×	
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:			×	
1) Result in substantial erosion or siltation on- or off-site?			×	
2) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?			×	
3) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			×	
4) Impede or redirect flood flows?			×	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			×	
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			×	

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less Than Significant Impact. As part of Section 402 of the Clean Water Act, the Environmental Protection Agency (EPA) has established regulations under the National Pollutant Discharge Elimination System (NPDES) program to control direct storm water discharges. In California, the State Water Regional Control Board (SWRCB) administers the NPDES permitting program and is responsible for developing NPDES permitting requirements. The NPDES program regulates industrial pollutant discharges, which include construction activities. The SWRCB works in coordination with the Regional Water Quality Control Boards (RWQCB) to preserve, protect, enhance, and restore water quality. The project site is within the jurisdiction of the Los Angeles RWQCB.



Construction

Short-term impacts related to water quality would occur during the earthwork and construction phase, when the potential for erosion, siltation, and sedimentation would be the greatest. Additionally, impacts would occur prior to the establishment of ground cover, when the erosion potential may remain relatively high. Construction of the proposed project has the potential to produce typical pollutants such as nutrients, heavy metals, pesticides and herbicides, toxic chemicals related to construction and cleaning, waste materials including wash water, paints, wood, paper, concrete, food containers, and sanitary wastes, fuel, and lubricants. Impacts to stormwater quality would occur from construction and associated earth moving, and increased pollutant loadings would occur immediately offsite.

Dischargers whose projects disturb one or more acres of soil or whose projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the SWRCB's *General Permit for Discharges of Storm Water Associated with Construction Activity Construction General Permit Order 2009-0009-DWQ* (General Construction Permit). The General Construction Permit requires the project applicant to prepare and implement a storm water pollution prevention plan (SWPPP). The SWPPP would specify best management practices (BMPs) to be used during construction of the project to minimize or avoid water pollution, thereby reducing potential short-term impacts to water quality. Upon completion of the project, the applicant would be required to submit a Notice of Termination to the SWRCB to indicate that construction has been completed.

The project would be required to comply with South Pasadena Municipal Code Chapter 23, Stormwater and Urban Runoff Pollution Control, which would require the project applicant to maintain and make available at the construction site: (1) a copy of the Notice of Intent to comply with the terms of the General Construction Permit; (2) a waste discharge identification number issued by the SWRCB; (3) a SWPPP and Monitoring Program Plan; and (4) records of all inspections, compliance and non-compliance reports, and evidence of self-inspection and good housekeeping practices at the construction site.

To further minimize the potential for accidental release during project construction, the routine transport, use, and disposal of construction materials would be required to adhere to applicable State and local standards and regulations for handling, storage, and disposal of hazardous substances; refer to Section 4.9, Hazards and Hazardous Materials. Compliance with such measures would prevent such substances from entering downstream water bodies via stormwater runoff and adversely affect existing water quality. Following conformance with the Construction General Permit, SWPPP, and implementation of BMPs, the project's short-term impacts to water quality and waste discharge requirements would be less than significant.

Operations

The project would replace the existing on-site office and parking use with a mixed-use residential and commercial retail development and three, two-story bungalow cottages. The project would result in increased pervious surface areas associated with the proposed landscaping and open space areas when compared to existing conditions. Pollutants generated during project operations would be similar to those already occurring on the project site and would be permitted under the countywide Municipal Separate Storm Sewer Systems (MS4) permit and are not anticipated to exceed any receiving water limitations. As a result, the project's operational impacts to stormwater quality would be less than significant. Compliance with existing regulations, such as the MS4, including the implementation of BMPs, would ensure that



operation of the proposed project would not violate any water quality standards. As a result, the project's operational impacts to stormwater quality would be less than significant.

Mitigation Measures: No mitigation measures are required.

- b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?**

Less Than Significant Impact. The project site is currently developed with primarily impervious surfaces and does not allow for direct groundwater recharge. According to the Geotechnical Study prepared for the project site, groundwater was not encountered during the subsurface exploration to the maximum drilled depth of 51.5 feet below ground surface (bgs). The Geotechnical study indicates groundwater levels in the vicinity of the site are reportedly deeper than 100 feet below ground surface. Although project implementation would increase previous surfaces on the site when compared to existing conditions, no designated groundwater recharge basins or infrastructure exist within the project vicinity. Further excavation associated with the subsurface parking would not interfere with the groundwater table. Thus, the project would not interfere substantially with groundwater recharge and impacts would be less than significant.

The project would increase water demand over existing conditions. However, as discussed in Response 4.19(a), the proposed development would be consistent with the General Plan land use designation for the site and within the growth projections anticipated by the General Plan for the City. Thus, the project would be within the growth projections considered by the City's Urban Water Management Plan (UWMP). The City's UWMP indicates the City can meet its water demands during normal, single dry, and multiple dry years over the next 25 years. Thus, adequate water supplies, including groundwater resources, would be available to serve the project and impacts to water supplies would be less than significant.

Mitigation Measures: No mitigation measures are required.

- c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:**

- c1) Result in substantial erosion or siltation on- or off-site?**

Less Than Significant Impact. The project site is located in a highly urbanized area. There are no natural watercourses on the project site or in the vicinity. As discussed above, the project site is developed with paved surfaces, and current stormwater runoff flows to the local storm drain system. As such, the proposed project would not result in a substantial alteration to the existing drainage pattern or to any drainage course; therefore, no erosion or siltation impacts related to such alterations would occur. As such, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

- C2) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?**



Less Than Significant Impact. The proposed project would not result in substantial alteration of existing drainage patterns that would result in flooding on or off site. The project would result in increased pervious surface areas associated with the proposed landscaping and open space areas when compared to existing conditions. Runoff from the site would continue to be collected and directed toward the City's existing storm drain system, which would continue to have adequate capacity to serve the proposed development. Project design would comply with all municipal code requirements for site drainage, as well as low impact development (Ord. No. 2107, § 1; Ord. No. 2256, § 1, 2013.).

Mitigation Measures: No mitigation measures are required.

C3) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less Than Significant Impact. Refer to Responses 4.9(a) and 4.9(c)(2).

Mitigation Measures: No mitigation measures are required.

C4) Impede or redirect flood flows?

Less Than Significant Impact. As stated previously, the proposed project would not substantially alter the existing on-site drainage pattern of the project site. Development of the proposed project would provide greater pervious surfaces when compared to existing conditions and would not result in an increase in surface runoff. Further, the project site is not located in a 100-year flood hazard area, as such it would not impede or redirect flood flows. The proposed project would not be subject to flooding. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Less Than Significant Impact.

Seiche

A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, lake, or storage tank. There are no water bodies in the project area that could pose a flood hazard due to a seiche.

Tsunami

A tsunami is a sea wave caused by a sudden displacement of the ocean floor, most often due to earthquakes. The project site is located over 20 miles inland of the Pacific Ocean. Thus, project implementation would not subject people or structures to risk of tsunami inundation and no impacts would occur.



Mudflow

Mudflows result from the downslope movement of soil and/or rock under the influence of gravity, which can result from landslides. The project site and surrounding areas are generally flat, and void of topographical features capable of producing mudflow. Therefore, no impacts from mudflow hazards would result.

Mitigation Measures: No mitigation measures are required.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less Than Significant Impact. Refer to Responses 4.10(a) and 4.10(b), above.

Mitigation Measures: No mitigation measures are required.



This page intentionally left blank.



4.11 LAND USE AND PLANNING

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Physically divide an established community?				×
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			×	

a) Physically divide an established community?

No Impact. The project site is designated Mission Street Specific Plan and Medium Density Residential by the General Plan and is zoned MSSP (Mission Street Specific Plan) and RM (Residential Medium Density). The Mission Street Specific Plan was developed to address the impacts of the Metro Gold Line and to implement the Community Vision of Mission Street as South Pasadena's pedestrian oriented historic shopping street. The Plan includes detailed regulatory mechanisms tailored to the particular needs of the Mission Street area. The Medium Density Residential land use designation allows for the development of attached and detached dwellings at a density of 6-14 units per acre, not exceeding two stories, or in combination with single-family dwellings as "bungalow courts". This designation invites flexibility in site design and unit type. The Medium Density Residential land use category is intended to maintain the character of medium density neighborhoods and to encourage maintenance of existing structures when additional units are added to the Medium Density Residential designation.

The project site is currently developed with an office building and associated parking. Land uses surrounding the site include the Metro Gold Line rail and right-of-way, single-family residential and commercial uses. The mixed residential and commercial nature of the proposed buildings is consistent with the surrounding area, which contains a mix of commercial, residential, and institutional uses. Development of the project site with a mixed-use residential and commercial retail development and three two-story bungalow cottages would not physically divide an established community. The project site is currently separated from uses to the east by the Metro Gold Line rail and right-of-way. The mixed-use development would be consistent with the mix of uses that occur along El Centro Street and the surrounding area. It would provide a transition between the lower scale uses to the west and the Metrolink Gold Line right-of-way to the east. The two-story cottage bungalows would be similar in scale and character to the primarily single-story residences on Orange Grove Place and would provide a consistent extension of residential uses along Orange Grove Place to its terminus. Thus, no impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.



b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Less Than Significant Impact.

South Pasadena General Plan

The project site is designated Mission Street Specific Plan and Medium Density Residential by the General Plan. The Mission Street Specific Plan (MSSP) was developed to address the impacts of the Metro Gold Line and to implement the Community Vision of Mission Street as South Pasadena's pedestrian oriented historic shopping street. The MSSP includes detailed regulatory mechanisms tailored to the needs of the Mission Street area. The Medium Density Residential land use designation allows for the development of attached and detached dwellings at a density of 6-14 units per acre, not exceeding two stories, or in combination with single-family dwellings as "bungalow courts". This designation invites flexibility in site design and unit type. The Medium Density Residential land use category is intended to maintain the character of medium density neighborhoods and to encourage maintenance of existing structures when additional units are added to the Medium Density Residential designation.

The project proposes to remove the existing office building and parking and develop a mixed-use project with 57 residential units and 6,100 square-feet of multi-tenant commercial retail uses. The commercial uses would be located on the ground level fronting El Centro Street and are anticipated to be a mixture of restaurant and retail uses. The residential uses would be comprised of studios, lofts, flats, and townhomes within a maximum of three stories. The mixed-use development would be at a maximum height of 45 feet and the townhomes would be a maximum of 35 feet. The project also proposes three, two-story bungalow cottages with two to four bedrooms and a maximum height of 30 feet. Development of the project site with a mixed-use development and bungalow cottages would be consistent with the land uses anticipated by the South Pasadena General Plan. Impacts would be less than significant.

Mission Street Specific Plan

The MSSP was adopted in 1996 to create a vision for the area that serves the Gold Line Station on Mission Street. The MSSP addresses the importance of developing Mission Street as a catalyst for economic development in South Pasadena while maintaining the small-town, pedestrian oriented character of the City's historic district. The MSSP has defined land use patterns, zoning, setbacks, and design to encourage transit- and pedestrian-oriented development. The detailed regulatory mechanisms are tailored to the land use mix and circumstances of the Mission Street area.

The MSSP has developed three distinct districts: MSSP District A, MSSP District B, and MSSP District C. The project site is located in MSSP District B. MSSP District B is intended to encourage uses that place residents and employees within walking distance of the shopping core or nodes and within proximity to the Gold Line Station and to establish a place for small scale artisans and other cottage industries that serve both residents and the broader specialty market. The project proposes land uses consistent with MSSP District B. Impacts would be less than significant.



