



2020 Climate Action Plan

Draft Initial Study – Negative Declaration

prepared for

City of South Pasadena

1414 Mission Street

South Pasadena, California 91030

Contact: Shahid Abbas, Public Works Director

prepared by

Rincon Consultants, Inc.

706 South Hill Street, Suite 1200

Los Angeles, California 90014

October 7, 2020



RINCON CONSULTANTS, INC.

Environmental Scientists | Planners | Engineers

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Initial Study

1. Proposed Plan Title

South Pasadena 2020 Climate Action Plan (CAP)

2. Lead Agency / Plan Sponsor Contact

Lead Agency/Plan Sponsor

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

Contact Person

Shahid Abbas
626-403-7240
sabbas@southpasadenaca.gov

3. Plan Location and Physical Setting

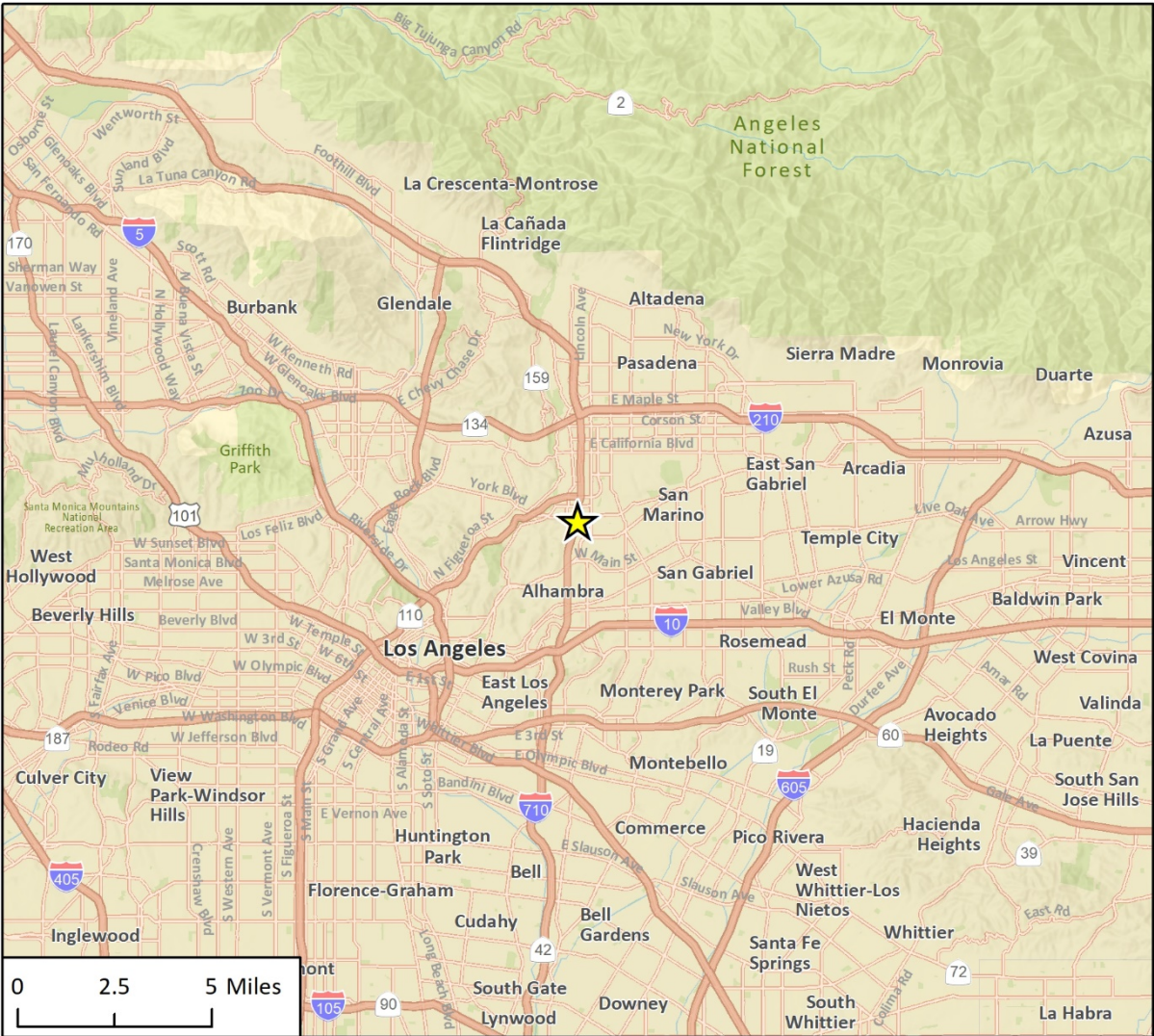
The City of South Pasadena 2020 CAP applies to all areas and plans/projects within the City of South Pasadena limits. Figure 1 shows the regional location, and Figure 2 shows the plan location. The plan location includes all of South Pasadena's incorporated lands.

Regional Location and Setting


The City of South Pasadena is located within Los Angeles County, approximately nine miles northeast of downtown Los Angeles. South Pasadena is part of the greater Los Angeles metropolitan area (see Figure 1) and occupies 3.44 square miles of central Los Angeles County (see Figure 2). South Pasadena is located in the West San Gabriel Valley, with the San Gabriel Mountains to the north, San Rafael Hills to the south, and Arroyo Seco River to the west. Surrounding communities include the Cities of Los Angeles and Alhambra to the south; Cities of San Marino and San Gabriel to the east; the City of Pasadena to the north; and the City of Los Angeles to the west.

Principal regional transportation facilities serving South Pasadena are State Route 110, State Route 710, Interstate Highway 210, Interstate Highway 10, the Los Angeles County Metropolitan Authority (Metro), and the Hollywood Burbank Airport. The Los Angeles County Metropolitan Transportation Authority (LA Metro) provides bus services in South Pasadena via six bus lines (79, 176, 256, 258, 260, and 762) and rail service in South Pasadena via the Metro L Line (formerly the Gold Line) with primary station location at the corner of Mission and Meridian Streets. The Hollywood Burbank Airport is located approximately 13 miles northwest of the City.

Figure 1 Regional Location



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 City of South Pasadena (Plan Location)

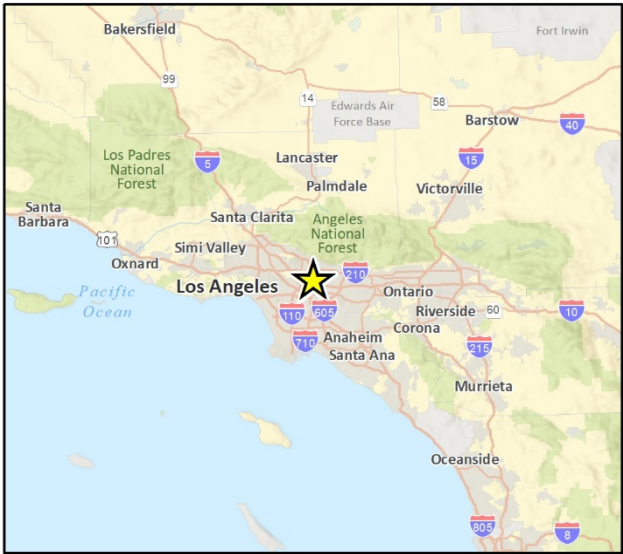


Fig 3 Regional Location

Local Setting

The City is characterized as a suburban residential community with many mature trees as well as historic landmarks and districts. The City has a focus on continuity of its natural landscape, historic character, scale, and small-town atmosphere. Most of South Pasadena's land is occupied with residential uses, a mixture of single-family and multi-family. Commercial and office uses are primarily located along major transportation corridors such as Fair Oaks Avenue, Huntington Drive, Mission Street, and Monterey Road. The remaining portions of City land are occupied by community facilities, open space, parks, streets, highways, and transit lines.¹

South Pasadena's topography ranges from flatlands in the northern and eastern parts of the City to hills and watershed lands and hills in the southwestern and western portions of the City. The City has an average elevation of 659 feet above mean sea level. The Arroyo Seco Watershed stretches from the Angeles National Forest in the San Gabriel Mountains to the downtown Los Angeles area and is channelized through urban areas such as the City of South Pasadena and ultimately ends at the confluence with the Los Angeles River north of Dodger Stadium. South Pasadena's climate is characterized by hot, arid summers with mostly clear skies and cool, wet winters with partly cloudy skies. The Köppen-Geiger climate classification is Csa, which is a typical Mediterranean climate. As such, the average temperature ranges from 46 to 88 degrees Fahrenheit. Similar to the rest of the Los Angeles Air Basin, a temperature inversion, where warm dry air overrides cool marine air and traps air pollutants close to the ground, often occurs during late summer and autumn.

4. Existing Setting

Sustainability and (Greenhouse Gas) GHG Reduction Efforts Setting

City of South Pasadena Sustainability and GHG Reduction Efforts

The City of South Pasadena has established actions related to increasing sustainability and reducing GHG emissions and the potential impacts of climate change. These actions are outlined in the City's Green Action Plan, Draft 2020 General Plan, and Draft Downtown Specific Plan.

2019 SOUTH PASADENA GREEN ACTION PLAN

In November 2019, the City of South Pasadena adopted the South Pasadena Green Action Plan (Green Plan), which includes five main goals: work towards making South Pasadena a plastic-free City; enhance water conservation projects and programs; increase organics diversion from landfills; mitigate impacts of the urban heat island effect; and prepare for the consideration of future sustainability initiatives. The Green Plan was a collaborative effort that encompassed the values, ideas, and efforts from all City Department Staff, City Council, the City's Natural Resources and Environmental Commission, and the passionate residents of South Pasadena. This short-term plan aimed to implement essential and attainable sustainability initiatives that would set the foundation of the City's first Climate Action Plan.

2020 GENERAL PLAN UPDATE

The City's General Plan is currently being updated and a draft version was released to the public in November 2019. The General Plan is a blueprint for how the City should develop over time, and

¹ South Pasadena, City of. 2020. Land Use Policy Map. Available: <<https://www.southpasadenaca.gov/home/showdocument?id=211>>. Accessed September 18, 2020.

consists of several mandated topics called “Elements.” In general, these Elements include broad policies that identify the overall pattern of future development, determining when, where, and what type of new growth and investment may occur. The “Our Natural Community” Element of the Draft General Plan includes policies that promote alternative transportation and use of energy-efficient vehicles, and work to minimize the adverse impacts of growth and development on air quality and climate.

2020 DOWNTOWN SPECIFIC PLAN UPDATE

The 2020 Downtown Specific Plan Draft was also released in November 2019 and has policies related to energy efficiency and climate resilience. The primary goals of the Downtown Specific Plan are to leverage public transit and multimodality, focusing on responsible infill development, and preserving and rehabilitating historic buildings.

Regional Sustainability and GHG Reduction Efforts

In coordination with Los Angeles County, the Southern California Association of Governments (SCAG) the State of California, and the federal government, the City of South Pasadena has committed to implementing regional and State policies related to GHG emissions reduction. As follows is a summary of the regional GHG emissions reduction efforts, which the City of South Pasadena CAP is intended to be consistent with or exceed.

SCAG 2016-2040 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY

SCAG adopted the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), which identified how the southern California region would meet its GHG emission reduction targets.² The SCAG 2016 RTP/SCS is supported by a combination of transportation and land use strategies that help the region achieve State greenhouse gas emission reduction goals and federal Clean Air Act requirements, preserve open space areas, improve public health and roadway safety, support our vital goods movement industry and utilize resources more efficiently.³

OUR NEXT LA: DRAFT 2020 LONG RANGE TRANSPORTATION PLAN

The Los Angeles County Metropolitan Transportation Authority has prepared the Draft 2020 Long Range Transportation Plan to provide Los Angeles County (88 cities and unincorporated County) with a long-range, comprehensive transportation plan for identifying and resolving transportation issues.⁴ Transportation planning objectives and policies include improving mobility options through an equitable and sustainable approach, and reducing Los Angeles County roadway congestion.

State Sustainability and GHG Reduction Efforts

As follows is a summary of the State GHG emissions reduction efforts, which the City of South Pasadena CAP is intended to be consistent with or exceed.

2 Southern California Association of Governments (SCAG). 2016. 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy. Available: <<http://scagrtpscscs.net/Pages/FINAL2016RTPSCS.aspx#toc>>. Accessed September 17, 2020.

3 SCAG. 2016. 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy. What is the 2016 RTP/SCS? <<http://scagrtpscscs.net/Pages/2016RTPSCS.aspx>>. Accessed September 17, 2020.

4 Los Angeles County Metropolitan Transportation Authority (LA Metro). 2020. Draft 2020 Long Range Transportation Plan. Available: <<https://media.metro.net/2020/LRTP-Draft-Doc-Web.pdf>>. Accessed September 17, 2020.

CALIFORNIA SENATE BILL 375

In 2008, Senate Bill 375 (SB 375) enhanced the State's ability to reach Assembly Bill (AB) 32 targets by directing CARB to develop regional GHG emissions reduction targets to be achieved from passenger vehicles for 2020 and 2035. In addition, SB 375 directs each of the State's 18 major Metropolitan Planning Organizations (MPO) to prepare a sustainable community's strategy (SCS) that contains a growth strategy to meet such regional GHG emissions reduction targets for inclusion in the respective regional transportation plan (RTP).

CALIFORNIA EXECUTIVE ORDER S-3-05

In 2005, the California governor issued Executive Order (EO) S-3-05, which identifies Statewide GHG emissions reduction targets to achieve long-term climate stabilization as follows:

Reduce GHG emissions to 1990 levels by 2020

Reduce GHG emissions to 80 percent below 1990 levels by 2050

In response to EO S-3-05, California Environmental Protection Agency (CalEPA) created the Climate Action Team (CAT), which in March 2006 published the Climate Action Team Report (the "2006 CAT Report"). The *2006 CAT Report* identified a recommended list of strategies that the State could pursue to reduce GHG emissions. These are strategies that could be implemented by various State agencies to ensure that the emission reduction targets in EO S-3-05 are met and can be met with existing authority of the State agencies. The strategies include the reduction of passenger and light duty truck emissions, the reduction of idling times for diesel trucks, an overhaul of shipping technology/infrastructure, increased use of alternative fuels, increased recycling, and landfill methane capture, among others.

CALIFORNIA ASSEMBLY BILL 32

In 2006, the California legislature signed AB 32 – the Global Warming Solutions Act – into law, requiring a reduction in Statewide GHG emissions to 1990 levels by 2020 and California Air Resources Board (CARB) preparation of a Scoping Plan that outlines the main State strategies for reducing GHGs to meet the 2020 deadline. In addition, AB 32 required CARB to adopt regulations to require reporting and verification of Statewide GHG emissions. Based on this guidance, CARB approved a 1990 Statewide GHG level and 2020 limit of 427 metric tons of carbon dioxide equivalent (MTCO₂e).

CALIFORNIA CLIMATE CHANGE SCOPING PLAN

In 2008, CARB approved the original California Climate Change Scoping Plan, which included measures to address GHG emission reduction strategies related to energy efficiency, water use, and recycling and solid waste, among other measures. Many of the GHG reduction measures included in the Scoping Plan (e.g., Low Carbon Fuel Standard, Advanced Clean Car standards, and Cap-and-Trade) have been adopted and implemented since approval of the Scoping Plan.

CALIFORNIA CLIMATE CHANGE SCOPING PLAN UPDATE (2013)

In 2013, CARB approved the first update to the California Climate Change Scoping Plan. The 2013 Scoping Plan Update defined CARB climate change priorities for the next five years and set the groundwork to reach post-2020 Statewide GHG emissions reduction goals. The 2013 Scoping Plan Update highlighted California's progress toward meeting the "near-term" 2020 GHG emission reduction goals defined in the original Scoping Plan. It also evaluated how to align the State's

longer-term GHG reduction strategies with other State policy priorities, including those for water, waste, natural resources, clean energy, transportation, and land use.

CALIFORNIA EXECUTIVE ORDER B-30-15

In 2015, the California governor issued Executive Order B-30-15, which established a Statewide mid-term GHG reduction target of 40 percent below 1990 levels by 2030.

CALIFORNIA SENATE BILL 32

In 2016, the California legislature signed Senate Bill 32 (SB 32) into law, extending AB 32 by requiring further reduction in Statewide GHG emissions to 40 percent below 1990 levels by 2030 (the other provisions of AB 32 remain unchanged). On December 14, 2017, CARB adopted the 2017 Scoping Plan, which provides a framework for achieving the 2030 target. The 2017 Scoping Plan relies on the continuation and expansion of existing policies and regulations, such as the Cap-and-Trade Program, as well as implementation of recently adopted policies, such as SB 350 and SB 1383 (see below).

CALIFORNIA CLIMATE CHANGE SCOPING PLAN UPDATE (2017)

In 2017, CARB approved the second update to the California Climate Change Scoping Plan. The 2017 Scoping Plan put an increased emphasis on innovation, adoption of existing technology, and strategic investment to support its strategies. As with the 2013 Scoping Plan Update, the 2017 Scoping Plan Update does not provide project-level thresholds for land use development. Instead, it recommends that local governments adopt policies and locally-appropriate quantitative thresholds consistent with Statewide per-capita goals of 6 MTCO₂e by 2030 and 2 MTCO₂e by 2050.⁵ As stated in the 2017 Scoping Plan Update, these goals may be appropriate for plan-level analyses (city, county, subregional, or regional level), but not for specific individual projects, because they include all GHG emissions sectors in the State.

CALIFORNIA EXECUTIVE ORDER B-55-18

In 2018, the California governor issued Executive Order B-55-18, which established a new Statewide goal of achieving carbon neutrality by 2045 and maintaining net negative emissions thereafter. This goal is in addition to the existing Statewide GHG reduction targets established by SB 32.

For more information on the Senate and Assembly Bills, Executive Orders, and Scoping Plans discussed above, and to view reports and research referenced above, please refer to the following websites: www.climatechange.ca.gov and www.arb.ca.gov/cc/cc.htm.

ASSEMBLY BILL 197, STATE AIR RESOURCES BOARD GREENHOUSE GASES REGULATIONS

In 2016, the California legislature approved AB 197, a bill linked to SB 32, which increases legislature oversight over the California Air Resources Board and directs the California Air Resources Board to prioritize disadvantaged communities in its climate change regulations, and to evaluate the cost-effectiveness of measures it considers. AB 197 requires the CARB to “protect the State’s most impacted and disadvantaged communities [and] consider the social costs of the emissions of greenhouse gases” when developing climate change programs. The bill also adds two new legislatively appointed non-voting members to the CARB, increasing the Legislature’s role in the CARB’s decisions.

⁵ California Air Resources Board (CARB). 2017. California’s 2017 Climate Change Scoping Plan. Available: <<https://ww3.arb.ca.gov/cc/scopingplan/scopingplan.htm>>. Accessed July 13, 2020.

SENATE BILL 350, CLEAN ENERGY AND POLLUTION REDUCTION ACT OF 2015

In October 2015, SB 350 was signed into law, establishing new clean energy, clean air, and GHG reduction goals for 2030 and beyond. SB 350 codifies Governor Jerry Brown's aggressive clean energy goals and establishes California's 2030 GHG reduction target of 40 percent below 1990 levels. To achieve this goal, SB 350 increases California's renewable electricity procurement goal from 33 percent by 2020 (legislation originally enacted in 2002) to 50 percent by 2030. Renewable resources include wind, solar, geothermal, wave, and small hydroelectric power. In addition, SB 350 requires the State to double Statewide energy efficiency savings in electricity and natural gas end-uses (i.e., residential and commercial) by 2030 from a base year of 2015.

SENATE BILL 100, THE 100% CLEAN ENERGY ACT OF 2018

In September 2018, Governor Brown signed SB 100, requiring that the State's load serving entities (including energy utilities and community choice energy programs) must procure energy generated 100 percent from Renewables Portfolio Standard (RPS) for eligible renewable resources by 2045.

CALIFORNIA ENERGY EFFICIENCY STRATEGIC PLAN OF 2008

In September 2008, the California Public Utilities Commission (CPUC) adopted California's first Long Term Energy Efficiency Strategic Plan, presenting a single roadmap to achieve maximum energy savings across all major groups and sectors in California. The Strategic Plan was subsequently updated in January 2011 to include a lighting chapter. The Strategic Plan sets goals of all new residential construction and all new commercial construction in California to be zero net energy (ZNE) by 2020 and 2030, respectively. In 2018, the California Energy Commission voted to adopt a policy requiring all new homes in California to incorporate rooftop solar. This change will go into effect in January 2020 with the adoption of the 2019 Title 24 Code and is a step towards the State achieving its goal of all residential new construction being ZNE by 2020. Additionally, the Strategic Plan sets goals of 50 percent of existing commercial building to be retrofitted to ZNE by 2030 and all new State buildings and major renovations to be ZNE by 2025.

SENATE BILL 1275, CHARGE AHEAD INITIATIVE

In September 2014, Senate Bill 1275 was signed into law, establishing a State goal of one million zero-emissions and near-zero-emissions vehicles in service by 2020 and directing the Air Resources Board to develop a long-term funding plan to meet this goal. SB 1275 also established the Charge Ahead California Initiative requiring planning and reporting on vehicle incentive programs and increasing access to and benefits from zero-emissions vehicles for disadvantaged, low-income, and moderate-income communities and consumers.

ASSEMBLY BILL 1493, THE PAVLEY BILL

In 2002, the California State Legislature enacted Assembly Bill 1493 (aka "the Pavley Bill"), which directs the CARB to adopt standards that will achieve "the maximum feasible and cost-effective reduction of greenhouse gas emissions from motor vehicles," taking into account environmental, social, technological, and economic factors. In September 2009, the CARB adopted amendments to the "Pavley" regulations to reduce GHG emissions in new passenger vehicles from 2009 through 2016. The Pavley Bill is considered to be the national model for vehicle emissions standards. In January of 2012, the CARB approved a new emissions control program for vehicle model years 2017 through 2025. The program combines the control of smog, soot, and greenhouse gases and the

requirement for greater numbers of zero emission vehicles into a single package of standards called Advanced Clean Cars.

ASSEMBLY BILL 117, COMMUNITY CHOICE AGGREGATION

Assembly Bill 117 establishes the creation of Community Choice Aggregation (CCA) that fosters clean and renewable energy markets. CCA allows cities and counties to aggregate the buying power of individual jurisdictions. The California CCA markets were created as an answer to the brownouts and energy shortages of the early 2000's. AB 117 was passed in 2002 as an answer to California's increased energy independency by incorporating more alternative and renewable energy sources into its energy portfolio. With AB 117, municipalities can provide alternative energy choices to their local carrier (e.g. the Pacific Gas and Electric Company, PG&E). Marin Clean Energy was the first CCA in the State of California to go online with a 50 percent to 100 percent clean energy portfolio in 2010.

SENATE BILL 97, CEQA GUIDELINES FOR ADDRESSING GHG EMISSIONS

The California Environmental Quality Act (CEQA) requires public agencies to review the environmental impacts of proposed projects, including General Plans, Specific Plans, and specific kinds of development projects. In February 2010, the California Office of Administrative Law approved the recommended amendments to the State CEQA Guidelines for addressing GHG emissions. The amendments were developed to provide guidance to public agencies regarding the analysis, mitigation, and effects of GHG emissions in draft CEQA documents.

5. General Plan Designation and Zoning

The CAP would be implemented throughout the City and would occur in all South Pasadena General Plan designations and zoning designations. The plan would not alter any existing designations.

6. Description of Plan

The 2020 CAP incorporates the many climate protection programs noted above that the City has in place and will continue to reduce GHG emissions. While the City has implemented GHG emission-reduction policies and programs, the 2020 CAP is the first official climate action plan for the City. The City, in partnership with SCAG, has developed the 2020 CAP in order to achieve a number of objectives, including a demonstration of environmental leadership, saving money and promoting green jobs, showing compliance with State environmental initiatives, and promoting sustainable development.

In 2020, the City is actively engaged in addressing climate change, sustainability, and reductions in GHG emissions. The 2020 CAP addresses municipal and communitywide GHG emissions and includes a goal of reducing communitywide GHG emissions output to 75,161 metric tons of carbon dioxide equivalent (MT CO₂e) by 2030 (consistent with California Senate Bill 32 target for 2030). The 2020 CAP assessed herein is based upon the 2016 baseline GHG emissions inventory and formulates a list of measures and actions or "Plays and Moves" to achieve the City's sustainability goals.

The State of California uses 1990 as a reference year to remain consistent with Assembly Bill (AB) 32, which codified the State's 2020 GHG emissions target by directing CARB to reduce Statewide emissions to 1990 levels by 2020. However, cities and counties throughout California typically elect to use years later than 1990 as baseline years because of the increased reliability of recordkeeping

from those years and the large amount of growth that has occurred since 1990. The year 2016 was selected as the baseline year for South Pasadena’s GHG inventory due to the availability of reliable data. Additionally, it is important to note that California achieved its 2020 goal of reaching the 1990 emissions level in 2016,⁶ and it is assumed that South Pasadena likewise is currently at 1990 levels.⁷ Therefore, the 2016 baseline emissions were reduced by 40 percent to establish a 2030 target for the City.