Zoning Ordinance

The project site is zoned MSSP (Mission Street Specific Plan) and RM (Residential Medium Density). The project would not involve any change to the zoning. The project is designed to be consistent with the City's development requirements, including compatibility with surrounding uses.

The proposed project would require a Conditional Use Permit (CUP) and a Design Review Permit for the proposed mixed-use development with bonus parking and height. A Tree Removal Permit would also be required for the removal of trees; refer to Section 4.4, Biological Resources.

South Pasadena Municipal Code Section 36.410.060, *Conditional Use Permits and Administrative Use Permits*, identifies the process and requirements for issuance of a CUP. Specific findings are required to be made prior to approval of a CUP, including consistency with the General Plan and compatibility of the design, location, operating characteristics, and size of the proposed use with the existing and future land use in the vicinity, in terms of aesthetics, character, scale, and impacts on neighboring properties. Subject to the City's making of the findings and approval of the CUP, the project would not result in any conflicts associated with the CUP that could result in a physical impact on the environment.

South Pasadena Municipal Code Chapter 36.410.040, *Design Review*, outlines the City's design review process. As part of design review, the project would be reviewed to ensure consistency with the MSSP design guidelines which provide standards to address building mass, building color palette, landscaping, circulation, and pedestrian walkway design. Subject to the City's review and approval, the project would be consistent with the applicable design guidelines and would not result in any conflicts that could result in a physical impact on the environment.

With approval of the CUP, Design Review, and Tree Removal Permit, the proposed project would not conflict with the City's Zoning Ordinance. Overall, the project would not cause a significant environmental impact due to a conflict with and land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

Mitigation Measures: No mitigation measures are required.



This page intentionally left blank.



4.12 MINERAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				×
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				×

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

No Impact. According to the *City of South Pasadena General Plan Open Space and Resource Conservation Element*, there are no mining operations within the City and there are no designated Mineral Resource Zones for areas possessing minerals which are of statewide or regional importance in the City. Thus, the project site and surrounding area have not been identified as containing any mineral resources of significance to the City and the project would not disrupt any mining operations. As such, no impacts would occur.

Mitigation Measures: No mitigation measures are required.

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

No Impact. As noted above, the project site is not located within a Mineral Resource Zone and is not designated by the General Plan as a locally important mineral resource recover site. No impacts involving the loss of availability of a locally-important mineral resource recover site would occur with the proposed project.

Mitigation Measures: No mitigation measures are required.



This page intentionally left blank.



4.13 NOISE

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			×	
b. Generation of excessive groundborne vibration or groundborne noise levels?		×		
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?			×	

This section is based on information provided in the *Acoustical Assessment* prepared by Kimley-Horn and Associates, Inc. (February 2020), for the project site; refer to [Appendix E, *Acoustical Assessment*](#). The *Acoustical Assessment* includes a review of nearby sensitive receptors, existing noise sources and ambient noise levels, and worst-case estimates of temporary construction noise and groundbourne vibration levels and typical noise levels associated with project operation.

- a) **Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

Less Than Significant Impact.

Construction

Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g., land clearing, grading, excavation, paving). Noise generated by construction equipment, including earth movers, material handlers, and portable generators, can reach high levels. During construction, exterior noise levels could affect the uses surrounding the construction site. Project construction would occur adjacent to a self-storage facility, and the City of South Pasadena Public Works Department Maintenance and Operations facility to the north; single-family residential uses to the east; single-family residential uses located across Orange Grove Place to the south; and single-family residential uses to the west. The closest sensitive receptors are single-family residential dwellings located approximately 20 feet to the west of the project construction area. However, it is acknowledged that construction activities would occur throughout the project site and would not be concentrated at a single point near sensitive receptors.



Construction activities would include demolition, site preparation, grading, building construction, paving, and architectural coating. Such activities would require dozers, concrete and industrial saws, and excavators during demolition; dozers, tractors, loaders, and backhoes during site preparation; graders, dozers, excavators, tractors, loaders, and backhoes during grading; cranes, forklifts, generators, tractors, loaders, backhoes, and welders during building construction; pavers, rollers, mixers, and paving equipment during paving; and air compressors during architectural coating. Typical operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Other primary sources of acoustical disturbance would be random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts). Noise generated by construction equipment, including earth movers, material handlers, and portable generators, can reach high levels. Typical noise levels associated with individual construction equipment are listed in Table 4.13-1: Typical Construction Noise Levels.

Table 4.13-1
Typical Construction Noise Levels

Equipment	Typical Noise Level (dBA) at 50 feet from Source ¹	Typical Noise Level (dBA) at 20 feet from Source
Air Compressor	80	88
Backhoe	80	88
Compactor	82	90
Concrete Mixer	85	93
Concrete Pump	82	90
Concrete Vibrator	76	84
Crane, Derrick	88	96
Crane, Mobile	83	91
Dozer	85	93
Generator	82	90
Grader	85	93
Impact Wrench	85	93
Jack Hammer	88	96
Loader	80	88
Paver	85	93
Pneumatic Tool	85	109
Pump	77	103
Roller	85	93
Saw	76	85



Scraper	85	93
Shovel	82	84
Truck	84	93
Source: Federal Transit Administration, <i>Transit Noise and Vibration Impact Assessment Manual</i> , September 2018.		
dBA = A-weighted decibels Notes: 1. Calculated using the inverse square law formula for sound attenuation: $dBA_2 = dBA_1 + 20 \log(d_1/d_2)$ Where: dBA ₂ = estimated noise level at receptor; dBA ₁ = reference noise level; d ₁ = reference distance; d ₂ = receptor location distance.		

The nearest sensitive receptors to the project site are the single-family residential dwellings located approximately 20 feet to the west of the project construction area. Although these receptors would experience increased noise levels during project construction activities (see [Table 4.13-1](#)), the City does not have construction noise standards for residential uses. Rather, the City of South Pasadena Municipal Code (SPMC) Section 19A.13 prohibits construction activities within 500 feet of a residential district between the hours of 7:00 p.m. and 8:00 a.m. Monday through Friday, and between 7:00 p.m. and 9:00 a.m. on Saturdays. Construction and repair work are prohibited between the hours of 6:00 p.m. and 10:00 a.m. on Sunday and holidays. These permitted hours of construction are included in the code in recognition that construction activities undertaken during daytime hours are a typical part of living in an urban environment and do not cause a significant disruption. Following compliance with the City's allowable construction hours and SPMC Section 19A.13, project construction noise would be less than significant.

Although project construction noise levels would not exceed any City-established noise standards for construction activities (the City does not employ maximum construction noise level criteria), construction noise levels would exceed existing ambient noise levels at residential receptors in the project vicinity (see [Table 4.13-2, Noise Measurements](#)). Therefore, Noise Recommendation 1 (**REC-1**) is recommended to reduce construction noise levels at nearby sensitive receptors during project construction activities.

Table 4.13-2
Noise Measurements

Site No.	Location	L _{eq} (dBA)	L _{min} (dBA)	L _{max} (dBA)	Time
1	Adjacent to residence located at 833 El Centro Street	61.9	46.0	74.8	11:26 a.m.
2	Adjacent to residence located at 1001 Glendon Way	71.1	57.3	82.8	12:45 p.m.
dBA = A-weighted decibels Source: Noise measurements taken by Kimley-Horn on January 14, 2020.					

Construction Traffic Noise

Construction noise may be generated by large trucks moving materials to and from the project site and due to movement of equipment and workers. Large trucks would be necessary to deliver building materials as well as remove dump materials. Excavation and cut and fill would be required. Based on the California Emissions Estimator Model (CalEEMod) default assumptions, the project would generate the highest



number of trips during the building construction phase.¹ The model estimates that the project would generate up to 73 worker trips and 19 vendor trips per day during the building construction phase. Because of the logarithmic nature of noise levels, a doubling of the traffic volume (assuming that the speed and vehicle mix do not also change) would result in a noise level increase of 3 a-weighted decibels (dBA).² El Centro Street from the project driveway to Meridian Avenue current experiences 4,500 average daily traffic (ADT) volumes; refer to [Table 4.13-1](#). Therefore, 92 project construction trips (73 worker trips and 19 vendor trips) would not double the existing traffic volume per day. Construction related traffic noise would not be noticeable and would not create a significant noise impact.

California establishes noise limits for vehicles licensed to operate on public roads using a pass-by test procedure. Pass-by noise refers to the noise level produced by an individual vehicle as it travels past a fixed location. The pass-by procedure measures the total noise emissions of a moving vehicle with a microphone. When the vehicle reaches the microphone, the vehicle is at full throttle acceleration at an engine speed calculated for its displacement. For heavy trucks, the state pass-by standard is consistent with the federal limit of 80 decibels (dB). The state pass-by standard for light trucks and passenger cars (less than 4.5 tons gross vehicle rating) is also 80 dB at 15 meters from the centerline.

Compliance with the SPMC would minimize impacts from construction noise, as construction would be limited to daytime hours. By following the SPMC noise standards, project construction activities would result in a less than significant noise impact.

Operations

After completion of construction activities, typical noise associated with the proposed project would include mechanical equipment, parking lot noise, occasional delivery trucks/trash and recycling truck collection, and mobile traffic noise.

Mechanical Equipment

Mechanical equipment (e.g., heating, ventilation, and air conditioning [HVAC] equipment) typically generates noise levels of approximately 52 dBA at 50 feet.³ Noise has a decay rate due to distance attenuation, which is calculated based on the Inverse Square Law of sound propagation. Based upon the Inverse Square Law, sound levels decrease by 6 dBA for each doubling of distance from the source.⁴ The nearest noise-sensitive use (a single-family residential use to the east of the project site) would be located as close as 40 feet from the HVAC equipment at the project site. At this distance, mechanical equipment noise would attenuate to approximately 53.9 dBA which is within the City's "Normally Acceptable" range for single-family residential land uses. In addition, noise from the HVAC equipment would meet the City's 65 dBA interior noise standard for single-family residences assuming a standard exterior-interior reduction of 20 dB from standard construction practices and would not exceed existing ambient noise levels in the project vicinity (see [Table 4.13-1](#)) compliant with SPMC Section 19A.12. It should also be noted that the

¹ Kimley-Horn, *845 El Centro Street Project Air Quality Assessment*, February 2020.

² Federal Highway Administration, *Highway Traffic Noise Analysis and Abatement Policy and Guidance, Noise Fundamentals*, https://www.fhwa.dot.gov/environMent/noise/regulations_and_guidance/polguide/polguide02.cfm, accessed February 13, 2020.

³ Elliott H. Berger, Rick Neitzel, and Cynthia A. Kladden, *Noise Navigator Sound Level Database with Over 1700 Measurement Values*, 2015.

⁴ Cyril M. Harris, *Noise Control in Buildings*, 1994.



HVAC equipment would run sporadically throughout the day (when temperatures are warmer) and less frequent during nighttime hours (when temperatures are cooler). Other mechanical equipment (e.g., fire and water pump equipment, generator room, etc.) for the project would be located in fully enclosed spaces throughout the project site. Therefore, impacts from mechanical equipment would be less than significant.