The 2016 GHG emissions inventory provides an important foundation for the CAP, providing 2016 as the baseline year against which progress toward the City goal of reducing GHG emissions of 40 percent by 2030 can be measured. In 2016, approximately 126,268 MT CO₂e were emitted in South Pasadena from the energy, transportation, solid waste, water, and municipal sectors. The municipal sector is a subset of the community emission sectors, which consist of energy, transportation, solid waste, and water, and is developed to establish metrics that allow the City to lead by example and reduce emissions at the municipal level. The energy sector represents emissions that result from electricity and natural gas used in both private and public sector buildings and facilities. The transportation sector includes emissions from private, commercial, and fleet vehicles driven within the City as well as the emissions from transit vehicles, the City-owned fleet, and off-road equipment such as lawnmowers/ garden equipment and construction equipment. Emissions generated from water usage and wastewater generation are due to the indirect electricity use to distribute water and collect and treat wastewater. Burning fossil fuels associated with vehicle use (transportation) and buildings/facility energy use are the largest contributors of South Pasadena GHG emissions. Table 1 includes total South Pasadena (i.e., community and municipal) GHG emissions in 2016 by sector as well as percentage of total City emissions.

Table 1 South Pasadena 2016 Communitywide GHG Emissions by Sector

Sector	(MT of CO₂e)	Percentage of GHG Emissions
Energy	49,301	39
Electricity	23,987	19
Natural Gas	24,287	19
Electricity Transmission and Distribution Losses	1,027	1
Transportation	67,228	54
On-road Transportation	65,351	52
Off-road Equipment	829	1
Transit ²	1,048	1
Water	1,026	1
Water transport, distribution and treatment	700	1
Wastewater collection and treatment	326	<1

⁶ CARB. 2018. Climate pollutants fall below 1990 levels for the first time. Available: <<https://ww2.arb.ca.gov/news/climate-pollutants-fall-below-1990-levels-first-time>>. Accessed September 28, 2020.

⁷ Although there may have been GHG emission reductions between 2016 and 2017 at the state and local level, the most recent state inventory that is available was completed in 2016; therefore, 2017 emissions are conservatively assumed to be the same as they were in 2016 as this methodology is the most conservative pathway to calculate South Pasadena’s 1990 baseline.

Sector	(MT of CO ₂ e)	Percentage of GHG Emissions
Solid Waste	7,713	6
Waste Sent to Landfills	7,509	6
Process Emissions	203	<1
<i>Transportation & Collection Emissions³</i>	<i>465</i>	<i>0</i>
Combustion Emissions	1	<1
Total	125,268	100 %

Notes:

MT: Metric tons

1. Emissions have been rounded and therefore sums may not match.

2. Transit in South Pasadena is provided by Los Angeles Metro.

3. Waste transportation and collection emissions are accounted for in the on-road transportation sector of the inventory and are included here only for informational purposes.

Source: Emissions were calculated following ICLEI LGOP and using data provided and approved by the City.

As shown in Table 1, the largest sectors of GHG emissions are related to energy and transportation, followed by solid waste and water. The City is preparing the 2020 CAP to include Plays and Moves (i.e., measures and actions) addressing communitywide and municipal GHG emissions. Per the 2020 CAP, South Pasadena is committed to an emissions reduction target of 40 percent below 2016 levels by 2030 and reaching a longer-term goal of carbon neutrality by 2045. This 2030 GHG emissions goal is selected to be consistent with SB 32 State emissions targets and CEQA Guidelines § 15183.5 for a qualified GHG emissions reduction strategy as well as to be achievable by City-supported Plays identified in the 2020 CAP. The CAP includes a business-as-usual (BAU) forecast of GHG emissions that will enable the City to estimate the amount of emissions reductions needed to meet its goal.

The 2020 CAP includes Plays to educate the community regarding ways to live a sustainable lifestyle, increase use of renewable power, electrify buildings, and reduce use of natural gas. It also includes Plays to increase use of zero-emission vehicles; increase use of public, active, and shared transportation; reduce water consumption and waste generation; increase recycling and composting; and increase tree planting and green space. Finally, it includes Plays that will continue to allow the City to lead by example. Table 2 includes a complete list of 2020 CAP Plays and descriptions of respective supporting Moves.

Table 2 South Pasadena 2020 CAP Plays and Moves by Sector

ID #	Plays and Respective Supportive Moves
Cornerstone (i.e., Education) Sector	
Play C.1	Engage South Pasadena youth in climate change action and provide education on ways to live a sustainable lifestyle.
Move C.1.a	Support South Pasadena Unified School District by providing students with information on climate change and the beneficial role of trees.
Move C.1.b	Utilize South Pasadena's historic neighborhoods to demonstrate to students the importance of mature urban trees in providing shade and reducing the urban heat island effect.
Move C.1.c	Identify grant funding opportunities and engage with local nurseries to identify appropriate and cost-effective California native plants/trees that can be both planted in the ground or remain potted for students living in rental/multi-family homes.

ID #	Plays and Respective Supportive Moves
Energy Sector	
Play E.1	Maximize the usage of renewable power within the community, by continuing to achieve an opt-out rate lower than 4% for the CPA 100% renewable power.
Move E.1.a	<p>Monitor progress and perform public outreach and education campaigns highlighting the benefits of 100% renewable energy, including:</p> <ul style="list-style-type: none"> ▪ Monitoring opt-out rates on an annual basis ▪ Tabling at community events ▪ Establishing an informational resource page on the City website ▪ Regular social media posts ▪ Energy bill inserts
Play E.2	Electrify of 100% of newly constructed buildings.
Move E.2.a	Develop a webpage and materials for display at City Hall promoting the benefits of electrification and resources that can assist with the fuel-switching process.
Move E.2.b	Provide financial and technical resources, including hosting workforce development trainings for installers and building owners/operators to discuss benefits and technical requirements of electrification.
Move E.2.c	Perform regular internal trainings with planners and building officials on current state decarbonization goals and incentives available for electric homes.
Move E.2.d	Provide education around cooking with electric appliances, including demonstrations from chefs and/or local restaurants, as available.
Move E.2.e	<p>Adopt an Electrification Readiness Reach Code per California Energy Commission (CEC) reach code requirements for all new buildings and accessory dwelling units which eliminates the piping of natural gas. In doing so the City will:</p> <ul style="list-style-type: none"> ▪ Engage with stakeholders, both internal stakeholders, such as City staff and officials, and external stakeholders, such as local developers regarding the purpose and impact of the reach code ▪ Conduct a cost effectiveness study ▪ Develop and draft an ordinance ▪ Conduct public hearings, public notices, and formally adopt the ordinance ▪ Submit the adopted ordinance to the California Energy Commission (CEC)
Move E.2.f	Adopt an ordinance that allows granting of minor allowances for certain site development standards when there is no practical ways to design a project to be all electric.
Play E.3	Electrify 5% of existing buildings by 2030 and 80% by 2045.
Move E.3.a	Develop an existing building electrification permit tracking program to track progress in achieving the targeted electrification goal.
Move E.3.b	Keep an updated list of rebates and incentives available to residents who would like to convert their buildings to electric power.
Move E.3.c	Provide education on the potential energy savings and benefits of electric heat pumps for water heating and space heating when permits for replacement are obtained.
Move E.3.d	Work with Southern California Edison (SCE) and/or the Clean Power Alliance to provide rebates for residential replacement of natural gas-powered air and water heating appliances with electric-powered.
Move E.3.e	Promote water heater, space heating, and appliance (electric stoves/dryers) replacement programs and incentives (residential) at time of construction permit.
Move E.3.f	Perform an existing buildings analysis in order to understand the potential for electrification retrofitting in South Pasadena and establish a roadmap for eliminating natural gas from existing buildings.

ID #	Plays and Respective Supportive Moves
Move E.3.g	Establish a comprehensive, coordinated education campaign focused towards property owners, landlords, property management companies, and occupants for reducing the use of natural gas in homes and businesses. Establish a shared understanding of existing incentives for electric appliances and upgrades, and how to access them, including SCE incentive programs and rebates.
Move E.3.h	Perform a cost-effectiveness study for electrification retrofitting, including requirements for newly permitted HVAC/hot water heaters and other appliances to be electric.
Move E.3.i	Develop a best practices model based on the progress electrifying existing buildings in South Pasadena and outside of South Pasadena to significantly increase electrification post-2030.
Play E.4	Develop and promote reduced reliance on natural gas through increased clean energy systems that build off of renewable energy development, production, and storage.
Move E.4.a	Conduct a Feasibility Study to assess cost and applicable locations for installation of battery back-up systems or generators throughout the City in support of the General Plan.
Move E.4.b	Promote installation of storage technology in concert with renewable energy infrastructure through educational programs, outreach, and information provided via City platforms.
Move E.4.c	Conduct "micro-grid" Feasibility/Pilot Study in support of the General Plan.
Move E.4.d	In support of the General Plan, develop and implement a Solar Action Plan with a goal of meeting 50% of South Pasadena's power demand through solar by 2040.
Move E.4.e	In support of the 2018-2019 City Strategic Plan, develop a strategy and implementation schedule for the Renewable Energy Plan, after feasibility study.
Move E.4.f	Adopt a PV (Solar) Ordinance requiring newly constructed and majorly renovated multi-family and commercial buildings to install PV systems with an annual output greater or equal to 25% of buildings' electricity demand. Ensure consistency of ordinance with the City General Plan.
Move E.4.g	Require all new structures or major retrofits to be pre-wired for solar panels, consistent with the General Plan.
Move E.4.h	Work with various City departments to establish and streamline battery storage requirements to allow for easier implementation of these technologies throughout the City.
Move E.4.i	Work with home and business owners, including those in the historic districts, to identify and promote renewable energy demonstration projects to showcase the benefits.
Move E.4.j	Work with SCE and the CPA to develop a program and timeline for increasing resilience to power losses, including Public Safety Power Shutoffs (PSPS), and climate-driven extreme weather events for low-income, medically dependent, and elderly populations through installation of renewable energy and onsite energy storage with islanding capabilities, following appropriate project-level environmental review.

ID #	Plays and Respective Supportive Moves
Transportation Sector	
Play T.1	Increase use of zero-emission vehicle and equipment 13% by 2030 and 25% by 2045.
Move T.1.a	Develop an EV Readiness Plan to establish a path forward to increase EV infrastructure within the City and promote mode shift to EVs that is consistent with the City General Plan. In conjunction with an EV Readiness Plan, conduct a community EV Feasibility Study to assess infrastructure needs and challenges.
Move T.1.b	Adopt an EV Charging Retrofits in Existing Commercial and Multifamily Buildings reach code requiring major retrofits, with either a permit value over \$200,000 or including modification of parking surfaces or electric panels, to meet CalGreen requirements for "EV Ready" charging spaces and infrastructure.
Move T.1.c	Streamline permit processes (city, county, state, utility) for electric vehicle charging infrastructure and alternative fuel stations.
Move T.1.d	Enhance promotion of public and private conversion to zero-emission vehicles through implementation of the City General Plan; including use of City events, social media, and the City website to educate on benefits of zero-emission vehicles and available incentives.
Move T.1.e	Establish an ordinance that restricts use of gas-powered lawn equipment, including leaf blowers, and provide information on the City website outlining available incentives.
Move T.1.f	Adopt an EV Readiness Reach Code requiring new commercial construction to provide the minimum number of EV capable spaces to meet Tier 2 requirements (20% of total). In doing so the City will: <ul style="list-style-type: none"> Engage with stakeholders, both internal stakeholders, such as local government staff and officials, and external stakeholders, such as local developers regarding the purpose and impact of the reach code Conduct a cost effectiveness study Develop and draft an ordinance Conduct public hearings, public notices, and formally adopt the ordinance Submit the adopted ordinance to the California Energy Commission (CEC)
Move T.1.g	Earmark and identify additional funding for implementation of the EV Readiness Plan to include public charging infrastructure in key locations.
Play T.2	Implement programs for public and shared transit that decrease passenger car vehicle miles traveled 2% by 2030 and 4% by 2045.
Move T.2.a	Conduct a Feasibility and Community Interest Study on the four transit improvement options of the City's General Plan.
Move T.2.b	Pursue a community car, bike, or e-scooter "micro-transit" share pilot consistent with the City General Plan.
Move T.2.c	Conduct local transportation surveys to better understand the community's needs and motivation for traveling by car versus other alternatives such as bus or Metro Gold Line light rail. Use survey results to inform transit expansion and improvement projects.
Move T.2.d	Adopt a Transportation Demand Management (TDM) Plan for the City that includes a transit system focus. Provide incentives for implementation of TDM measures at local businesses and new developments.
Move T.2.e	Facilitate transportation equity through targeted provision of programs that encourage minority, low-income, disabled, and senior populations to take transit, walk, bike, use rideshare or car share.

ID #	Plays and Respective Supportive Moves
Play T.3	Develop and implement an Active Transportation Plan to shift 3% of passenger car vehicle miles traveled to active transportation by 2030, and 6% by 2045.
Move T.3.a	Develop and adopt an Active Transportation Plan consistent with Southern California Association of Governments (SCAG) 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) that will identify funding strategies and policies for development of pedestrian, bicycle, and other alternative modes of transportation projects. Establish citywide events, outreach, educational programs, and platforms to promote active transportation in the community in support of the General Plan.
Move T.3.b	In conjunction with the City's Complete Streets Policy, conduct a Street/Intersection Study to identify streets and intersections that can be improved for pedestrians and bicyclists through traffic calming measures and/or where multi-use pathway opportunities exist to increase active transportation.
Move T.3.c	Periodically review and update the City's Bicycle and Pedestrian Network Map and post throughout City.
Move T.3.d	Work with the South Pasadena Active, Active San Gabriel Valley (ActiveSGV), and/or Metro to develop programs and classes to teach and promote bicycle riding education and safety to residents of all ages and skill levels, as well as educate drivers.
Move T.3.e	Conduct a nexus study and develop an ordinance requiring payment of fees from development projects to implement safe active transportation routes and infrastructure citywide.
Move T.3.f	Amend zoning code to require installation of bike stalls or lockers at new developments, "mobility hubs", and during change of use of existing buildings, consistent with the General Plan.
Move T.3.g	Adopt a Trip Reduction Ordinance that includes requirements in the Zoning Code to require end-of-trip facilities for cyclists (e.g., showers, bike repair kiosks, and lockers) in new, non-residential building projects of a specified size.
Water Sector	
Play W.1	Reduce per capita water consumption by 10% by 2030 and 35% by 2045.
Move W.1.a	Continue to enforce the Model Water Efficient Landscapes Ordinance.
Move W.1.b	Work with the Los Angeles County Sanitation District (LACSD) and/or the Upper San Gabriel Valley Municipal Water District to bring recycled water lines and infrastructure to the City.
Move W.1.c	In conjunction with the Downtown Specific Plan and City General Plan actions, adopt an ordinance restricting the use of potable water for non-potable uses and requiring greywater capture for land uses that are excess water users (e.g. golf courses, car washes, large fields, etc.).
Move W.1.d	Implement Plays 1 through 4 under Goal II of the Green Action Plan on the provided implementation timeline, aiming to provide education and promotion of greywater systems. (See the City's Green Action Plan for more information).
Move W.1.e	In conjunction with Move II.1.1 of the City Green Action Plan, develop a Recycled Water Use Master Plan that identifies access to recycled water and quantity of recycled water available to the City, as well as establishes an implementation plan. The implementation plan shall identify land use types (i.e., landscaping, gold courses, fields) and specific projects that will switch from potable to recycled water use allowing for a goal of 20% of City's potable water use to be replaced with recycled water.
Move W.1.f	Implement 100% renewable power for all pumping and treatment of water.

ID #	Plays and Respective Supportive Moves
Solid Waste Sector	
Play SW.1	Implement and enforce SB 1383 organics and recycling requirements to reduce landfilled organics waste emissions 50% by 2022 and 75% by 2025.
Move SW.1.a	Adopt procurement policies to comply with SB 1383 requirements for jurisdictions to purchase recovered organic waste products.
Move SW.1.b	Adopt an ordinance requiring compliance with SB 1383. Ensure ordinances established through the City General Plan are consistent with SB 1383 requirements; and revise ordinances if necessary.
Move SW.1.c	Adopt an Edible Food Recovery Ordinance for edible food generators, food recovery services, or organization that are required to comply with SB 1383.
Move SW.1.d	Partner with the City's waste hauler, to provide organic waste collection and recycling services to all commercial and residential generators of organic waste.
Move SW.1.e	Adopt an ordinance requiring all residential and commercial customers to subscribe to an organic waste collection program and/or report self-hauling or backhauling of organics.
Move SW.1.f	Conduct a Feasibility Study and prepare an action plan to ensure edible food reuse infrastructure is sufficient to accept capacity needed to recover 20% of edible food disposed or identify proposed new or expanded food recovery capacity.
Move SW.1.g	Establish an education and outreach program for school children and adults around food waste prevention, nutrition education, and the importance of edible food recovery. Support City Green Action Plan Play III identified educational goals (Move III.1.3., Move III.1.4., Move III.1.6., Move III.2.1, Move III. 3.3, and Move III.4.2) through an established educational program.
Move SW.1.h	Establish an edible food recovery program supporting the City General Plan and the City Green Action Plan Move III.1.2 to minimize food waste.
Move SW.1.i	Adopt an ordinance or enforceable mechanism to regulate haulers collecting organic waste, including collection program requirements and identification of organic waste receiving facilities.
Move SW.1.j	Partner with City waste services to: <ul style="list-style-type: none"> ▪ Ensure organic waste collection from mixed waste containers are transported to a high diversion organic waste processing facility. ▪ Provide quarterly route reviews to identify prohibited contaminants potentially found in containers that are collected along route. ▪ Clearly label all new containers indicating which materials are accepted in each container, and by January 1, 2025, place or replace labels on all containers.
Play SW.2	Reduce residential and commercial waste sent to landfills by 50% by 2030 and 100% by 2045.
Move SW.2.a	Develop and implement a Zero Waste Plan, consistent with the General Plan, in order to reach South Pasadena's goal of zero waste by 2040.
Move SW.2.b	Provide ongoing education to residents, business owners, and South Pasadena School District regarding waste reduction, composting, and recycling.
Move SW.2.c	Increase reuse, recycling, and composting at temporary public events by mandating the installation of public recycling and composting containers and collection service; and encouraging reusable food ware, when relevant, according to the California State Retail Food Code.
Move SW.2.d	Develop a waste department or working group to enhance recycling and composting outreach and provide technical assistance or information in support of City Green Action Plan Move III. Additionally, implement and share a Recycle and Reuse Directory through City platforms, in support of Green Action Plan Move I.2.5.
Move SW.2.e	Adopt an ordinance requiring compliance with Sections 4.410.2, 5.410.1, 4.408.1, and 5.408.1 of the California Green Building Standards Code related to construction of buildings with adequate space for recycling containers and construction and demolition (C&D) recycling.
Move SW.2.f	Implement the City General Plan, requiring construction sites to separate waste for proper diversion and reuse or recycling.

ID #	Plays and Respective Supportive Moves
Move SW.2.g	Develop and implement a Waste Stream Education Program targeting property managers of multi-family residences and the commercial sector, in support of Goal III of the City Green Action Plan.
Move SW.2.h	Develop policies to mandate/encourage reduction of waste and reuse in the food industry (e.g. facilities serving prepared food and prepackaged food; home meal delivery services), hospitality industry, and other commercial industries. Efforts may include developing ordinances for food service ware and a ban on single-use individual toiletry bottles in hotels/motels, grant/discount programs for switching to reusables, fast food champion pilot project, and working with home meal delivery services (e.g., Blue Apron), etc. to explore opportunities to reduce single-use packaging and encourage reuse.
Move SW.2.i	Encourage reusable foodware; or if reusable foodware is not a feasible option, explore opportunities to mandate/encourage a switch to more environmentally friendly alternatives for various products in the commercial industry, when relevant.
Carbon Sequestration Sector	
Play CS.1	Increase carbon sequestration through increased tree planting and green space.
Move CS.1.a	Identify and map public spaces that can be converted to green space, including public parking that can be converted to parklets, freeway airspace that can be made into green space, vertical walls that can be planted with vines, and rooftops of public buildings that can be developed into gardens.
Move CS.1.ab	Adopt a Greenscaping Ordinance that has a street tree requirement for all zoning districts, has a shade tree requirement for new development, requires greening of parking lots, and increases permeable surfaces in new development.
Move CS.1.c	Prepare and adopt an Urban Forest Management Plan for the City that includes an inventory of existing trees, identifies future tree planting opportunities, and a climate-ready tree palette, as well as ongoing operations and maintenance needs.
Move CS.1.d	Adopt a standard policy and set of practices for expanding urban tree canopy and placing vegetative barriers between busy roadways and developments to reduce exposure to air pollutants from traffic.
Municipal Sector	
Play M.1	Reduce carbon intensity of City operations.
Move M.1.a	As recommended in the 2016 Renewable Energy Council Report, complete energy audits for all City facilities and implement all feasible recommendations for decarbonization and efficiency upgrades.
Move M.1.b	As recommended in the 2016 Renewable Energy Council Report, purchase renewable natural gas (RNG) for applicable City fleet vehicles.
Move M.1.c	Establish an employee rideshare program.
Move M.1.d	As recommended in the 2016 Renewable Energy Council Report, install PV solar systems at the City Hall and at Wilson Reservoir.
Move M.1.e	Adopt retrofitting policy for City owned buildings such that energy efficient and electrification retrofits are incorporated into City buildings as they become available.
Move M.1.f	Develop a policy for the City which would require all new building RFP's to include life cycle costing over 30 years and tie this directly to energy consumption and building electrification. This would include the buildings operational and maintenance costs and ensure that the City has the most cost effective (and sustainable) building possible.
Move M.1.g	As recommended in the 2016 Renewable Energy Council Report, invest all savings from City energy efficiency projects into a new revolving green fund that can be used to fund additional energy efficiency and GHG reduction projects.
Play M.2	Electrify the municipal vehicle fleet and mobile equipment.
Move M.2.a	Develop a suite of transportation demand management tools to incentivize alternative transportation methods for employees, including telecommute options.
Move M.2.b	Provide bicycles and bicycle storage for employees to use during work hours for short business or personal trips.
Move M.2.c	Develop and adopt a policy to apply lifecycle assessment to all new vehicle and equipment purchases.

ID #	Plays and Respective Supportive Moves
Move M.2.d	Implement the City Fleet Alternative Fuel Conversion Policy developed under the City General Plan, electrifying the City vehicle fleet and using it to encourage residents to convert as well.
Move M.2.e	Install EV charging stations at municipal buildings.
Play M.3	Increase City's renewable energy production and energy resilience.
Move M.3.a	Conduct a Feasibility Study to determine which City buildings would serve as ideal resilience centers including solar and battery installations.
Move M.3.b	Convert all streetlights to light emitting diode (LED) bulbs.
Move M.3.c	Work with the CPA to identify and develop local solar projects to connect to the grid.
Move M.3.d	Install solar arrays at facilities that currently do not have solar arrays and work with emergency services to add solar and battery storage at priority locations. Review options for potential to combine multiple buildings into micro-grid systems.
Move M.3.e	Explore opportunities and partnerships to develop renewable-powered fuel cell micro-grids to provide back-up or primary power for critical facilities such as facilities providing essential services (e.g. water pumping facilities) and schools as a clean alternative to diesel generators.

Source: South Pasadena, City of. 2020. South Pasadena Draft Climate Action Plan.

The CAP Plays combined with Statewide legislation and initiatives and regional transportation programs will enable the City to meet its emissions reduction target of 40 percent below 1990 levels by 2030. Table 3 shows the contribution of the Statewide initiatives along with the CAP measures. The City needs to achieve a 18,578 MT CO₂e of GHG emissions reduction by 2030 to meet its goal. The total estimated GHG reductions accounted for in the CAP total 23,386 MT CO₂e by 2030.

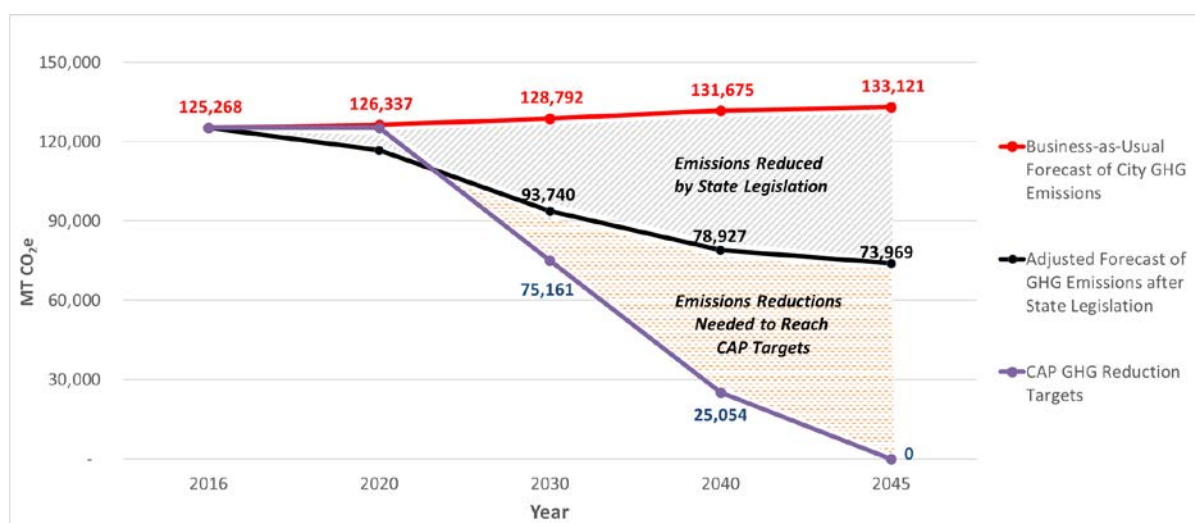
Table 3 South Pasadena 2030 GHG Reduction Target by Sector

State Initiative	Sector	2030 Reduction in City Emissions (MTCO ₂ e)
Advanced Clean Cars Program, Paveley Standards, Zero Emissions Vehicles Program, Clean Transit)	On-road Transportation	22,671
SB 100 and Renewable Portfolio Standard	Electricity	12,035
Title 24	Residential/Nonresidential Electricity and Natural Gas	346
A. Total State Initiative Emissions Reductions		35,052
B. Total City CAP Emissions Reductions		23,386
C. Total Expected Emissions Reductions (A+B)		58,438
D South Pasadena Emissions Reduction Requirement		53,625
E. Meets/exceeds State Goals? (C > D)		Yes

Source: South Pasadena, City of. 2020. Draft Climate Action Plan.