Parking Lot Noise

Traffic associated with parking lots is typically not of sufficient volume to exceed community noise standards, which are based on a time-averaged scale such as the community noise equivalent level (CNEL) scale. The instantaneous maximum sound levels generated by a car door slamming, engine starting up, and car pass-bys range from 53 to 61 dBA⁵ and may be an annoyance to adjacent noise-sensitive receptors. Conversations in parking areas may also be an annoyance to adjacent sensitive receptors. Sound levels of speech typically range from 33 dBA at 50 feet for normal speech to 50 dBA at 50 feet for very loud speech.⁶

Parking lot noise would occur within the subterranean parking structure on the project site. As noted above, noise levels from parking lot activities typically range from approximately 50 to 61 dBA at a distance of 50 feet. However, parking lot noise is instantaneous and would be well below the City's community noise standards when averaged over time. In addition, parking lot noise would occur within a fully enclosed underground parking garage that would further attenuate parking lot noise and parking lot noise is currently generated on-site and in the project vicinity under existing conditions. Therefore, noise impacts from parking lots would be less than significant.

Slow-Moving Trucks (Deliveries and Trash/Recycling Collection)

The proposed project would involve occasional deliveries and weekly trash/recycling collection from slow-moving trucks during normal daytime hours. Deliveries and trash/recycling pickup at the project site would occur via the access driveway along El Centro Street. Low speed truck noise results from a combination of engine, exhaust, and tire noise as well as the intermittent sounds of back-up alarms and releases of compressed air associated with truck air-brakes. Medium-sized delivery trucks and trash collection trucks typically generate noise levels of 75 dBA at distance of 50 feet.⁷ The nearest noise-sensitive receptor (a single-family residential use) would be located approximately 60 feet west of the project site access driveway along El Centro Street. At this distance, noise levels from truck deliveries and trash collection trucks using this access driveway would be approximately 65 dBA assuming attenuation from intervening buildings and walls,⁸ which would result in an interior noise level of 41.4 dBA assuming a standard exterior-interior reduction of 24 dB from standard construction practices. As such, noise from slow-moving trucks accessing the project site would be within the City's "normally acceptable" noise level of 65 CNEL for residential uses and interior noise level of 45 dBA CNEL. In addition, truck deliveries and trash/recycle collection activities occur in the project vicinity under existing conditions. Therefore, noise impacts from delivery trucks would be less than significant.

⁵ Kariel, H. G., *Noise in Rural Recreational Environments*, Canadian Acoustics 19(5), 3-10, 1991.

⁶ Elliott H. Berger, Rick Neitzel, and Cynthia A. Kladden, *Noise Navigator Sound Level Database with Over 1700 Measurement Values*, 2015.

⁷ Ibid.

⁸ Federal Highway Administration, *Roadway Construction Noise Model User's Guide Final Report*, January 2006.



Off-Site Mobile Noise

Implementation of the project would generate increased traffic volumes along nearby roadway segments. According to the Traffic Impact Analysis, the proposed project would generate 757 daily trips which would result in noise increases on project area roadways. In general, a traffic noise increase of less than 3 dBA is barely perceptible to people, while a 5-dBA increase is readily noticeable.⁹ Generally, traffic volumes on project area roadways would have to approximately double for the resulting traffic noise levels to increase by 3 dBA. Therefore, permanent increases in ambient noise levels of less than 3 dBA are considered to be less than significant.

Traffic noise levels for roadways primarily affected by the project were calculated using the Federal Highway Administration's (FHWA) Highway Noise Prediction Model (FHWA-RD-77-108). Traffic noise modeling was conducted for conditions with and without the project, based on traffic volumes from the Traffic Impact Analysis. As indicated in Table 4.13-3, Existing and Project Traffic Noise Levels, existing traffic-generated noise levels on project area roadways range between 41.3 dBA CNEL and 63.9 dBA CNEL at 100 feet from the centerline, and the project would result in a maximum increase of 0.4 dBA CNEL along El Centro Street from the Project Driveway to Meridian Avenue. In addition, as shown in Table 4.13-4, Opening Year and Opening Year Plus Project Traffic Noise Levels, Opening Year traffic noise levels on project area roadways range between 43.1 dBA CNEL and 64.0 dBA CNEL at 100 feet from the centerline, and the project would result in a maximum increase of 0.3 dBA CNEL along El Centro Street (from Orange Grove Avenue to the project driveway and from the project driveway to Meridian Avenue) and Orange Grove Avenue (from El Centro Street to Monterey Road). In addition, traffic noise levels under Existing Plus Project and Opening Year Plus Project conditions would be below the City's "normally acceptable" noise level of 65 dBA CNEL at all modeled roadways. As such, the project would result in an increase of less than 3.0 dBA CNEL for the roadway segments analyzed and traffic noise levels would be within the City's acceptable noise standards. A less than significant impact would occur in this regard.

**Table 4.13-3
Existing and Project Traffic Noise Levels**

Roadway Segment	Existing		Existing Plus Project		Project Change from Existing Conditions	Significant Impact?
	ADT	dBA CNEL ¹	ADT	dBA CNEL ¹		
El Centro Street						
West of Orange Grove Ave	2,900	55.3	2,900	55.3	0.0	No
Orange Grove Ave to Project Driveway	4,500	57.2	4,800	57.5	0.3	No
Project Driveway to Meridian Ave	4,500	57.2	4,900	57.6	0.4	No
East of Meridian Ave	3,700	56.3	3,700	56.3	0.0	No
Monterey Road						
West of Orange Grove Ave	18,500	63.4	18,600	63.4	0.0	No

⁹ Federal Highway Administration, *Highway Traffic Noise Analysis and Abatement Policy and Guidance, Noise Fundamentals*, https://www.fhwa.dot.gov/environMent/noise/regulations_and_guidance/polguide/polguide02.cfm, accessed February 13, 2020.



Orange Grove Ave to Meridian Ave	21,000	63.9	21,000	63.9	0.0	No
East of Meridian Ave	17,800	63.2	18,000	63.3	0.1	No
Orange Grove Avenue						
North of El Centro St	3,400	53.6	3,600	53.9	0.3	No
El Centro St to Monterey Rd	1,300	49.5	1,400	49.8	0.3	No
South of Monterey Rd	200	41.3	200	41.3	0.0	No
Meridian Avenue						
North of El Centro St	3,600	53.9	3,800	54.2	0.3	No
El Centro St to Monterey Rd	5,500	55.7	5,700	55.9	0.2	No
South of Monterey Rd	9,800	58.2	9,900	58.3	0.1	No
Source: Based on traffic data provided by Ganddini Group, Inc., February 2020. Refer to Appendix A of the <i>Acoustical Assessment</i> (February 2020) for traffic noise modeling results.						
ADT = average daily trips; dBA = A-weighted decibels; CNEL= Community Equivalent Noise Level						
Notes:						
1. Traffic noise levels are at 100 feet from the roadway centerline.						

Table 4.13-4
Opening Year and Opening Year Plus Project Traffic Noise Levels

Roadway Segment	Opening Year		Opening Year Plus Project		Project Change from Opening Year Conditions	Significant Impact?
	ADT	dBA CNEL ¹	ADT	dBA CNEL ¹		
El Centro Street						
West of Orange Grove Ave	3,100	55.6	3,100	55.6	0.0	No
Orange Grove Ave to Project Driveway	4,600	57.3	4,900	57.6	0.3	No
Project Driveway to Meridian Ave	4,600	57.3	5,000	57.6	0.3	No
East of Meridian Ave	3,900	56.6	3,900	56.6	0.0	No
Monterey Road						
West of Orange Grove Ave	18,900	63.5	19,000	63.5	0.0	No
Orange Grove Ave to Meridian Ave	21,400	64.0	21,400	64.0	0.0	No
East of Meridian Ave	18,200	63.3	18,400	63.4	0.1	No
Orange Grove Avenue						
North of El Centro St	3,600	53.9	3,800	54.1	0.2	No
El Centro St to Monterey Rd	1,400	49.8	1,500	50.1	0.3	No
South of Monterey Rd	300	43.1	300	43.1	0.0	No
Meridian Avenue						



North of El Centro St	3,700	54.1	3,900	54.3	0.2	No
El Centro St to Monterey Rd	5,700	55.9	5,900	56.0	0.1	No
South of Monterey Rd	10,100	58.4	10,200	58.4	0.0	No
Source: Based on traffic data provided by Ganddini Group, Inc., February 2020. Refer to Appendix A of the <i>Acoustical Assessment</i> (February 2020) for traffic noise modeling results.						
ADT = average daily trips; dBA = A-weighted decibels; CNEL= Community Equivalent Noise Level						
Notes:						
1. Traffic noise levels are at 100 feet from the roadway centerline.						

On-Site Mobile Noise¹⁰

The project site is located along El Centro Street and adjacent to the Metro Gold Line South Pasadena. According to the South Pasadena General Plan Update, the project site is located within the 75 dB CNEL to >85 dB CNEL transportation noise contour for the Metro Gold Line South Pasadena rail tracks and El Centro Street. As such, future residents of the proposed on-site residential units could be exposed to elevated noise levels from traffic noise along El Centro Street and the Metro Gold Line. Thus, **REC-2** and **REC-3** are recommended to reduce on-site interior and exterior mobile noise levels to within City standards. **REC-2** addresses elevated noise exposure levels by incorporating a minimum of sound transmission class (STC) 39 rated windows for residential units facing the Metro Gold Line tracks and a minimum of STC 32 rated windows for all other residential units on-site. **REC-3** recommends the construction of barrier at a minimum height of five feet along the outer edges of the private patios facing the Metro Gold Line rail. The barrier would reduce noise levels at the private patios to below the City's "normally acceptable" noise standard of 65 dBA CNEL.

Mitigation Measures: The following measures are recommended to reduce construction noise levels at nearby sensitive receptors during project construction activities:

- REC NOI-1** Though construction noise is temporary and sporadic and will not present any long-term impacts, the following practices would reduce noise level increases produced by project construction equipment at the nearby noise-sensitive residential land uses:
- Construction contracts specify that all construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers and other State required noise attenuation devices.
 - Property owners and occupants located within 200 feet of the project boundary shall be sent a notice, at least 15 days prior to commencement of construction of each phase, regarding the construction schedule of the proposed project. A sign, legible at 50 feet shall also be posted at the project construction site. All notices and signs shall be reviewed and approved by the City of South Pasadena Planning and Community Development Department, prior to mailing or posting and shall indicate the dates and duration of construction activities, as well as provide a contact name and a telephone

¹⁰ The California Supreme Court in a December 2015 opinion (*California Building Industry Association v. Bay Area Air Quality Management District*, 62 Cal. 4th 369 [No. S 213478]) confirmed that CEQA, with several specific exceptions, is concerned with the impacts of a project on the environment, not the effects the existing environment may have on a project. Therefore, this section is not required under CEQA and is included for informational purposes only the evaluation of the significance of project impacts in the following discussion is provided to ensure compliance with City and State Building Code noise standards.



number where residents can inquire about the construction process and register complaints.

- Prior to issuance of any Grading or Building Permit, the Project Applicant shall demonstrate to the satisfaction of the City Engineer that construction noise reduction methods shall be used where feasible. These reduction methods include shutting off idling equipment, installing temporary acoustic barriers around stationary construction noise sources, maximizing the distance between construction equipment staging areas and occupied residential areas, and electric air compressors and similar power tools.
- Construction haul routes shall be designed to avoid noise sensitive uses (e.g., residences, convalescent homes, etc.) to the extent feasible.
- During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers.

The following measures are recommended to reduce on-site interior and exterior mobile noise levels to within City standards:

REC NOI-2 After the final architectural drawings have been developed and prior to the issuance of building permits, the Project Applicant shall demonstrate, to the satisfaction of the City of South Pasadena Building Official that the applicable project plans and specifications incorporate a minimum of sound transmission class (STC) 39 rated for residential units facing the Metro Gold Line tracks windows and the remaining on-site residential units incorporate a minimum of STC 32 rated windows.