Figure 3 and Table 4 illustrate how the BAU emissions are estimated to increase, thus widening the emissions reductions needed by 2030. Figure 3 also shows emissions reductions expected from State level actions as well as the reductions needed to reach the South Pasadena emissions target.

Figure 3 South Pasadena Future GHG Emissions Projection and CAP Reduction Target



Source: South Pasadena, City of. 2020. Draft Climate Action Plan.

Table 4 South Pasadena Future GHG Emissions Projection and Reduction Target

Description	Emissions (MTCO ₂ e)
2016 Base Year Emissions	125,268
2030 BAU Emissions	128,792
2030 Target Emissions at 40% below 2016	75,161
2030 Required Reduction	53,631

Source: South Pasadena, City of. 2020. Draft Climate Action Plan

Implementation of the 2020 CAP Plays (listed in Table 2) could result in physical changes to the environment that could potentially have a significant impact. While individual projects resulting from these measures have not been identified for the purposes of this document, the types of actions that could result from realization of the CAP measures are taken into account in considering potential environmental impacts that could occur through implementation of the 2020 CAP. For example, projects or actions requiring ministerial approval, such as installation of electric vehicle charging stations and supporting infrastructure, as well as new bicycle or pedestrian facilities, would introduce physical changes related to the temporary presence and operation of construction vehicles and equipment during installation of required facilities and the long-term presence of new facilities such as bike and pedestrian facilities, solar arrays, and electric vehicle charging stations, which could alter pedestrian and vehicular traffic patterns.

Additionally, electrification retrofits may change the physical environment through the need for upgraded service and electrical panels, branch circuit upgrades, and installation of condensate drains to facilitate the installation of electric heat pumps for water and space heating. The physical changes these upgrades and additions would entail are dependent on the year of building construction and location of electrical and service panels and plumbing for connection of condensate drains; which in some cases may include modifications to the interior and/or exterior of buildings for wiring and panel replacement, and minor excavation for connection of drainage to

sewer systems. Future plans or projects requiring discretionary approval would be subject to environmental review under CEQA, and individual impact analyses will identify required plan- or project-specific mitigation measures where applicable.

7. Cumulative Projects Scenario

For purposes of CEQA cumulative impacts analysis of the South Pasadena 2020 CAP, the cumulative projects scenario is the total projected population growth, and the anticipated cumulative development to accommodate that growth, for South Pasadena in 2030. The South Pasadena General Plan Housing Element only projects City population through 2021,⁸ and thus SCAG-projected total South Pasadena population of 26,649 persons in 2030⁹ is utilized in this CEQA document.

8. Required Approvals

City of South Pasadena

Required approvals include:

- Adoption of the 2020 CAP Initial Study-Negative Declaration; and
- Adoption of the 2020 CAP.

Although individual plans or projects may be implemented later under the umbrella of the CAP, each individual plan or project would be subject to separate environmental review under CEQA.

Other Public Agencies

The City of South Pasadena has sole approval authority over the CAP. There are no other public agencies whose approval is required.

⁸ South Pasadena, City of. 2014. South Pasadena General Plan Housing Element. Available:

<<https://www.southpasadenaca.gov/government/departments/planning-and-building/general-plan>>. Accessed September 17, 2020.

⁹ SCAG. 2014. 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy. Demographics and Growth Forecast Appendix. Available: <http://scagrtpscsc.net/Documents/2016/final/f2016RTPSCS_DemographicsGrowthForecast.pdf>. Accessed September 17, 2020.

Environmental Factors Potentially Affected

This project would potentially affect the environmental factors checked below, involving at least one impact that is “Potentially Significant” or “Less than Significant with Mitigation Incorporated” as indicated by the checklist on the following pages.

- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Energy |
| <input type="checkbox"/> Geology/Soils | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials |
| <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Mineral Resources |
| <input type="checkbox"/> Noise | <input type="checkbox"/> Population/Housing | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation | <input type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Utilities/Service Systems | <input type="checkbox"/> Wildfire | <input type="checkbox"/> Mandatory Findings of Significance |

Determination

Based on this initial evaluation:

- ☒ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions to the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a “potentially significant impact” or “less than significant with mitigation incorporated” impact 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. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

- ☐ I find that although the proposed project could have a significant effect on the environment, because all potential significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

Date

Printed Name

Title

Environmental Checklist

1 Aesthetics

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 a 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a. *Would the project have a substantial adverse effect on a scenic vista?*

or

b. *Would the project substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*

Within the City of South Pasadena, State Route 110 is a designated Federal Byway according to the California Scenic Highway System.¹⁰ The portion of State Route 110 with this designation connects East Colorado Boulevard on the northern end within adjacent City of Pasadena to the State Route 110/U.S. Highway 101 interchange on the southern end within adjacent City of Los Angeles. While the City of South Pasadena General Plan has not identified scenic vistas or scenic roadways, it states that the hillsides and ridgelines provide a scenic backdrop for the entire community and that viewsheds to and from these hillsides should be protected. In addition, General Plan Open Space and Resource Conservation Element Policies 5 and 6 as well as the Hillside Ordinance require scenic

¹⁰ California Department of Transportation (Caltrans). 2020. California State Scenic Highway System Map. Available: <<https://www.arcgis.com/apps/webappviewer/index.html?id=2e921695c43643b1aaf7000dfcc19983>>. Accessed September 27, 2020.

resource and landform preservation and regulate new development proposed within the hillside areas.¹¹ The CAP would promote infrastructure development and redevelopment that is complimentary to existing development, natural features, and land uses. The South Pasadena Municipal Code Chapter 34 (Trees and Shrubs) as well as General Plan Goals 16 and 17 require preservation and protection of trees and other natural constraints, including ridgelines geologic features, and open space, from unnecessary encroachment or destruction.¹² Furthermore, City Ordinance 2315 (Cultural Heritage Commission to Protect the City's Cultural Resources) and General Plan Open Space and Resource Conservation Element Policy 11 require the preservation of the natural landscape and historic character of districts, neighborhoods, and landmarks.

As a policy document, the CAP would not result in impacts related to scenic vistas and scenic highways. However, implementation of the following CAP Plays may promote infrastructure development and redevelopment through policies and programs. CAP Plays E.2 and E.3 promote electrification of newly constructed and existing buildings, and CAP Play E.4 promotes installation of battery back-up systems or generators and solar panels to facilitate the switching of building fuel away from natural gas within the City. CAP Play T.1 encourages the installation of electric vehicle charging stations and supporting infrastructure, and CAP Plays T.2 and T.3 involve the installation of new bicycle, electric bicycle/scooter, and pedestrian facilities. In addition, Play M.2 requires electrification of the municipal fleet and mobile equipment. Additionally, CAP Play CS.1, promotes the increased planting of trees and provision of green space. The physical changes these installations and enhancements would entail are dependent on the location of construction for the electric vehicle charging connections, active transportation pathways, and trees/green spaces.

However, it is anticipated that CAP projects would avoid alterations to historic buildings, mature trees, and other distinguishing scenic characteristics; adhere to City development zoning and regulations that require retention of City character and minimization of environmental and community setting impacts; and, if warranted, be reviewed by the City's Design Review Board. As such, the CAP would not result in adverse impacts related to scenic vistas, viewing corridors, or scenic roadways within the City. Furthermore, due to intervening development typical of an urban setting, proposed CAP projects would not likely be visible from the designated Federal Byway (State Route 110). Thus, scenic resources such as trees, rock outcroppings, and historic buildings would not be damaged within a State scenic highway. Therefore, the CAP would result in a less-than-significant impact related to scenic vistas and related to scenic resources within scenic highways.

LESS THAN SIGNIFICANT IMPACT

11 South Pasadena, City of. 1998. General Plan Open Space and Resource Conservation Element. Available: <<https://www.southpasadenaca.gov/government/departments/planning-and-building/general-plan>>. Accessed September 23, 2020.

12 South Pasadena, City of. 2020. Municipal Code Chapter 34 (Trees and Shrubs). Available: <<https://www.codepublishing.com/CA/SouthPasadena/>>. Accessed September 23, 2020.

- c. *Would the project, 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 experienced from a 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?*

The City of South Pasadena is an urbanized area with visual character/quality goals and policies from the City General Plan Open Space and Resource Conservation Element to preserve and protect the scenic and visual quality of the community. The CAP would not involve land use or zoning changes, but would instead promote infrastructure development and redevelopment through policies and programs. Implementation of the following CAP Plays may promote infrastructure development and redevelopment that may impact visual character, as described below.

CAP Play E.4 promotes installation of battery back-up systems or generators and solar panels. CAP Play T.1 encourages installation of electric vehicle charging stations and supporting infrastructure, and CAP Plays T.2 and T.3 involve installation of new bicycle, electric bicycle/scooter, and pedestrian facilities. In addition, Play M.2 requires electrification of the municipal fleet and mobile equipment. Furthermore, CAP Play CS.1, promotes increased planting of trees and provision of green space. Planting trees, implementation of solar panels and electric vehicle charging stations, and introduction of active transportation infrastructure may slightly change visual character in the City. However, CAP projects would be located and designed to be complimentary to existing development and land uses in a manner consistent with applicable zoning and other regulations governing visual character and quality within the City of South Pasadena. In addition, CAP projects would be reviewed for consistency with the General Plan and other applicable regulatory land use actions prior to approval. Therefore, the CAP would result in a less-than-significant impact related to regulations of visual character and quality.

LESS THAN SIGNIFICANT IMPACT

- d. *Would the project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?*

The CAP would not involve land use or zoning changes. Rather the CAP would promote infrastructure development and redevelopment that is complimentary to existing development and land uses. As a policy document, the CAP would not directly result in impacts related to light and glare. However, implementation of the following CAP Plays may promote infrastructure development and redevelopment. CAP Play E.4 promotes installation of solar panels to facilitate the switching of building fuel away from natural gas within the City. CAP Play T.1 encourages the installation of electric vehicle charging stations and supporting infrastructure, and CAP Plays T.2 and T.3 involve the installation of new bicycle, electric bicycle/scooter, and pedestrian facilities. In addition, CAP Play M.2 requires electrification of the municipal fleet and mobile equipment. Furthermore, CAP Play CS.1, promotes the increased planting of trees and provision of green space.

CAP projects would be reviewed for consistency with the City Municipal Code to minimize environmental impacts related to light and glare through limitations of materials and shielding light structures. Presumably design and location of proposed solar infrastructure would be complimentary to existing development in the City. In addition, CAP projects would be reviewed for consistency with the General Plan and other applicable land use regulations prior to approval. Thus, the CAP would result in a less-than-significant impact related to light and glare.

LESS THAN SIGNIFICANT IMPACT

Cumulative Impacts

The cumulative projects scenario is total projected population growth for South Pasadena (26,649 persons) in 2030. Cumulative impacts related to scenic resources, visual character, and increased light and glare would generally be site-specific, and cumulative projects are not anticipated to contribute to cumulative aesthetic impacts with adherence to General Plan policies and the Municipal Code. Because of the developed nature of South Pasadena, future infrastructure projects under the CAP, in combination with other cumulative projects, would not adversely impact the visual character of the City. In addition, future development in the City would be required to comply with the City's Design Review process and be reviewed against applicable General Plan policies and City's design standards for design quality and compatibility with adjacent land uses. Therefore, implementation of the CAP would result in a less-than-significant cumulative impact related to aesthetics.

LESS THAN SIGNIFICANT IMPACT

2 Agriculture and Forestry Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

or

b. *Would the project conflict with existing zoning for agricultural use or a Williamson Act contract*

The City of South Pasadena does not contain farmland or lands used for agricultural purposes.¹³ The CAP does not involve projects that would result in impacts related to conversion or loss of farmland. Therefore, the CAP would result in no impact related to degradation of agricultural resources or

¹³ South Pasadena, City of. 1998. General Plan Land Use Element. Available: <<https://www.southpasadenaca.gov/government/departments/planning-and-building/general-plan>>. Accessed September 24, 2020.

conversion of agricultural land to non-agriculture uses, nor would there be a conflict with existing zoning or general plan land use designations.

NO IMPACT

- c. *Would the project 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))?*

or

- d. *Would the project result in the loss of forest land or conversion of forest land to non-forest use?*

The City does not contain forest or timberland resources. The South Pasadena Municipal Code Chapter 34 (Trees and Shrubs), establishes policies, regulations and standards necessary to ensure tree protection and manage an urban forestry program. And CAP Play CS.1 facilitates increased tree planting and green space. As such, the CAP would increase planting of trees as part of new development within the City and be consistent with the tree protection and urban forestry program requirements of the City Municipal Code. Therefore, the CAP would result in no impact related to degradation of forestry resources or conversion of forest land to non-forest uses, nor would there be a conflict with existing zoning or general plan land use designations.

NO IMPACT

- e. *Would the project 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?*

See impact discussions above under Topics 2a through 2d. The CAP would not result in other changes to the existing environment which, due to their location or nature, would result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use. No impact would occur.

NO IMPACT

Cumulative Impacts

The cumulative projects scenario is total projected population growth for South Pasadena (26,649 persons) in 2030. The City does not contain farmland or lands used for agricultural purposes. Additionally, the City does not contain forest or timberland resources. Cumulative projects are not anticipated to contribute to cumulative forestry impacts with adherence to General Plan policies. In addition, the CAP would not involve land use or zoning changes that could result in cumulative impacts related to conversion or loss of farmland or forest land. Therefore, implementation of the CAP would result in no cumulative impact related to agricultural and forestry resources.

NO IMPACT

3 Air Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a. *Would the project conflict with or obstruct implementation of the applicable air quality plan?*

South Pasadena is located within the South Coast Air Basin (the Air Basin), which includes all of Orange County and the non-desert regions of Los Angeles County, Riverside County, and San Bernardino County. The Air Basin is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). As the local air quality management agency, SCAQMD is required to monitor air pollutant levels to ensure that State and federal air quality standards are met and, if they are not met, to develop strategies to meet the standards. Depending on whether or not the standards are met or exceeded, the South Coast Air Basin is classified as being in “attainment” or “nonattainment.” Under State law, air districts are required to prepare a plan for air quality improvement for pollutants for which the district is in non-attainment. SCAQMD is in non-attainment for the State and federal ozone standards, the State and federal PM_{2.5} (particulate matter up to 2.5 microns in size) standards, and the State PM₁₀ (particulate matter up to 10 microns in size) standards, and the federal lead standards and is required to prepare a plan for improvement.¹⁴ The sources, health effects, and typical controls associated with criteria pollutants are described in Appendix A.

The SCAQMD Clean Air Plan (Air Quality Management Plan [AQMP]) provides a plan to improve South Coast Air Basin air quality and protect public health as well as the climate. The most recent (2016) AQMP complies with State air quality planning requirements as codified in the California Health and Safety Code. The 2016 AQMP seeks to achieve multiple goals promoting reductions in criteria pollutant, greenhouse gases, and toxic risk, as well as efficiencies in energy use,

¹⁴ South Coast Quality Management District (SCAQMD). 2018. National and California Ambient Air Quality Standards Attainment Status for South Coast Air Basin. Available: <<http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/naaqs-caaqs-feb2016.pdf?sfvrsn=14>>. Accessed September 28, 2020.

transportation, and goods movement. The most effective way to reduce air pollution impacts on the health of the approximately 17 million residents in the South Coast Air Basin, including those in disproportionately impacted and environmental justice communities that are concentrated along our transportation corridors and goods movement facilities, is to reduce emissions from mobile sources, the principal contributor to our air quality challenges. Thus, AQMD worked closely with California Air Resources Board (CARB) and the United States Environmental Protection Agency (U.S. EPA) who have primary responsibility for these sources. The 2016 AQMP also includes transportation control measures developed by the Southern California Association of Governments (SCAG) from the 2016 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS).¹⁵

The Federal Clean Air Act Amendments (CAAA) mandate that states submit and implement a State Implementation Plan (SIP) for areas not meeting air quality standards. The SIP includes pollution control measures to demonstrate how the standards will be met through those measures. The SIP is established by incorporating measures established during the preparation of Air Quality Management Plans (AQMP) and adopted rules and regulations by each local APCD and AQMD, which are submitted for approval to CARB and the U.S. EPA.¹⁶ The goal of an AQMP is to reduce pollutant concentrations below the National Ambient Air Quality Standards (NAAQS) through the implementation of air pollutant emissions controls.

The CAP would not involve land use or zoning changes, but would rather promote infrastructure development and redevelopment. Implementation of proposed measures would be beneficial by helping South Pasadena meet applicable air quality plan goals and generally reducing sensitive receptor exposure to pollutant concentrations. Although the purpose and intended effect of the CAP is to reduce GHG emissions generated in the City to help reduce the effects of climate change, many of its Plays and supporting Moves would also reduce criteria pollutant (i.e., air quality) emissions. CAP Plays E.1 through E.4 propose revisions to and new City ordinances requiring electrification of 100 percent new buildings and incremental portion of existing buildings as well as maximum usage of renewable energy and installation of solar systems, battery storage, and potential microgrids within the City to help meet community energy demand. In addition, CAP Plays M.1 through M.3 require reduced carbon intensity of municipal operations, electrification of the municipal fleet and mobile equipment, and increased municipal renewable energy production. This would decrease the use of non-renewable fuel sources for residential and non-residential land use operations. Additionally, CAP Plays T.2, T.3, and M.2 facilitate and incentivize bike lanes, bike parking, and public and shared transit, which would increase active transportation and decrease the vehicle miles traveled in South Pasadena. Furthermore, CAP Move W.1.f requires use of 100-percent renewable power for all pumping and treatment of water. These energy- and transportation-related measures would reduce air quality emissions as well as GHG emissions. Therefore, the CAP is consistent with the 2016 AQMP and would have no impact related to a conflict with or obstruction of the applicable air quality plan.

NO IMPACT

15 SCAQMD. 2016. Final SCAQMC Air Quality Management Plan. Available: <<http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan/final-2016-aqmp>>. Accessed September 28, 2020.

16 CARB. 2016. State Strategy for the State Implementation Plan for Federal Ozone and PM2.5 Standards. Available: <<https://ww3.arb.ca.gov/planning/sip/2016sip/2016sip.htm>>. Accessed September 28, 2020.

- b. *Would the project 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?*

City Municipal Code Chapter 4 (Air Pollution) identifies discharge of certain air pollutants as illegal within the City.¹⁷ The CAP would not involve land use or zoning changes but would instead promote infrastructure development and redevelopment. As a policy document, the CAP would not result in impacts related to criteria pollutants. However, implementation of the following CAP Plays may promote infrastructure development and redevelopment. CAP Play E.4 promotes installation of solar PV systems and battery storage to provide greener renewable electricity within the City. CAP Play T.1 encourage the installation of electric vehicle charging stations and infrastructure, and CAP Plays T.2 and T.2 involve the installation of new bicycle, electric bicycle/scooter, and pedestrian facilities. In addition, CAP Play M.2 requires electrification of the municipal fleet and mobile equipment. Furthermore, CAP Play CS.1, facilitates increased trees and open space. Construction-related air quality impacts are generally associated with fugitive dust (PM₁₀ and PM_{2.5}) and exhaust emissions from heavy construction vehicles and soil-hauling trucks, in addition to Reactive Organic Gas (ROG) that would be released during architectural coatings drying. However, CAP projects would not entail large-scale construction and, thus, would result in low-level criteria pollutant emissions and negligible impacts to air quality. CAP projects would also be reviewed for consistency with SCAQMD air quality regulations and other applicable local, State, and federal regulations once project details and locations are known. Thus, construction associated with CAP implementation would result in a less-than-significant impact related to net increase of criteria pollutants. With respect to operational emissions, many CAP Plays would have the secondary benefit of reducing criteria pollutant emissions. CAP Plays aim to increase building renewable energy use, promote electric vehicles, reduce building natural gas use, reduce on-road gasoline fuel use, and reduce vehicle miles traveled. Implementation of such CAP Plays would be beneficial by helping South Pasadena meet applicable air quality plan goals. In addition, future CAP projects would be required to comply with local, regional, and State air quality regulations. Therefore, the CAP would result in a less-than-significant impact related to criteria pollutant emissions.

LESS THAN SIGNIFICANT IMPACT

- c. *Would the project expose sensitive receptors to substantial pollutant concentrations?*

Implementation of the following CAP Plays may promote infrastructure development and redevelopment. CAP Plays E.2 and E.3 promote electrification of newly constructed and existing buildings, and CAP Play E.4 promotes installation of battery back-up systems or generators and solar panels to facilitate the switching of building fuel away from natural gas. Such electrification and renewable energy retrofits may change the physical environment through the need for upgraded service and electrical panels, branch circuit upgrades, solar panels, and installation of condensate drains to facilitate the installation of electric heat pumps for water and space heating. Additionally, CAP Play T.1 encourages the installation of electric vehicle charging stations and infrastructure, and CAP Plays T.2 and T.3 involve the installation of new bicycle, electric bicycle/scooter, and pedestrian facilities. CAP Play M.2 requires electrification of the municipal fleet and mobile equipment and incentivizes alternative transportation methods for municipal employees. Furthermore, CAP Play CS.1, promotes the increased planting of trees and provision of green space, and CAP Play W.1 aims to bring recycled water lines and infrastructure to the City. Construction-related air quality impacts

¹⁷ South Pasadena, City of. 2020. Municipal Code Chapter 4 (Air Pollution). Available: <<https://www.codepublishing.com/CA/SouthPasadena/>>. Accessed September 28, 2020.

are generally associated with fugitive dust (PM₁₀ and PM_{2.5}) and exhaust emissions from heavy construction vehicles and soil hauling trucks, in addition to ROG that would be released during the drying phase upon application of architectural coatings. However, implementation of proposed CAP measures would not include large-scale construction within South Pasadena. As such, it would result in low-level toxic air contaminant emissions. While the CAP could result in construction-related impacts related to toxic air contaminants and exposure to sensitive receptors, CAP projects would be reviewed for consistency to comply with SCAQMD air quality regulations and other applicable local, State, and federal regulations once project details and locations are known. Thus, the construction associated with implementation of the CAP would not result in substantial emissions of toxic air contaminants and exposure to sensitive receptors. No operational toxic air contaminant emissions are anticipated with implementation of the CAP. Therefore, the CAP would have a less-than-significant impact related to exposure of sensitive receptors to toxic air contaminants.

LESS THAN SIGNIFICANT IMPACT

- d. *Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?*

The CARB 2005 Air Quality Land Use Handbook: A Community Health Perspective identifies land uses associated with odor complaints which include: sewage treatment plants, landfills, recycling facilities, waste transfer stations, petroleum refineries, biomass operations, auto body shops, coating operations, fiberglass manufacturing, foundries, rendering plants, and livestock operations. CAP Plays SW.1 and SW.2 promote participation in recycling and organic waste programs and reducing such waste going to landfills to achieve 75 percent reduction in waste-related GHG emissions by 2025. And CAP Play SW.2 encourages use of reusable foodware, reduction of waste in the food industry, and food waste being compostable. Also, CAP Plays SW.1 and SW.2 requires all new buildings to subscribe to recycling and organic waste collection services and provide adequate space for recycling and compost containers, in accordance with SB 1383 and AB 1826. As such, the CAP could result in minor odors related to compost. However, green waste collection bins and compost application are not identified on the list of “Sources of Odor Complaints” (Table 1-4) as provided in the CARB Air Quality Land Use Handbook and would not be anticipated to result in other emissions, such as those leading to odors, adversely affecting a substantial number of people. Therefore, the CAP would not facilitate development that could create adverse odors, and there would be a less-than-significant impact related to odors exposure.

LESS THAN SIGNIFICANT IMPACT

Cumulative Impacts

The cumulative projects scenario is total projected population growth for South Pasadena (26,649 persons) in 2030. The cumulative projects could exceed applicable SCAQMD thresholds or be inconsistent with the Clean Air Plan. However, implementation of the CAP would have a less-than-significant contribution related to potential cumulative air quality impacts within the air basin and on sensitive receptors within the City of South Pasadena, given that the CAP would result in Citywide reduction of GHG emissions, energy use, single-occupancy vehicle travel, water use, and waste generation. As such, implementation of the CAP would not result in adverse impacts related to contribution of criteria pollutants to the air basin and exposure of sensitive receptors to toxic air contaminants. Therefore, implementation of the CAP would result in a less-than-significant cumulative impact related to air quality.