REC NOI-3 Prior to the issuance of building permits, the Project Applicant shall demonstrate, to the satisfaction of the City of South Pasadena Building Official that residential units with patios facing the Metro Gold Line tracks shall incorporate noise attenuating balcony and/or patio treatments. Balconies more than 6 feet deep and patios shall include a barrier that is at least 42 inches high as measured from the floor. Acceptable materials for the construction of the barrier shall have a weight of 2.5 pounds per square foot of surface area. The barrier may be composed of the following: masonry block, stucco veneer over wood framing (or foam core), glass, Plexiglass or Lexan (1/4-inch thin) and may be constructed out of a combination of the above listed materials.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact with Mitigation Incorporated.

Construction

Increases in groundborne vibration levels attributable to the proposed project would be primarily associated with short-term construction-related activities. The Federal Transit Administration (FTA) has published standard vibration velocities for construction equipment operations in their 2018 Transit Noise and Vibration Impact Assessment Manual (FTA Noise and Vibration Manual). The types of construction vibration impacts include human annoyance and building damage.



Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Building damage can be cosmetic or structural. Ordinary buildings that are not particularly fragile would not experience any cosmetic damage (e.g., plaster cracks) at distances beyond 30 feet. This distance can vary substantially depending on the soil composition and underground geological layer between vibration source and receiver. In addition, not all buildings respond similarly to vibration generated by construction equipment. For example, for buildings extremely susceptible to vibration damage (e.g., historic brick buildings, ruins, and ancient monuments, etc.), the FTA guidelines show that a vibration level of up to 0.12 inch-per-second (in/sec) is considered safe and would not result in any construction vibration damage. Based on the construction vibration guidance and criterion from the FTA Noise and Vibration Manual, a vibration level of 0.3 in/sec peak particle velocity (PPV) is used in this analysis to analyze potential significant vibration impacts for construction damage at off-site structures in the project vicinity. A human annoyance criterion of 0.4 in/sec PPV is also utilized in accordance with Caltrans guidance.¹¹

Table 4.13-5, *Typical Construction Equipment Vibration Levels*, lists vibration levels at 25 feet and 50 feet for typical construction equipment. Groundborne vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. As indicated in Table 4.13-5, based on FTA data, vibration velocities from typical heavy construction equipment operations that would be used during project construction range from 0.003 to 0.089 in/sec PPV at 25 feet from the source of activity.

Table 4.13-5
Typical Construction Equipment Vibration Levels

Equipment	Peak Particle Velocity at 25 Feet (in/sec)	Peak Particle Velocity at 20 Feet (in/sec)	Peak Particle Velocity at 15 Feet (in/sec)
Vibratory Roller	0.210	0.293	0.452
Hoe Ram	0.089	0.124	0.191
Large Bulldozer	0.089	0.124	0.191
Caisson Drilling	0.089	0.124	0.191
Loaded Trucks	0.076	0.106	0.164
Jackhammer	0.035	0.049	0.075
Small Bulldozer/Tractors	0.003	0.004	0.006
1. Calculated using the following formula: $PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$, where: PPV_{equip} = the peak particle velocity in in/sec of the equipment adjusted for the distance; PPV_{ref} = the reference vibration level in in/sec from Table 7-4 of the Federal Transit Administration, <i>Transit Noise and Vibration Impact Assessment Manual</i> , 2018; D = the distance from the equipment to the receiver. 2. Calculated using the following formula: $L_v(D) = L_v(25 \text{ feet}) - (30 \times \log_{10}(D/25 \text{ feet}))$ per the FTA <i>Transit Noise and Vibration Impact Assessment Manual</i> (2018).			
Source: Federal Transit Administration, <i>Transit Noise and Vibration Impact Assessment Manual</i> , 2018.			

The nearest off-site structure is a commercial building located approximately 15 feet to the west of the project construction zone, located at 835 El Centro Street. This property has been identified as a contributor

¹¹ California Department of Transportation, *Transportation and Construction Vibration Guidance Manual*, Table 20, September 2013.



to a potential historic district (800 Block El Centro Cluster) that is eligible for local listing or designation through survey evaluation in the City of South Pasadena Historic Resources Survey (January 12, 2017). Construction of the proposed project would not require pile driving or blasting, which are generally the most severe sources of vibration. However, conventional construction equipment, such as bulldozers and loaded trucks would be used for demolition of the existing buildings and paving and heavy trucks may be used for export of demolished and excavated materials.

As shown in Table 4.13-5, vibration velocities from vibratory rollers would exceed the FTA's 0.3 in/sec PPV threshold and Caltrans' 0.4 in/sec PPV threshold for human annoyance within a distance of 15 feet and is below these thresholds at 20 feet. As such, construction vibration impacts could occur at the nearest off-site structure located approximately 15 feet west of the Project construction zone without mitigation. Thus, Mitigation Measure NOI-1 (**MM NOI-1**) is recommended to reduce potential construction vibration impacts at the nearest off-site structures. **MM NOI-1** prohibits the use of vibratory rollers within 20 feet of any off-site structure and allows for the use of small-scale static or asphalt rollers within this distance. Following compliance with **MM NOI-1**, construction vibration impacts would be less than significant.

Operations

The project would not generate ground-borne vibrations that could be felt at surrounding uses. The proposed project would not involve railroads or substantial heavy truck operations, and therefore would not result in vibration impacts at surrounding uses. As such, no impact would occur in this regard.

Mitigation Measures:

MM NOI-1 Prior to the issuance of a grading permit, the Project Applicant shall provide proof to the City of South Pasadena Planning and Community Development Director that the Contractor would not use large vibratory rollers within 20 feet of off-site buildings, and/or would only use small static wheel rollers or asphalt rollers within 20 feet of off-site buildings.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

Less Than Significant Impact. The nearest airport is the Hollywood Burbank Airport located approximately 12.3 miles to the northwest of the project site. The project is not within 2.0 miles of a public airport or within an airport land use plan. Additionally, there are no private airstrips located within the project vicinity. Therefore, the project would not expose people residing or working in the project area to excessive airport- or airstrip-related noise levels and no mitigation is required.

Mitigation Measures: No mitigation measures are required.



This page intentionally left blank.



4.14 POPULATION AND HOUSING

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			×	
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				×

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

Less Than Significant Impact. The project proposes removal of an existing office building and development of a mixed use residential and commercial retail project. The residential component of the project would provide a total of 60 units. Based on a persons per household of 2.47, the project could generate approximately 148 residents.¹

Approximately 0.33 acres of the project site is zoned Residential Medium Density; thus, the South Pasadena General Plan anticipates residential development on this portion of the site. Approximately 1.27 acres of the project site is zoned MSSP (Mission Street Specific Plan). The MSSP identifies this portion of the project site as District B. The intent of District B is to encourage uses that provide residents and employees within walking distance of shopping core or nodes and within proximity to the Gold Line Station and to establish a place for small-scale artisans and other Cottage Industries that serve both local residents and the broader specialty market. Permitted land uses within District B include office; cottage industry; live/work space; and housing units. Thus, the MSSP anticipates development of the site, which could result in population growth. The potential increase of 148 residents in the City would not represent a significant growth in population. The proposed uses are consistent with the General Plan and with the buildout projections anticipated.

The amount of commercial retail development proposed (6,100 square feet) would not be at a scale that would result in substantial unplanned population growth in the area. It is likely that future employees would already reside within the City or surrounding area. As the project is consistent with the General Plan and zoning for the site, it would not induce substantial unplanned population growth that has not already been anticipated.

The project proposes infill development in a fully urbanized area served by existing roads and infrastructure. Project implementation would not require extension of public infrastructure (i.e., any transportation facility or public utility), or provision of new public services. The roads providing direct access to the project site are improved. Public utilities would be extended to the site from existing facilities located

¹ State of California, Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties and the State — January 1, 2011-2019*. Sacramento, California, May 2019.



adjacent to the site without the need for expansion of capacity. Additionally, public services are provided throughout the City and the establishment of new sources of service would not be required. Therefore, project implementation would not induce indirect population growth in the City through extension of roads or other infrastructure, or provision of new services. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

Less Than Significant Impact. The project site is currently developed with an office building and does not include any housing. The project would remove the existing office building and construct a mixed-use development with residential and commercial retail uses. The project would not displace substantial numbers of people or housing, necessitating the construction of replacement housing elsewhere. No impact would occur.

Mitigation Measures: No mitigation measures are required.



4.15 PUBLIC SERVICES

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
1) Fire protection?			×	
2) Police protection?			×	
3) Schools?			×	
4) Parks?			×	
5) Other public facilities?			×	

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

1) **Fire protection?**

Less Than Significant Impact. The South Pasadena Fire Department provides fire protection services to the City, including the project site. The fire station is located at 817 Mound Avenue, approximately 0.6-mile from the project site. The proposed project does not involve the construction of any new or physically altered fire protection facilities. The project site is currently developed and is served by the South Pasadena Fire Department. The project would involve removal of the existing office building and development of a mixed-use project with 57 residential units and 6,100 square-foot of multi-tenant commercial retail uses, as well as three, two-story bungalow cottages. Although the project would introduce approximately 148 residents and a minimal number of employees to the site, the proposed development would be consistent with the General Plan land use designation and within the growth anticipated by the General Plan for the City. Therefore, the project would not place an increased demand on fire protection services and facilities not already anticipated by buildout of the General Plan. Further, the project would be required to comply with South Pasadena Municipal Code Chapter 14, Fire Prevention, which adopts by reference the California Fire Code. Compliance with the California Fire Code would ensure fire safety measures and site access requirements are implemented into the project. The proposed project would be served by existing fire protection facilities and would not require new fire protection facilities or the need to alter existing facilities in order to maintain acceptable service ratios, response times, or other performance objectives. Impacts to fire protection would be less than significant.



Mitigation Measures: No mitigation measures are required.

2) Police protection?

Less Than Significant Impact. The South Pasadena Police Department provides police protection services to the City, including the project site. The police station is located at 1422 Mission Street, approximately 0.6-mile from the project site. The proposed project does not involve the construction of any new or physically altered police protection facilities. The project site is currently developed and is served by the South Pasadena Police Department. As stated, the project would involve removal of the existing office building and development of a mixed-use project with 57 residential units and 6,100 square-feet of multi-tenant commercial retail uses, as well as three, two-story bungalow cottages, resulting in approximately 148 residents and a minimal number of employees to the site. The proposed development would be consistent with the General Plan land use designation and within the growth anticipated by the General Plan for the City. Therefore, the project would not place an increased demand on police protection services and facilities not already anticipated by buildout of the General Plan. Thus, the proposed project would be served by existing police protection facilities and would not require new police protection facilities or the need to alter existing facilities in order to maintain acceptable service ratios, response times, or other performance objectives. Impacts to police protection would be less than significant.

Mitigation Measures: No mitigation measures are required.

3) Schools?

Less Than Significant Impact. The South Pasadena Unified School District provides public school services (kindergarten through high school) for City residents. The project site is within the attendance boundaries of Arroyo Vista Elementary School, South Pasadena Middle School, and South Pasadena High School. The proposed project does not involve the construction of any new or physically altered school facilities. The introduction of residential uses to the project site would likely generate new school-aged residents that would attend schools within the South Pasadena Unified School District. As stated, the proposed development would be consistent with the General Plan land use designation for the site and within the growth anticipated by the General Plan for the City. Therefore, the project would not place an increased demand on schools not already anticipated by buildout of the General Plan.