LESS THAN SIGNIFICANT IMPACT

4 Biological Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
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 Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a. *Would the project 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 Wildlife or U.S. Fish and Wildlife Service?*

South Pasadena is a primarily urbanized community with parks and recreational and open spaces incorporated throughout the City. The City's Municipal Code Chapter 34 (Trees and Shrubs), as well as the General Open Space and Resource Conservation Element incorporate goals and policies to protect biological resources, such as trees and other plant habitats, wildlife habitats, and connecting wildlife corridors in the City.

The CAP would not involve land use or zoning changes, but would instead promote infrastructure development and redevelopment. As a policy document, the CAP would not directly result in impacts related to wildlife species identified as candidate, sensitive, or special status. However, implementation of the following CAP Plays may promote infrastructure development and redevelopment and may result in impacts to species through habitat modification for purposes of infrastructure installation.

CAP Play E.4 promotes installation of solar panels to facilitate the switching of building fuel away from natural gas within the City. CAP Play T.1 encourages the installation of electric vehicle charging stations and supporting infrastructure, and CAP Plays T.2 and T.3 involve the installation of new bicycle, electric bicycle/scooter, and pedestrian facilities. In addition, CAP Play M.2 requires electrification of the municipal fleet and mobile equipment, requiring installation of electric vehicle charging stations at municipal buildings. Furthermore, CAP Play CS.1, promotes the increased planting of trees and provision of green space. Planting new trees may slightly increase the City urban forestry canopy for use by migratory and nesting birds.

These CAP Plays would not conflict with the Municipal Code or goals/policies of the General Plan Open Space and Resource Conservation Element but would rather be consistent with and promote those plans. The CAP Plays would generally apply to the urbanized areas of the City, with little application to open space area or other locations where sensitive habitat and related species may be present. As such, the CAP itself would not have a substantial adverse effect on special-status wildlife species either directly through individual take or indirectly through species habitat modification. Therefore, the CAP would result in a less-than-significant impact related to special-status wildlife species.

LESS THAN SIGNIFICANT IMPACT

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

or

- c. *Would the project 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?*

The CAP would not involve land use or zoning changes, but would instead promote infrastructure development and redevelopment. As a policy document, the CAP could result in impacts related to habitat whether riparian, wetland, or other sensitive natural community. According to the General Plan Open Space and Resource Conservation Element, opportunities for wildlife (e.g., birds and mammals) habitat protection in South Pasadena include the following undeveloped or primarily undisturbed opens space areas:

- The canyons, hillsides and steep topography in the Monterey Hills, and the primarily City-owned vacant, undeveloped lands in the southwest corner of the Monterey Hills;
- The Arroyo Seco and adjacent areas;
- Lot 117 in the Altos de Monterey residential tract;
- The drainage wash east of Garfield;
- The vacated railway easement (between Marengo and Fair Oaks); and
- Upper slopes in the Monterey Road/Pasadena Avenue/Kolle Avenue/Brunswick Avenue/Oak Hill Avenue residential areas.¹⁸

CAP Play CS.1 promotes the increased planting of trees and provision of green space, which may slightly change the City's urban forestry program. As such, the CAP would be required to adhere to City development regulations and General Plan policies, including the City of South Pasadena Tree Preservation Ordinance, to retain urban forestry and minimize environmental impacts. CAP Play E.4 promotes installation of solar panels to facilitate the switching of building fuel away from natural gas within the City. CAP Play T.1 encourages the installation of electric vehicle charging stations and supporting infrastructure, and CAP Plays T.2 and T.3 involve the installation of new bicycle, electric bicycle/scooter, and pedestrian facilities. In addition, CAP Play M.2 requires electrification of the municipal fleet and mobile equipment, requiring installation of electric vehicle charging stations at municipal buildings. Installation of new active transportation and electrical and renewable energy infrastructure may result in disturbance of habitat areas.

However, the CAP Plays and supporting Moves would generally apply to the urbanized areas of the City, with little application to parks, open spaces area, or other locations where sensitive habitat and related species may be present. CAP projects would be reviewed for consistency with applicable local, regional, and State regulations, once project details and locations are known. These CAP Plays and Moves would not conflict with the Municipal Code or objectives and policies of the General Plan or Conservation Guidelines but would rather be consistent with and promote those plans. As such, the CAP would not have a substantial adverse effect on riparian habitat or sensitive natural

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outh Pasadena, City of. 1998. General Plan Open Space and Resource Conservation Element. Available: <<https://www.southpasadenaca.gov/government/departments/planning-and-building/general-plan> >. Accessed September 23, 2020.

community, such as wetlands. Therefore, the CAP would have a less-than-significant impact related to sensitive natural plant communities.

LESS THAN SIGNIFICANT IMPACT

- d. *Would the project 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?*

The CAP would not involve land use or zoning changes, but would instead promote infrastructure development and redevelopment. As a policy document, the CAP would not result in impacts related to interference with species movement. However, implementation of the following CAP Plays may promote infrastructure development and redevelopment. According to the General Plan Open Space and Resource Conservation Element, the primary wildlife corridors in South Pasadena include the Arroyo Seco riparian corridor on the northeast and east sides of the City and the undeveloped or primarily undisturbed open space areas listed above under Topic c that contain natural resources, such as steep slopes, canyons, hillside vegetation (both native and introduced), drainage courses, and vegetation associated with rainfall runoff.¹⁹

CAP Play E.4 promotes installation of solar panels to facilitate the switching of building fuel away from natural gas within the City. CAP Play T.1 encourages the installation of electric vehicle charging stations and supporting infrastructure, and CAP Plays T.2 and T.3 involve the installation of new bicycle, electric bicycle/scooter, and pedestrian facilities. In addition, CAP Play M.2 requires electrification of the municipal fleet and mobile equipment, requiring installation of electric vehicle charging stations at municipal buildings. Furthermore, CAP Play CS.1, promotes the increased planting of trees and provision of green space. As such, the CAP would be required to adhere to City development regulations and General Plan policies, including the City of South Pasadena Tree Preservation Ordinance, to retain urban forestry and minimize environmental and community setting impacts. Installation of new active transportation and renewable energy infrastructure may result in disturbance of habitat areas. However, the CAP Plays would generally apply to the urbanized areas of the City with little application to parks, open spaces area, or other locations where wildlife corridors or native wildlife nursery sites may be present.

Furthermore, CAP projects would be reviewed for consistency with applicable local, regional, and State regulations, once project details and locations are known. The CAP Plays and supporting Moves would not conflict with the Municipal Code or objectives and policies of the General Plan but would rather be consistent with and promote those plans. Therefore, the CAP would result in a less-than-significant impact related to interference with species movement.

LESS THAN SIGNIFICANT IMPACT

¹⁹ South Pasadena, City of. 1998. General Plan Open Space and Resource Conservation Element. Available: <<https://www.southpasadenaca.gov/government/departments/planning-and-building/general-plan>>. Accessed September 23, 2020.

- e. *Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

South Pasadena is a primarily urbanized community with neighborhood parks, community parks, and recreational spaces throughout the City.²⁰ The South Pasadena Municipal Code Chapter 34 (Trees and Shrubs) as well as the General Plan Open Space and Resource Conservation Element incorporate goals and policies related to natural resources protection in the City. Additionally, the South Pasadena Tree Preservation Ordinance was established to preserve the trees and plantings on City property and enhance the ecological benefit to the community by providing for the regulation of planting, management, maintenance, preservation and, where necessary, the removal of public trees. The City is not located within the jurisdiction of an adopted habitat conservation plan, natural community plan, or other approved local, regional, or State habitat conservation plan.

The CAP would not involve land use or zoning changes but would rather promote infrastructure development and redevelopment. The purpose and intended effect of the CAP is to reduce GHG emissions generated within the South Pasadena community, including related to City municipal operations, to help reduce the effects of climate change. Implementation of proposed CAP Plays and supporting Moves would be beneficial by helping South Pasadena meet applicable local policies and ordinances for protecting natural and biological resources. The CAP would not conflict with or obstruct implementation of the applicable policies for preserving biological resources and would not affect the City's ability to attain goals and policies that protect biological resources. Therefore, the CAP would result in no impact related to consistency with local biological resources protection policies.

NO IMPACT

- f. *Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?*

The South Pasadena General Plan Open Space and Resource Conservation Element includes an inventory of open space resources as well as goals and policies to preserve natural resources, such as plant and wildlife habitats in the City. However, the City is not located within the jurisdiction of an adopted habitat conservation plan, natural community plan, or other approved local, regional, or State habitat conservation plan. As such, the CAP would not facilitate specific development projects, nor would it add or enable new development that would conflict with the adopted Municipal Code, General Plan, or other approved local, regional, or State habitat conservation plan. Therefore, the CAP would have no impact related to consistency with an adopted habitat or natural community conservation plan.

NO IMPACT

Cumulative Impacts

The cumulative projects scenario is total projected population growth for South Pasadena (26,649 persons) in 2030. Implementation of cumulative projects could result in impacts to biological resources during infrastructure and building construction. The CAP would promote infrastructure development and redevelopment that is already accounted for in the General Plan. However, infrastructure development or redevelopment resulting from implementation of the CAP would be

²⁰ South Pasadena, City of. 1998. General Plan Open Space and Resource Conservation Element. Available: <<https://www.southpasadenaca.gov/government/departments/planning-and-building/general-plan>>. Accessed September 23, 2020.

required to comply with applicable General Plan policies and State and federal regulatory requirements regarding avoidance of special wildlife species and habitat. Therefore, implementation of the CAP would result in a less-than-significant cumulative impact related to biological resources.

LESS THAN SIGNIFICANT IMPACT

5 Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a. *Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?*

The City of South Pasadena has identified 2,718 properties that are both individually eligible resources and contributors to historic districts within its City limits.^{21 22} The CAP would not involve land use or zoning changes but would promote building energy retrofits as well as infrastructure development and redevelopment that would be complimentary to existing development. CAP projects in South Pasadena would be required to comply with City Ordinance 2315 (Cultural Heritage Ordinance) and General Plan Open Space and Resource Conservation Element purpose that require the identification and preservation of sites and structures of architectural, historical, archaeological, and cultural significance. This includes sites, structures, and areas that are associated with a historic event, activity, or persons that contribute to the historic character of districts, neighborhoods, landmarks, historic structures, and artifacts. CAP projects within the City would also be required to comply with General Plan Historic Preservation Element Policies 9.2 (promote historic districts and landmark designations), 9.4 (encourage and promote the adaptive reuse of historic resources), 2.5 (apply Secretary of Interior's Standards and alternative buildings codes, such as the Uniform Code for Building Conservation and/or the State Historic Building Code, to qualified historic properties), and 3.1 (maintain landscape elements that contribute to the attractiveness and historic character of designated historic districts and landmarks).²³

Implementation of the following CAP Plays may promote infrastructure development and redevelopment. CAP Plays E.2 and E.3 promote electrification of newly constructed and existing buildings and CAP Play E.4 promotes installation of battery back-up systems or generators and solar panels to facilitate the switching of building fuel away from natural gas within the City.

21 South Pasadena, City of. 2020. Historic Resources Survey Overview. Available: <<https://www.southpasadenaca.gov/government/departments/planning-and-building/historic-resources-survey>>. Accessed September 24, 2020.

22 South Pasadena, City of. 2017. Historic Resources Survey prepared by HRG Consultants.

23 South Pasadena, City of. 1998. General Plan Historic Preservation Element. Available: <<https://www.southpasadenaca.gov/government/departments/planning-and-building/general-plan>>. Accessed September 25, 2020.

Electrification retrofits may change the physical environment through the need for upgraded service and electrical panels, branch circuit upgrades, and installation of condensate drains to facilitate the installation of electric heat pumps for water and space heating. The physical changes these upgrades and additions would entail are dependent on the year of building construction and location of electrical and service panels and plumbing for connection of condensate drains, which in some cases may include modifications to the interior and/or exterior of buildings for wiring and panel replacement and minor excavation for connection of drainage to sewer systems. However, it is anticipated that retrofit activities would avoid alterations to the historic materials and distinguishing character (e.g., overall shape of the building, its materials, craftsmanship, decorative details, interior spaces and features, and aspects of its site and environment) of identified historic resources and, if warranted, be reviewed by the City's Cultural Heritage Commission.

CAP projects would be reviewed for consistency with applicable local, regional, and State regulations, including City Ordinance 2315 and General Plan Open Space and Resource Conservation Element purpose that require the identification and protection of sites and structures of, architectural and historical significance, in order to avoid impacts related to unknown historical resources. As such, implementation of the CAP would not conflict with or obstruct the City's ability to comply with applicable historical resources preservation policies. Therefore, the CAP would result in a less-than-significant impact related to historical resources.