Pursuant to Senate Bill (SB) 50, individual development projects are required to pay statutory fees to the South Pasadena Unified School District at the time of development to offset impacts on school capacities. Additionally, Education Code Section 17620, *et seq.* allows school districts to collect development impact fees from developers of new commercial space. Pursuant to Government Code Section 65996, payment of statutory fees is considered full mitigation for new development projects. Thus, payment of school development impact fees would offset the cost of providing school services to the nominal quantity of new students which could be indirectly generated by project implementation. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.



4) Parks?

Less Than Significant Impact. The City of South Pasadena owns and operates several parks and recreational facilities within the City. The City's Recreation Division and Orange Grove Park are located just west of the project site, between El Centro and Mission Streets. Project implementation would not involve the provision of new or physically altered park facilities. As stated, the project would involve development of a mixed-use project with 57 residential units and 6,100 square-feet of multi-tenant commercial retail uses, as well as three, two-story bungalow cottages, resulting in approximately 148 residents and a minimal number of employees to the site. The project also proposes the development of approximately 17,160 square feet of public open space within seven patios and other open space areas distributed throughout the development. The potential physical environmental impacts associated with the development of the project, including the proposed, open space uses are the subject of this Initial Study.

The introduction of new residents to the project site may increase the demand for park and recreational facilities within the City. Based upon the City's General Plan park standard of 4.0 acres per 1,000 residents, the project would generate the need for approximately 0.6-acre of additional park. However, the proposed development would be consistent with the General Plan land use designation for the site and would be within the growth anticipated by the General Plan for the City. According to the General Plan Open Space & Resource Conservation Element, the City would have 39 additional acres of parkland available at General Plan buildout. Since the proposed project would be within the development projections anticipated by the General Plan, parkland would be available to serve the increased demand and impacts to park facilities would be less than significant.

Mitigation Measures: No mitigation measures are required.

5) Other public facilities?

Less Than Significant Impact. Project implementation would not involve the provision of new or physically altered public facilities. The introduction of new residents to the project site may result in additional maintenance of public facilities, such as libraries or increased City administration. As stated, the proposed development would be consistent with the growth anticipated by the General Plan for the City. Therefore, the project would not place an increased demand on public facilities not already anticipated by buildout of the General Plan. Since the proposed project would be within the development projections anticipated by the General Plan, existing public facilities would be available to serve the increased demand and impacts to public facilities would be less than significant.

Mitigation Measures: No mitigation measures are required.



This page intentionally left blank.



4.16 RECREATION

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			×	
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			×	

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

Less Than Significant Impact. Refer to Response 4.15(a)(iv).

Mitigation Measures: No mitigation measures are required.

- b) **Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?**

Less Than Significant Impact. Refer to Response 4.15(a)(iv).

Mitigation Measures: No mitigation measures are required.



This page intentionally left blank.



4.17 TRANSPORTATION

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?			×	
b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?			×	
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			×	
d. Result in inadequate emergency access?			×	

This section is based on information provided in the *Seven Patios Mixed-Use Residential/Commercial Retail Project Traffic Impact Analysis* prepared by Ganddini Group Inc. (February 2020), for the project site; refer to [Appendix F, Traffic Impact Analysis](#). The *Seven Patios Mixed-Use Residential/Commercial Retail Project Traffic Impact Analysis* includes an assessment of traffic operations resulting from development of the proposed Seven Patios Mixed-Use Residential/Commercial Retail Project.

a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

Less Than Significant Impact.

Construction

As discussed in Response 4.9(a), all construction staging for the project would occur within the boundaries of the project site and would not interfere with circulation along El Centro Street, Orange Grove Place, or any other nearby roadways. Although the project does not involve any modifications to El Centro Street, Orange Grove Place, or any other roadways in the project vicinity, there is the potential for traffic lanes, bike routes, or pedestrian facilities immediately adjacent to the project site to be temporarily blocked or closed during construction activities. However, any lane, bike route, or pedestrian facility closures would be temporary, and detours would be provided such that access would not be impaired on the surrounding roadways. Construction activities would not disrupt transit routes.

Construction activities would generate trips from moving construction equipment, commuting to the project site, and hauling materials. Construction-generated traffic would be dispersed over multiple roadways. In addition, construction vehicles and equipment on the roadways surrounding the construction site would only be present for the short-term and would be removed following construction. Project construction would not conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.



Operation

Table 4.17-1, *Consistency with Circulation System Programs, Plans, Ordinances, and Policies* includes a summary of the project's consistency with regulatory framework for transportation resources.

Table 4.17-1
Consistency with Circulation System Programs, Plans, Ordinances, and Policies

Plan	Plan Measure	Project Consistency Analysis
Regional Transportation Plan/Sustainable Communities Strategy Consistency	See Table 4.8-3, Regional Transportation Plan/Sustainable Communities Strategy Consistency	Consistent: See Table 4.8-3.
California Air Resources Board Scoping Plan	See Table 4.8-4, Regional Transportation Plan/Sustainable Communities Strategy Consistency	Consistent: See Table 4.8-3.
South Pasadena General Plan, Circulation & Accessibility Element	Goal 1: Provide Convenient, efficient and safe mobility within the city.	Consistent: Although this project is not a transportation improvement project, the project is located near existing transit routes on El Centro Street and is adjacent to the Metro Gold Line South Pasadena Station.
	Policy 1.3: Encourage joint use, shared parking and off-peak demand to maximize the utilization of existing and proposed parking throughout the City.	Consistent: The site is currently developed with 159 parking spaces. Proposed underground parking would be shared between non-residential (65 spaces) and residential (112 spaces) uses.
	Goal 2: Encourage a full range of circulation strategies for overall reduction in vehicle trips.	Consistent: Although this project is not a transportation improvement project, the project is located near existing transit routes on El Centro Street and is adjacent to the Metro Gold Line South Pasadena Station.
	Policy 2.2: Develop and promote increased use of alternative modes of transportation, including but not limited to: walking, bicycling, ridesharing, transit, telecommuting, paratransit, and shuttles.	Consistent: The project would include six bicycle parking spaces and is located near existing transit routes on El Centro Street and is adjacent to the Metro Gold Line South Pasadena Station.
	Goal 4: Utilize effective land use planning to promote a balanced transportation system.	Consistent: The project would be consistent with the project area's designated zoning and land uses.
	Policy 4.2: Require developers to maximize the potential for transit use and other alternative modes of transportation by residents, employees and visitors.	Consistent: The project would include six bicycle parking spaces and is located near existing transit routes on El Centro Street and is adjacent to the Metro Gold Line South Pasadena Station.



	Policy 4.3: Allow mixed-use zoning which includes housing, residential and commercial to encourage living, working, and shopping in the same area and the associated reduction of trips.	Consistent: The project proposes to remove the existing office building and parking and develop a mixed-use project with residential and commercial uses.
	Policy 4.6: Require that new development submit a parking demand analysis to the City engineer for review and approval whenever a proposal is made to provide less than the full code requirement for parking for each individual land use on-site at the proposed development.	Consistent: Parking would be consistent with the full code requirement for parking.
	Policy 4.7: Maintain existing pedestrian facilities and encourage new development to provide pedestrian walkways between developments.	Consistent: The proposed mixed-use development would be navigable by foot and would connect retail and residential uses through a series of landscaped walkways and patios. Additionally, the project site is surrounded by existing sidewalks that connect the proposed development to adjacent land uses, including other residential, recreational, and commercial developments.
	Goal 5: Ensure a balance between parking supply and demand so that an adequate supply of parking is provided to meet the demands generated by the land use element.	Consistent. The site is currently developed with 159 parking spaces. Proposed underground parking would be shared between non-residential (65 spaces) and residential (112 spaces) uses. Parking would be consistent with the City parking requirements.
	Policy 5.2: Require that all new and infill developments provide adequate parking to meet their parking demands on-site or in consolidated parking facilities within close proximity to their site.	Consistent. Parking would be consistent with the City parking requirements for the proposed land uses.
	Policy 5.3: Ensure that an adequate supply of handicap parking spaces are provided in all new developments.	Consistent. The proposed project would be consistent with South Pasadena Municipal Code Section 36.310.070, <i>Disabled/Handicapped Parking Requirements</i> .
	Policy 5.5: Enforce maximum parking requirements to promote alternative travel modes to driving	Consistent. Parking would be consistent with the City parking requirements for the proposed land



		uses. The project would include six bicycle parking spaces and is located near existing transit routes on El Centro Street and is adjacent to the Metro Gold Line South Pasadena Station.
	Policy 5.6: Encourage landscaping and beautification of parking facilities.	Consistent. Parking would be provided underground and would not be visible from the street level. Extensive landscaping (e.g., trees, shrub massing, groundcover and vines, turf, potager, and vehicular grass paving) would be provided along the project site's perimeter and throughout the project site.
Source: California Air Resources Board, <i>California's 2017 Climate Change Scoping Plan</i> , November 2017 and CARB, <i>Climate Change Scoping Plan</i> , December 2008; Southern California Association of Governments, <i>Regional Transportation Plan/Sustainable Communities Strategy</i> , 2016; City of South Pasadena, February 2001, <i>City of South Pasadena General Plan, Circulation & Accessibility Element</i> .		

Transit

The Los Angeles County 2010 Congestion Management Program (CMP) requires documentation of existing transit services in the project vicinity and estimation of the number of trips assigned to transit.

Fixed-route transit services within a one-quarter mile radius of the project site include the following:

- Metro Bus Line 176 providing east-west service along Mission Street from its western terminus in Highland Park to its eastern terminus in Montebello, including a stop at the site-adjacent South Pasadena Station.

Express bus routes and rail service within a two-mile radius of the project site include the following:

- Metro Rapid Line 762 providing north-south bus service along Fair Oaks Avenue from its north terminus in Pasadena to its southern terminus in Artesia.
- Metro Gold Line providing north-south rail service from its northern terminus in Azusa to its southern terminus in East Los Angeles, including a stop at Union Station in downtown Los Angeles.

Based on CMP guidelines, the proposed project is forecast to generate approximately 106 daily transit trips, including 7 transit trips during the AM peak hour and 6 transit trips during the PM peak hour. Based on the relatively low project-generated transit trip estimate, the proposed project is expected to have a marginal impact on transit service capacity. Therefore, the project would not conflict with a program, plan, ordinance or policy addressing transit.



Roadways

Regional access to the project area is provided by the 110 Freeway north and west of the project site. The key north-south roadways providing local circulation are Orange Grove Avenue and Meridian Avenue. The key east-west roadways providing local circulation are El Centro Street and Monterey Road.

The proposed project is forecast to generate approximately 757 daily vehicle trips, including 49 trips during the AM peak hour and 42 trips during the PM peak hour. Based on the project trip forecast, the proposed project generates fewer than 50 peak hour trips and therefore would add 50 or more weekday peak hour trips to a Congestion Management Program (CMP)-monitored intersection or 150 or more weekday peak hour trips to a mainline freeway monitoring location. Therefore, a CMP impact analysis is not required for this project.

Level of Service (LOS) is used to qualitatively describe the performance of a roadway facility, ranging from LOS A (free-flow conditions) to LOS F (extreme congestion and system failure). To determine whether the addition of project-generated trips at a study roadway segment results in a significant impact, the City of South Pasadena has established the following thresholds of significance:

- A significant project-related impact would occur at a study roadway segment if the addition of project-generated trips reduces the roadway from acceptable operation (LOS A, B, or C) to deficient operation (LOS D, E, or F).
- A significant project-related impact would occur at a study roadway segment already operating at a deficient level of service (LOS D, E, or F) pre-project if the addition of project-generated trips increases the traffic demand at the roadway by 2 percent of capacity.

Based on the Los Angeles County CMP, the City of South Pasadena has established the following traffic thresholds of significance to determine whether a project traffic impact at a signalized study intersection is considered significant and thus requires mitigation:

- A significant project-related impact would occur at a signalized study intersection if the addition of project-generated trips reduces the peak-hour level of service of the study intersection from acceptable operation (LOS A, B, C, or D) to deficient operation (LOS E or F).
- A significant project-related impact would occur at a signalized study intersection already operating at a deficient level of service (LOS E or F) pre-project if the addition of project-generated trips increases traffic demand at the intersection by 2 percent of capacity ($V/C \geq 0.02$).

To determine whether the addition of project-generated trips at an unsignalized study intersection results in a significant impact, the City of South Pasadena has established the following thresholds of significance:

- A significant project-related impact would occur at an unsignalized study intersection if the addition of project-generated trips reduces the peak-hour level of service of the study intersection from acceptable operation (LOS A, B, C, or D) to deficient operation (LOS E or F) and the unsignalized intersection satisfies a California Department of Transportation (Caltrans) traffic signal warrant.
- A significant project-related impact would occur at an unsignalized study intersection if the addition of project-generated trips changes the delay of a baseline (i.e., without project) LOS E or F by ≥ 2.0 seconds and the unsignalized intersection satisfies a Caltrans traffic signal warrant.



LOS during weekday AM and PM peak hour conditions was analyzed for the following scenarios for one roadway segment and five study intersections:

- Existing Conditions
- Existing Plus Project Conditions
- Opening Year (2022) Without Project Conditions
- Opening Year (2022) With Project Conditions

The following roadway segment was evaluated: El Centro Street, from Orange Grove Avenue to Meridian Avenue. Under all scenarios, the study roadway segment is forecast to operate at Level of Service (LOS) A. Therefore, the proposed project is forecast to result in no significant impacts at the study roadway segment. Table 4.17-2, Existing Plus Project Intersection Significant Impact Evaluation evaluates the project impact at the five study intersections for Existing Plus Project conditions. The study intersections are forecast to operate at LOS D or better during the peak hours for Existing Plus Project conditions, except for the following study intersection that is forecast to operate at LOS F during the peak hours: Orange Grove Avenue at Monterey Road – #2 (AM & PM peak hours – LOS F). As shown in Table 4.17-2, the proposed project is forecast to result in no significant traffic impacts at the study intersections for Existing Plus Project conditions based on the City-established thresholds of significance.

Table 4.17-3, Opening Year (2022) With Project Significant Impact Evaluation evaluates the project impact at the five study intersections for Existing Plus Project conditions and Opening Year (2022) With Project conditions. The study intersections are forecast to operate at LOS D or better during the peak hours for Opening Year (2022) With Project conditions, except for the following study intersection that is forecast to operate at LOS F during the peak hours: Orange Grove Avenue at Monterey Road – #4 (AM & PM peak hours – LOS F). As shown in Table 4.17-3, the proposed project is forecast to result in no significant traffic impacts at the study intersections for Existing Plus Project conditions based on the City-established thresholds of significance. A traffic signal is proposed at the Orange Avenue and Monterey Road intersection as part of a separate project. The project would study future traffic conditions and implement traffic measures as necessary to avoid, minimize, or mitigate any potential traffic impacts.

Bicycle and Pedestrian Facilities

There are Class III bicycle routes on El Centro Street adjacent to the project site. The project vicinity is well-served with pedestrian facilities, including paved sidewalks along all roadways and marked crosswalks between the project site and bus and rail stops to the north. The project would not remove or affect existing bicycle routes or pedestrian facilities. Therefore, the project would not conflict with adopted policies, plans, and programs supporting bicycle and pedestrian facilities.

Mitigation Measures: No mitigation measures are required.



Table 4.17-2
Existing Plus Project Intersection Significant Impact Evaluation

Study Intersection	AM Peak Hour						PM Peak Hour					
	Without Project		With Project		Project Impact	Significant Impact?⁴	Without Project		With Project		Project Impact	Significant Impact?⁴
	ICU¹ or [Delay]²	LOS³	ICU¹ or [Delay]²	LOS³			ICU¹ or [Delay]²	LOS³	ICU¹ or [Delay]²	LOS³		
Orange Grove Ave at El Centro St	[9.1]	A	[9.3]	A	+0.2	No	[9.1]	A	[9.2]	A	+0.1	No
Orange Grove Ave at Monterey Rd	[106.6]	F	[108.7]	F	+2.1	No	[106.6]	F	[111.4]	F	+4.8	No
Project Driveway at El Centro St	-	-	[12.9]	B	-	No	-	-	[11.8]	B	-	No
Meridian Ave at El Centro St	[13.4]	B	[14.1]	B	+0.7	No	[10.8]	B	[11.1]	B	+0.3	No
Meridian Ave at Monterey Rd	0.822	D	0.827	D	+0.005	No	0.839	D	0.842	D	+0.003	No
1. ICU = Intersection Capacity Utilization 2. Delay is shown in [seconds/vehicle] 3. LOS = Level of Service 4. For unsignalized intersections operating at deficient Level of Service E or F, the project impact is considered significant if the addition of project-generated trips changes the delay of a baseline (i.e., without project) LOS E or F by ≥2.0 seconds and the unsignalized intersection satisfies a Caltrans traffic signal warrant. The intersection of Orange Grove Avenue at Monterey Road is not forecast to satisfy the Caltrans peak hour volume warrant; therefore, the project impact is less than significant based on City-established thresholds.												
Source: Ganddini Group Inc., <i>Seven Patios Mixed-Use Residential/Commercial Retail Project Traffic Impact Analysis</i> , 2020												



Table 4.17-3
Opening Year (2022) With Project Significant Impact Evaluation

Study Intersection	AM Peak Hour						PM Peak Hour					
	Without Project		With Project		Project Impact	Significant Impact?⁴	Without Project		With Project		Project Impact	Significant Impact?⁴
	ICU¹ or [Delay]²	LOS³	ICU¹ or [Delay]²	LOS³			ICU¹ or [Delay]²	LOS³	ICU¹ or [Delay]²	LOS³		
Orange Grove Ave at El Centro St	[9.3]	A	[9.4]	A	+0.1	No	[9.3]	A	[9.4]	A	+0.1	No
Orange Grove Ave at Monterey Rd	[137.1]	F	[141.0]	F	+3.9	No	[146.3]	F	[146.3]	F	+9.2	No
Project Driveway at El Centro St	-	-	[13.1]	B	-	No	-	-	-	B	-	No
Meridian Ave at El Centro St	[14.1]	B	[14.8]	B	+0.7	No	[11.1]	B	[11.1]	B	+0.3	No
Meridian Ave at Monterey Rd	0.839	D	0.844	D	+0.005	No	0.856	D	0.856	D	+0.003	No
1. ICU = Intersection Capacity Utilization 2. Delay is shown in [seconds/vehicle] 3. LOS = Level of Service 4. For unsignalized intersections operating at deficient Level of Service E or F, the project impact is considered significant if the addition of project-generated trips changes the delay of a baseline (i.e., without project) LOS E or F by ≥2.0 seconds and the unsignalized intersection satisfies a Caltrans traffic signal warrant. The intersection of Orange Grove Avenue at Monterey Road is not forecast to satisfy the Caltrans peak hour volume warrant; therefore, the project impact is less than significant based on City-established thresholds.												
Source: Ganddini Group Inc., <i>Seven Patios Mixed-Use Residential/Commercial Retail Project Traffic Impact Analysis</i> , 2020												



b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Less Than Significant Impact. California Senate Bill 743 (SB 743) directs the State Office of Planning and Research (OPR) to amend the California Environmental Quality Act (CEQA) Guidelines for evaluating transportation impacts to provide alternatives to Level of Service that “promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses.” In December 2018, the California Natural Resources Agency certified and adopted the updated CEQA Guidelines package. The amended CEQA Guidelines, specifically Section 15064.3, recommend the use of Vehicle Miles Travelled (VMT) as the primary metric for the evaluation of transportation impacts associated with land use and transportation projects. Currently, agencies may opt-in to applying the updated CEQA guidelines for VMT analysis and implementation is required State-wide by July 1, 2020.

The updated CEQA Guidelines allow for lead agency discretion in establishing methodologies and thresholds provided there is substantial evidence to demonstrate that the established procedures promote the intended goals of the legislation. Where quantitative models or methods are unavailable, Section 15064.3 allows agencies to assess VMT qualitatively using factors such as availability of transit and proximity to other destinations. The Technical Advisory on Evaluating Transportation Impacts in CEQA (State of California, December 2018) [“Technical Advisory”] provides technical considerations regarding methodologies and thresholds with a focus on office, residential, and retail developments as these projects tend to have the greatest influence on VMT. Many jurisdictions are currently in the process of developing updated procedures for VMT analysis, however, few have fully implemented the new metric.

The City of South Pasadena has not established VMT analysis guidelines at this time. The project-related VMT impact has been assessed qualitatively based on available guidance provided in the State’s Technical Advisory.

As noted in the Technical Advisory, CEQA Guideline Section 15064.3, subdivision (b)(1) states that lead agencies generally should presume that certain projects proposed within one-half mile of an existing major transit stop¹ or an existing stop along a high quality transit corridor will have a less than significant impact on VMT. This presumption would not apply, however, if project-specific information indicates that the project may still generate significant levels of VMT. Exclusions to the presumption of less than significance include projects that:

- Have a Floor Area Ratio (FAR) of less than 0.75.
- Include more parking for use by residents, customers, or employees of the project than required by the jurisdiction (if the jurisdiction requires the project to supply parking).
- Are inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Planning Organization).
- Replace affordable residential units with a smaller number of moderate- or high-income residential units.

¹ A major transit stop is defined as containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the AM and PM peak commute periods.



The project site is located within one-half mile of the Metro Gold Line South Pasadena Station. Therefore, the proposed project VMT impact may be presumed less than significant unless any of the above exclusions might apply.

Table 4.17-2, *VMT Screening Assessment for Projects Near Transit Stations*, summarizes the VMT screening assessment for the project based on proximity to a transit station. As shown in Table 4.17-2, the proposed project is presumed to have a less than significant VMT impact based on State guidance for projects located near transit stations.

Table 4.17-2
VMT Screening Assessment for Projects Near Transit Stations

Screening Criteria	Project Assessment	Presumption of Less Than Significant Impact
Is the project located within 1/2-mile of an existing major transit stop? ¹	Yes - Metro Gold Line South Pasadena Station is located opposite El Centro Street from the project site.	Yes
Project-specific information that may exclude presumption of less than significance:		
Does the project have a Floor Area Ratio (FAR) less than 0.75?	No - project FAR is greater than 0.75.	Yes
Does the project provide more parking than required per City Code?	No - The proposed project does not exceed the number of vehicular parking spaces required by City of South Pasadena Municipal Code (112 spaces provided for residential uses; 124 required). Commercial parking is negligible since the commercial components of the project are less than 10,000 square feet and considered to be local-serving retail with less than significant VMT impact based on Technical Advisory guidance.	Yes
Is the project inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Planning Organization)?	No - The proposed project is consistent with the Mission Street Specific Plan residential density and does not propose a Zone Change.	Yes
Does the project replace affordable housing units with fewer moderate- or high-income residential units?	No - the project site is currently developed with office.	Yes
1. A major transit stop is defined as containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the AM and PM peak commute periods.		
Source: Ganddini Group Inc., <i>Seven Patios Mixed-Use Residential/Commercial Retail Project Traffic Impact Analysis</i> , 2020		

Mitigation Measures: No mitigation measures are required.



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

Less Than Significant Impact. The project would provide adequate access to the project site, with one full access driveway at El Centro Street, and would not have any features, such as sharp curves, that would pose a safety hazard. The project will be designed to have exits in compliance with state law and building code requirement, such as appropriate pedestrian access from the parking garage. The project would not affect the visibility of pedestrians and bicyclists to drivers entering and exiting the site, or the visibility of cars to pedestrians and bicyclists. No farms, industrial activities, or other land uses incompatible with the proposed mixed-use development are in the project vicinity. Thus, the project would not substantially increase hazards due to a geometric design feature or incompatible uses.

Mitigation Measures: No mitigation measures are required.

d) Result in inadequate emergency access?

Less Than Significant Impact. As discussed in Response 4.9(a), all construction staging for the project would occur within the boundaries of the project site and would not interfere with circulation along El Centro Street, Orange Grove Place, or any other nearby roadways. Although the project does not involve any modifications to El Centro Street, Orange Grove Place, or any other roadways in the project vicinity, there is the potential for traffic lanes immediately adjacent to the project site to be temporarily blocked or closed during construction activities. However, this would be temporary and would not impair emergency access to the project site. The project applicant would be required to notify the South Pasadena Fire Department and South Pasadena Police Department in the event any construction activities would interfere with the movement of first responders and their ability to access the project site and surrounding area. Thus, project construction would not result in inadequate emergency access.

The project proposes one full access driveway at El Centro Street. As discussed in Response 4.15(a)(1), the project would be required to comply with South Pasadena Municipal Code Chapter 14, Fire Prevention, which adopts by reference the California Fire Code. Compliance with the California Fire Code would ensure site access requirements are implemented into the project. Thus, project operation would not result in inadequate emergency access. Impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.



This page intentionally left blank.



4.18 TRIBAL CULTURAL RESOURCES

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or			×	
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.		×		

As of July 1, 2015, California Assembly Bill 52 (AB 52) was enacted and expanded CEQA by establishing a formal consultation process for California tribes within the CEQA process. The bill specifies that any project may affect or cause a substantial adverse change in the significance of a tribal cultural resource would require a lead agency to “begin consultation with a California Native American tribe that is traditional and culturally affiliated with the geographic area of the proposed project.” Section 21074 of AB 52 also defines a new category of resources under CEQA called “tribal cultural resources.” Tribal cultural resources are defined as “sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe” and are either listed on or eligible for the California Register of Historical Resources or a local historic register, or if the lead agency chooses to treat the resource as a tribal cultural resource.

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

- a) **Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or**

Less Than Significant Impact. As analyzed in Response 4.5(a), the existing office building located on the project site was developed in 1980. The building has not been identified as eligible for listing in the California Register of Historical Resources or the City’s local register of historic resources. As such, development of the proposed project would not adversely impact any resources listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources per Public Resources Code Section 5020.1(k). No impact to historic tribal cultural resources would occur in this regard.



Mitigation Measures: No mitigation measures are required.

- b) **A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.**

Less Than Significant Impact with Mitigation Incorporated. The project site is currently developed with an office building and associated parking. Project implementation would require removal of the existing uses and grading of the site for construction of the project. The City distributed letters to applicable Native American tribes informing them of the project on March 9, 2020. The Gabrieleño Band of Mission Indians Kizh-Nation responded identifying the potential for cultural resources to be present in the project site as a result of previous tribal presence in the area. Given the level of previous disturbance within the project site, it is not expected that any tribal cultural resources as defined in Public Resources Code Section 5024.1 would occur within the project area. Therefore, the proposed project would not have a significant impact to a tribal cultural resource, as defined in PRC Section 5024.1, with the incorporation of mitigation measures MM TR-1 through MM TR-8. Thus, impacts to a listed or eligible resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, are anticipated to be less than significant with mitigation incorporated.

Mitigation Measures:

- MM TR-1** A tribal monitor/consultant who is both approved by the Gabrieleño Band of Mission Indians-Kizh Nation Tribal Government and is listed under the NAHC's Tribal Contact List for the area of the project location will be retained for the project. This list is provided by the NAHC. The monitor/consultant will only be present on-site during the construction phases that involve ground disturbing activities. Ground disturbing activities are defined by the Gabrieleño Band of Mission Indians-Kizh Nation as activities that may include, but are not limited to, pavement removal, potholing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area. The tribal monitor/consultant will complete daily monitoring logs that will provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the tribal representatives and monitor/consultant have indicated that the project site has a low potential for impacting tribal cultural resources.
- MM TR-2** Upon discovery of any tribal cultural or archaeological resources, cease construction activities in the immediate vicinity of the find until the find can be assessed. All tribal cultural and archaeological resources unearthed by project construction activities shall be evaluated by the qualified archaeologist and tribal monitor/consultant approved by the Gabrieleño Band of Mission Indians-Kizh Nation. If the resources are Native American in origin, the Gabrieleño Band of Mission Indians-Kizh Nation shall coordinate with the landowner regarding treatment and curation of these resources. Typically, the Tribe will



request preservation in place or recovery for educational purposes. Work may continue on other parts of the project site while evaluation and, if necessary, additional protective mitigation takes place (CEQA Guidelines Section 15064.5 [f]). If a resource is determined by the qualified archaeologist to constitute a “historical resource” or “unique archaeological resource”, time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be available. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources.

- MM TR-3** Per Public Resources Code Sections 21083.2(b) for unique archaeological resources, preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. All tribal cultural resources shall be returned to the Tribe. Any historic archaeological material that is not Native American in origin shall be curated at a public, nonprofit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be offered to the Tribe, local school, or historical society in the area for educational purposes.
- MM TR-4** Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in PRC 5097.98, are also to be treated according to this statute. Health and Safety Code 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and excavation halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission (NAHC) and PRC 5097.98 shall be followed.
- MM TR-5** Upon discovery of human remains, the tribal and/or archaeological monitor/consultant will immediately divert work at minimum of 150 feet and place an exclusion zone around the discovery location. The monitor/consultant(s) will then notify the Tribe, the qualified lead archaeologist, and the construction manager who will call the coroner. Work will continue to be diverted while the coroner determines whether the remains are human and subsequently Native American. The discovery is to be kept confidential and secure to prevent any further disturbance. If the finds are determined to be Native American, the coroner will notify the NAHC as mandated by state law who will then appoint a Most Likely Descendent (MLD).
- MM TR-6** If the Gabrieleno Band of Mission Indians-Kizh Nation is designated MLD, the Koo-nas-gna Burial Policy shall be implemented. To the Tribe, the term “human remains” encompasses more than human bones. In ancient as well as historic times, Tribal traditions included, but were not limited to, the preparation of the soil for burial, the burial of funerary objects



with the deceased, and the ceremonial burning of human remains. The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects.

MM TR-7

Prior to the continuation of ground disturbing activities, the landowner shall arrange a designated site location within the project footprint for the respectful reburial of the human remains and/or ceremonial objects. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed. The Tribe will work closely with the qualified archaeologist to ensure that the excavation is treated carefully, ethically, and respectfully. If data recovery is approved by the Tribe, documentation shall be taken which includes at a minimum detailed descriptive notes and sketches. Additional types of documentation shall be approved by the Tribe for data recovery purposes. Cremations will either be removed in bulk or by means as necessary to ensure completely recovery of all material. If the discovery of human remains includes four or more burials, the location is considered a cemetery and a separate treatment plan shall be created. Once complete, a final report of all activities is to be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains.

Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.

MM TR-8

Archaeological and Native American monitoring and excavation during construction projects will be consistent with current professional standards. All feasible care to avoid any unnecessary disturbance, physical modification, or separation of human remains and associated funerary objects shall be taken. Principal personnel must meet the Secretary of Interior standards for archaeology and have a minimum of 10 years of experience as a principal investigator working with Native American archaeological sites in southern California. The qualified archaeologist shall ensure that all other personnel are appropriately trained and qualified.



4.19 UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Require or result in the relocation or construction of new water or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			×	
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			×	
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			×	
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			×	
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			×	

- a) **Require or result in the relocation or construction of new water or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?**

Less Than Significant Impact. The project site is currently developed with an office use and is served by utilities within the project area. The project would involve removal of the existing office building and development of a mixed-use project with 57 residential units and 6,100 square-foot of multi-tenant commercial retail uses, as well as three, two-story bungalow cottages. Although the proposed development would increase demand for utilities beyond existing conditions, the project would not require or result in the relocation or construction of utility facilities that would cause significant environmental effects.

Water. The City of South Pasadena Water Division is responsible for the production, treatment, and distribution of potable water to residents and businesses in the City. As a water supplier, the City is required to prepare an Urban Water Management Plan (UWMP). The *City of South Pasadena 2015 Urban Water Management Plan* (June 2016) provides water use demand and supply projections through 2040 for normal, single dry, and multiple dry years. Although the project would involve increased development on the site beyond existing conditions, the proposed development would be consistent with the General Plan



land use designation for the site and within the growth projections anticipated by the General Plan for the City. Thus, the project would be within the growth projections considered by the UWMP. The City's UWMP indicates the City can meet its water demands during normal, single dry, and multiple dry years over the next 25 years. Thus, adequate water supplies would be available to serve the project and impacts to water supplies would be less than significant.

Water mainlines are currently located with El Centro Street and Orange Grove Place. The project would construct water lines within the site and connect to the existing mainlines within the adjacent right-of-way. The extension of the on-site water lines to the local mainlines would not cause a significant environmental effect.

Wastewater. Wastewater generated within the City is collected through local City-maintained sewer lines and conveyed to regional trunk sewers for treatment by the County Sanitation Districts of Los Angeles County (District No. 16). As stated, the project would involve increased development on the site beyond existing conditions. However, the proposed development would be consistent with the General Plan land use designation for the site and within the growth projections anticipated by the General Plan for the City. Thus, the project would be within the growth projections considered by the Districts for conveyance and treatment. Thus, adequate treatment capacity would be available to serve the project and impacts to wastewater treatment facilities would be less than significant.

Similar to the water mainlines, wastewater mainlines are currently located with El Centro Street and Orange Grove Place. The project would construct on-site wastewater lines and connect to the existing mainlines within the adjacent right-of-way. The extension of the on-site wastewater lines to the local mainlines would not cause a significant environmental effect.

Storm Water Drainage. The project site is in an urbanized area of the City that is served by existing stormwater infrastructure. The site is currently developed with an office use and parking and includes minimal permeable surfaces associated with landscaping. The project would include landscaping and open space areas beyond existing conditions, increasing permeable surfaces on-site. Thus, the project would not increase the amount of stormwater beyond existing conditions requiring the construction of new stormwater drainage facilities or expansion of existing facilities which could cause significant environmental effects.

Electrical Power, Natural Gas, and Telecommunications Facilities. The existing office use currently generates demand for electrical power, natural gas and telecommunications facilities and these services are provided to the project site. The proposed project would generate an increased demand for these services beyond existing conditions. However, the proposed development would be consistent with the General Plan land use designation for the site and within the growth projections anticipated by the General Plan for the City. Thus, the project would be within the growth projections and associated demand anticipated for these services. Existing power and natural gas lines would be extended into the project site and would not require relocation or reconstruction which could cause significant environmental effects.

Mitigation Measures: No mitigation measures are required.



- b) **Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?**

Less Than Significant Impact. Refer to Response 4.19(a), above.

Mitigation Measures: No mitigation measures are required.

- c) **Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?**

Less Than Significant Impact. Refer to Responses 4.19(a), above.

Mitigation Measures: No mitigation measures are required.

- d) **Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?**

Less Than Significant Impact. The City contracts solid waste collection services with Athens Services. Solid waste is collected and taken to Athens' recycling facility and food waste is processed and transported to its compost facility. Waste that cannot be recycled is disposed at one of four Los Angeles County facilities.

The proposed project would require removal of the existing office use and the disposal of all construction/demolition debris (soil, asphalt, demolished materials, etc.) during the construction process. The construction/demolition debris would occur once and would not have the capability to substantially affect the capacity of regional landfills.

Solid waste is currently generated by the office use located on site. Based upon CalRecycle estimated generation rates, the office use currently generates approximately 480 pounds of solid waste per day.¹ Project implementation would generate greater solid waste when compared to existing conditions due to the increased development associated with the residential and commercial retail uses. Based on CalRecycle generation rates for commercial retail and residential uses, the project would generate approximately 530 pounds of solid waste per day.² The increase in solid waste generation of 50 pounds per day is minimal and would further be reduced through recycling and composting efforts. The solid waste that would be disposed at landfills would not exceed capacity or impair the attainment of solid waste reduction goals.

Mitigation Measures: No mitigation measures are required.

- e) **Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?**

¹ CalRecycle, Estimated Solid Waste Generation Rates, six pounds per 1,000 square feet per day for office, 2.5 pounds per 1,000 square feet per day for commercial retail and 8.6 pounds per dwelling unit per day for multi-family, <https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates>, accessed February 11, 2020.

² Ibid.



Less Than Significant Impact. Refer to Response 4.19(d), above. The project proposes a mixed use residential and commercial retail development. Solid waste would be generated during both construction and operation of the project. The solid waste generated would be typical of other mixed-use developments and would be required to comply with all federal, state, and local management and reduction statutes and regulations related to solid waste disposal. Further, the project would be required to comply with South Pasadena Municipal Code Section 36.300.060, Solid Waste/Recyclable Materials Storage, which establishes standards for the construction and operation of solid waste and recyclable material storage areas in compliance with the California Solid Waste Reuse and Recycling Access Act. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.



4.20 WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?			×	
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				×
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				×
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				×

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. Refer to Response 4.9(f).

Mitigation Measures: No mitigation measures are required.

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

No Impact. The project site and surrounding area are not located within a fire hazard zone as mapped by the State of California.¹ According to the *City of South Pasadena General Plan Safety and Noise Element*, the major potential sources of wildland fire in South Pasadena are the Monterey Hills and Repetto Hills and the natural brushlands of the Arroyo Seco. The threat of wildland fire to the City is generally low. As the project site is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones, no impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

¹ California State Geoportal, California Fire Hazard Severity Zone Viewer, January 13, 2020, <https://gis.data.ca.gov/datasets/CALFIRE-Forestry::california-fire-hazard-severity-zone-viewer>, accessed February 11, 2020.



No Impact. Refer to Response 4.20(b).

Mitigation Measures: No mitigation measures are required.

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact. Refer to Response 4.20(b).

Mitigation Measures: No mitigation measures are required.



4.21 MANDATORY FINDINGS OF SIGNIFICANCE

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		×		
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			×	
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			×	

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

Less Than Significant Impact with Mitigation Incorporated. As concluded in Section 4.4, Biological Resources, the project site is currently development with an office building and associated parking. Based on the project site's disturbed and urbanized conditions, no sensitive plant and animal species occur on-site. Thus, the project would have no impacts on sensitive plant and animal species. As indicated in Section 4.5, Cultural Resources, and Section 4.18, Tribal Cultural Resources the project site does not include any historical resources, and mitigation measures will be implemented to reduce potentially significant impacts on tribal cultural resources to less-than-significant levels. Therefore, the proposed project would not potentially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory.

Mitigation Measures: No additional mitigation measures are required, other than those listed in Section 4.18, Tribal Cultural Resources.



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

Less Than Significant Impact. A significant impact may occur if a proposed project, in conjunction with related projects, would result in impacts that are less than significant when viewed separately, but would be significant when viewed together. As concluded in Sections 4.1 through 4.20, the proposed project would not result in any significant and unavoidable impacts in any environmental categories with implementation of project mitigation measures. Implementation of mitigation measures at the project-level would reduce the potential for the incremental effects of the proposed project to be considerable when viewed in connection with the effects of past projects, current projects, or probable future projects.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. Previous sections of this Initial Study reviewed the proposed project’s potential impacts related to aesthetics, air quality, noise, hazards and hazardous materials, transportation, and other issues. As concluded in these previous discussions, the proposed project would not have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly, following conformance with the existing regulatory framework and mitigation measures. Further, as a mixed-use development, project features would be designed to meet the needs of humans and are not anticipated to result in direct or indirect adverse effects. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.



4.22 REFERENCES

The following references were utilized during preparation of this Initial Study/Environmental Checklist. These documents are available for review at the City of South Pasadena located at 1414 Mission Street, South Pasadena, California.

California Air Resources Board, *California's 2017 Climate Change Scoping Plan*, November 2017.

California Air Resources Board, *Climate Change Scoping Plan*, December 2008.

California Department of Conservation, *California Important Farmland Finder*, <https://maps.conservation.ca.gov/DLRP/CIFF/>, accessed January 24, 2020.

California Department of Resources Recycling and Recovery, *Estimated Solid Waste Generation Rates*, <https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates>, accessed April 16, 2018.

California Department of Transportation, *District 7 Projects*, <http://www.dot.ca.gov/dist07/travel/projects/details.php?id=6>, accessed November 20, 2019.

California Department of Transportation, *Transportation and Construction Vibration Guidance Manual, Table 20*, September 2013.

California Environmental Protection Agency, *Cortese List Data Resources*, <https://calepa.ca.gov/sitecleanup/corteselist/section-65962-5a/>, accessed January 28, 2020.

California State Geoportal, California Fire Hazard Severity Zone Viewer, January 13, 2020, [https://gis.data.ca.gov/datasets/CALFIRE-For estry::california-fire-hazard-severity-zone-viewer](https://gis.data.ca.gov/datasets/CALFIRE-For%20estry::california-fire-hazard-severity-zone-viewer), accessed February 11, 2020.

CalRecycle, *Estimated Solid Waste Generation Rates*, <https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates>, accessed February 11, 2020.

Carlberg Associates, City of South Pasadena Tree Inventory, 899 El Centro Street, South Pasadena, California, 91030, September 5, 2018.

City of South Pasadena, *City of South Pasadena General Plan*, adopted October 1998.

City of South Pasadena and the South Pasadena Unified School District, *Joint Emergency Operations Plan*, February 14, 2012.

Converse Consultants, *Phase I Environmental Site Assessment Report*, May 5, 2018.

Converse Consultants, *Geotechnical Study Report*, June 19, 2018.

Cyril M. Harris, *Noise Control in Buildings*, 1994



Elliott H. Berger, Rick Neitzel, and Cynthia A. Kladden, *Noise Navigator Sound Level Database with Over 1700 Measurement Values*, 2015.

Federal Highway Administration, *Highway Traffic Noise Analysis and Abatement Policy and Guidance, Noise Fundamentals*,
https://www.fhwa.dot.gov/Environment/noise/regulations_and_guidance/polguide/polguide02.cfm,
accessed February 13, 2020.

Federal Highway Administration, *Roadway Construction Noise Model User's Guide Final Report*, January 2006.

Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, 2018.

Ganddini Group Inc., *Traffic Impact Analysis*, February 2020.

Historic Resources Group, *City of South Pasadena Historic Resources Survey*, June 20, 2017.

Kariel, H. G., *Noise in Rural Recreational Environments*, Canadian Acoustics 19(5), 3-10, 1991.

Kimley-Horn and Associates, Inc., *Acoustical Assessment*, February 2020.

Kimley-Horn and Associates, Inc., *Air Quality Assessment*, February 2020.

Kimley-Horn and Associates, Inc., *Greenhouse Gas Emissions Assessment*, February 2020.

Moule & Polyzoïdes Architects and Urbanists, *Seven Patios Submittal Package*, April 15, 2019.

South Pasadena Unified School District, School Attendance Boundaries map,
<https://1.cdn.edl.io/moK4NMXaAuaUvHvqmSQmLPByo3uQjGboAX4shywOfUMSGlu0.bmp>,
accessed February 11, 2020.

State of California, Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties and the State — January 1, 2011-2019*. Sacramento, California, May 2019.

Stetson Engineers, Inc., *City of South Pasadena 2015 Urban Water Management Plan*, June 2016.

United States Fish and Wildlife Service, *National Wetlands Inventory*, ver. 2, <https://www.fws.gov/wetlands/data/mapper.HTML>, accessed November 21, 2019.



4.23 REPORT PREPARATION PERSONNEL

CITY OF SOUTH PASADENA (LEAD AGENCY)

1414 Mission Street
South Pasadena, California 91030

Kanika Kith, Planning Manager

Kristine Courdy, Deputy Public Works Director

Chris Cordero, WGZE, City Transportation Consultant

GPA Consulting (LEAD CEQA CONSULTANT)

201 Nevada Street, Suite B
El Segundo, California 90245

Jeanne Ogar, MESM, ENV SP, Project Manager

Starla Barker, AICP

SUBCONSULTANTS

Kimley-Horn Associates (Air Quality, Greenhouse Gas Emissions, Energy, Noise)

765 The City Drive South, Suite 200
Orange, California 92868

Achilles Malisos, Technical Lead

Ryan Chiene, Technical Specialist

Ganddini Group, Inc. (Transportation)

550 Parcenter Drive, Suite 202
Santa Ana, California 92705

Giancarlo Ganddini, Principal

Bryan Crawford, Senior Transportation Planner



This page intentionally left blank.



5.0 CONSULTANT RECOMMENDATION

Based on the information and environmental analysis contained in the Initial Study/Environmental Checklist, we recommend that the City of South Pasadena adopt a mitigated negative declaration for the Seven Patios Mixed Use Residential/Commercial Retail Project. We find that the proposed project would not have a significant effect on the environmental issues addressed herein. We recommend that the second category be selected for the City of South Pasadena's determination (see Section 6.0, Lead Agency Determination).

6/26/20

Date

A handwritten signature in cursive script, reading "Jeanne Ogar".

Jeanne Ogar, MESM, ENV SP, Project Manager
GPA Consulting



This page intentionally left blank.



6.0 LEAD AGENCY DETERMINATION

On the basis of this initial evaluation:

I find that the proposal COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

I find that although the proposal could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described in Section 5.0 have been added. A MITIGATED NEGATIVE DECLARATION will be prepared.

×

I find that the proposal MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

I find that the proposal MAY have a significant effect(s) on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets, if the effect is a "potentially significant impact" or "potentially significant unless mitigated." An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

Signature:

Title:

Printed Name:

Agency:

Date:



This page intentionally left blank.