LESS THAN SIGNIFICANT IMPACT

b. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

The City of South Pasadena has not identified known archeological sites within its City limits.^{24,25} However, as-yet to be discovered or unknown sites or resources may exist. The CAP would not involve land use or zoning changes but would promote building energy retrofits as well as infrastructure development and redevelopment. For example, CAP Play T.1 encourages the installation of electric vehicle charging stations and supporting infrastructure, and CAP Plays T.2 and T.3 involve the installation of new bicycle, electric bicycle/scooter, and pedestrian facilities. In addition, CAP Play M.2 requires electrification of the municipal fleet and mobile equipment, requiring installation of electric vehicle charging stations at municipal buildings. Furthermore, CAP Play CS.1, promotes the increased planting of trees and provision of green space, and CAP Play W.1 aims to bring recycled water lines and infrastructure to the City. The physical changes these installations and enhancements would entail are dependent on the location of construction for the electric vehicle charging connections, active transportation pathways, and trees/green spaces, which in some cases may include minor temporary excavation.

These CAP Plays and supporting Moves would result in ground disturbance that could result in an impact on unknown archeological resources during construction. CAP projects would be reviewed for consistency with applicable local, regional, and State regulations, including City Ordinance 2315 that requires the identification and protection of sites and structures of, archaeological and cultural significance, in order to avoid impacts related to unknown archaeological resources. Therefore, the CAP would result in a less-than-significant impact related to unknown archaeological resources.

²⁴ South Pasadena, City of. 1998. General Plan Land Use Element. Available:

<<https://www.southpasadenaca.gov/government/departments/planning-and-building/general-plan> >. Accessed September 24, 2020.

²⁵ South Pasadena, City of. 1998. General Plan Open Space and Resource Conservation Element. Available:

<<https://www.southpasadenaca.gov/government/departments/planning-and-building/general-plan> >. Accessed September 23, 2020.

LESS THAN SIGNIFICANT IMPACT

- c. *Would the project disturb any human remains, including those interred outside of formal cemeteries?*

There are no known burial points or burial sensitivity areas within the City.^{26,27} However, there is the possibility of encountering unknown buried archaeological deposits and human remains throughout South Pasadena. Impacts to historic and archaeological resources are generally site-specific. The CAP would not involve land use or zoning changes but would promote building energy retrofits as well as infrastructure development and redevelopment. For example, CAP Play T.1 encourages the installation of electric vehicle charging stations and supporting infrastructure, and CAP Plays T.2 and T.3 involve the installation of new bicycle, electric bicycle/scooter, and pedestrian facilities. In addition, CAP Play M.2 requires electrification of the municipal fleet and mobile equipment, requiring installation of electric vehicle charging stations at municipal buildings. Furthermore, CAP Play CS.1, promotes the increased planting of trees and provision of green space, and CAP Play W.1 aims to bring recycled water lines and infrastructure to the City. The physical changes these installations and enhancements would entail are dependent on the location of construction for the electric vehicle charging connections, active transportation pathways, and trees/green spaces, which in some cases may include minor temporary excavation.

These CAP Plays would result in ground disturbance that could result in an impact on unknown human remains during construction. However, implementation of CAP projects would be required to comply with City Ordinance 2315 and General Plan Open Space and Resource Conservation Element purpose that require the identification and protection of sites of archaeological and cultural significance, in order to avoid impacts related to unknown human remains. In addition, CAP projects would be required to comply with State coroner requirements related to burial findings, including assessment and mitigation incorporation once project details and locations are known. Therefore, the CAP would result in a less-than-significant impact related to unknown human remains.

LESS THAN SIGNIFICANT IMPACT

Cumulative Impacts

The cumulative projects scenario is total projected population growth for South Pasadena (26,649 persons) in 2030. There is the possibility of encountering buried archaeological deposits and human remains throughout South Pasadena. Implementation of the cumulative projects would include infrastructure and building development that could have an impact on cultural resources during construction. Impacts to historic and archaeological resources are generally site-specific. Accordingly, as required under applicable laws and regulations, potential impacts associated with cumulative developments would be addressed on a case-by-case basis. No known cultural resources would be removed, modified, or otherwise affected by the implementation of the CAP. In addition, future projects in South Pasadena, including those associated with implementation of the CAP, would be required to comply with City Ordinance 2315 that requires the identification and protection of sites and structures of architectural, historical, archaeological and cultural significance,

26 South Pasadena, City of. 1998. General Plan Land Use Element. Available:

<<https://www.southpasadenaca.gov/government/departments/planning-and-building/general-plan> >. Accessed September 24, 2020.

27 South Pasadena, City of. 1998. General Plan Open Space and Resource Conservation Element. Available:

<<https://www.southpasadenaca.gov/government/departments/planning-and-building/general-plan> >. Accessed September 23, 2020.

in order to avoid impacts related to unknown cultural resources. Therefore, implementation of the CAP would result in a less-than-significant cumulative impact related to cultural resources.

LESS THAN SIGNIFICANT IMPACT

6 Energy

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a. *Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?*

California is one of the lowest per-capita energy users in the United States, ranked 48th in the nation, due to its energy efficiency programs and mild climate.²⁸ California consumed 292,039 gigawatt-hours (GWh) of electricity and 2,110,829 cubic feet of natural gas in 2017.^{29,30} The single largest end-use sector for energy consumption in California is transportation (39.8 percent), followed by industry (23.7 percent), commercial (18.9 percent), and residential (17.7 percent).³¹ Adopted in 2018, SB 100 accelerates the State's Renewable Portfolio Standards Program, codified in the Public Utilities Act, by requiring electricity providers to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020, 60 percent by 2030, and 100 percent by 2045.

The City of South Pasadena has demonstrated its commitment to energy efficiency and renewable energy, as described in the Sustainability and GHG Reduction Efforts Setting section above. And City Municipal Code Chapter 9 (Buildings) specifies electrical code details by land use type within the City.³² As part of CAP Move E.2e and per the California Green Building Standards Code, the City will adopt an Electrification Readiness reach code for all new buildings and accessory dwelling units that bans the piping of natural gas to support fuel -switching and ultimate decarbonization purposes.³³ The City has also completed a total (i.e., community and municipal) GHG emissions inventory for

28 United States Energy Information Administration (USEIA). 2018. California Profile Overview. Available: <<https://www.eia.gov/state/?sid=CA>>. Accessed September 28, 2020.

29 California Energy Commission (CEC). 2019. Environmental Health and Equity Impacts from Climate Change and Mitigation Policies in California: A Review of the Literature. Accessed July 24, 2020.

30 USEIA. 2018. Natural Gas Consumption by End Use. Available: <https://www.eia.gov/dnav/ng/ng_cons_sum_dcu_SCA_a.htm>. Accessed September 28, 2020.

31 USEIA. 2018. California Profile Overview. Available: <<https://www.eia.gov/state/?sid=CA>>. Accessed September 28, 2020.

32 South Pasadena, City of. 2020. Municipal Code Chapter 9 (Buildings). Available: <<https://www.codepublishing.com/CA/SouthPasadena/>>. Accessed September 28, 2020.

33 A reach code is a local building energy code that "reaches" beyond State minimum requirements for energy use in building design and construction, creating opportunities for local governments to lead the way on clean air, climate solutions, and the renewable energy economy.

2016, which is summarized in Table 1. The largest sectors of GHG emissions are related to energy and transportation, followed by solid waste and water. According to the California Energy Commission (CEC), Los Angeles County consumed approximately 69,448.67 GWh in 2016.³⁴

The CAP is a policy document containing climate action Plays and supporting Moves to reduce South Pasadena GHG emissions. The CAP would not involve land use or zoning changes, but would promote infrastructure development and redevelopment. Furthermore, the purpose and intended effect of the CAP is to reduce GHG emissions generated in the City to help reduce the effects of climate change, including those emissions generated by energy demand and supply. The CAP encourages electrification, use of renewable energy, and energy efficiency in existing residential and commercial building stock as well as proposed new residential and commercial buildings. CAP Plays E.1 through E.4 propose revisions to and new City ordinances requiring electrification of 100 percent new buildings and incremental portion of existing buildings as well as maximum usage of renewable energy and installation of solar systems, battery storage, and potential microgrids within the City to help meet community energy demand. In addition, CAP Plays M.1 through M.3 require reduced carbon intensity of municipal operations, electrification of the municipal fleet and mobile equipment, and increased municipal renewable energy production. As such, the CAP would not result in the use of non-renewable resources in a wasteful or inefficient manner. Therefore, the CAP would result in a less-than-significant impact related to the wasteful, inefficient, or unnecessary consumption of energy. Rather, the CAP would assist in reducing use of non-renewable energy resources.

LESS THAN SIGNIFICANT IMPACT

- b. Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?*

As part of CAP Move E.2e and per the California Green Building Standards Code, the City would adopt an Electrification Readiness reach code for all new buildings and accessory dwelling units construction that bans the piping of natural gas. Therefore, construction and operation associated with infrastructure projects stemming from the CAP would be designed to comply with the energy source standards of the California Green Building Standard Code. Likewise, CAP projects would be reviewed for consistency with the energy efficiency standards in the 2016 California Energy Code, Part 6 of the California Building Standards Code (Title 24). And CAP Plays E.1 through E.4 propose revisions to and new City ordinances requiring electrification of 100 percent new buildings and incremental portion of existing buildings as well as maximum usage of renewable energy and installation of solar systems, battery storage, and potential microgrids in a manner involving ongoing adoption of the latest standards of the California Green Building Standards Code. In addition, CAP Plays M.1 through M.3 require reduced carbon intensity of municipal operations, electrification of the municipal fleet and mobile equipment, and increased municipal renewable energy production.

Thus, the CAP would revise but would not conflict with adopted renewable energy or energy conservation plans. Therefore, the CAP would result in a less-than-significant impact related to consistency with State and local renewable energy and energy efficiency plans. Rather, the CAP would be consistent with State and local plans for renewable energy and energy efficiency.

LESS THAN SIGNIFICANT IMPACT

³⁴ California Energy Commission. 2016. Electricity Consumption by County. Available: <<http://ecdms.energy.ca.gov/elecbycounty.aspx>>. Accessed September 28, 2020.

Cumulative Impacts

The cumulative projects scenario is total projected population growth for South Pasadena (26,649 persons) in 2030. Implementation of the CAP would result in reducing use of non-renewable energy resources across the community and in particular with remodels and new construction. And implementation of solar infrastructure and implementation of active transportation infrastructure would require small-scale construction. As such, construction of the cumulative projects within the City could result in temporary energy consumption impacts. Therefore, implementation of the CAP would result a less-than-significant cumulative impact related to energy.

LESS THAN SIGNIFICANT IMPACT

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7 Geology and Soils

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
▪ Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
▪ Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
▪ Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
▪ Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a. *Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:*

- *rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault;*
- *strong seismic ground shaking;*
- *seismic-related ground failure, including liquefaction; or*
- *landslides?*

South Pasadena is located in a seismically active region in an area of potential fault rupture, strong ground shaking, and slope instability. These geologic and seismic hazards can affect the structural integrity of structures and utilities, and in turn can cause severe property damage and potential loss of life. Primary seismic faults located near the City are the Sierra Madre Fault system, the Whittier Fault, and the San Andreas Fault. An earthquake anywhere along these faults could trigger secondary seismic hazard impacts within South Pasadena. Three other faults influence the City of South Pasadena: the Raymond Hill Fault, the York Boulevard Fault, and the Elysian Park Fault. Between these three faults, much of the City is subject to earthquake seismic hazards but is at low risk for liquefaction. Landslide areas exist in the Repetto Hills just inside the western City boundary, and there is the Monterey Road Landslide area in the southwest portion of the City that is extremely unstable in certain portions. The City General Plan Safety and Noise Element establishes policies and standards (see Policies 1 and 3) related to minimizing personal and property damage resulting from seismic hazards, including earthquakes and landslides.³⁵ Projects are required to conform to applicable provisions of the current California Building Code. The CAP is a policy document containing climate Plays and supporting Moves to reduce GHG emissions and is consistent with the South Pasadena General Plan and other regional regulations. The CAP does not propose habitable development that could result in exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, including liquefaction, or landslides. Therefore, the CAP would result in no impact related to seismic- and landslide-related hazards.

NO IMPACT

b. *Would the project result in substantial soil erosion or the loss of topsoil?*

The CAP would not involve land use or zoning changes, but it would promote infrastructure development and redevelopment. As a policy document, the CAP would not directly require ground-disturbing activities. However, implementation of the following CAP Plays may promote infrastructure development and redevelopment. CAP Play T.1 encourages the installation of electric vehicle charging stations and supporting infrastructure, and CAP Plays T.2 and T.3 involve the installation of new bicycle, electric bicycle/scooter, and pedestrian facilities. In addition, CAP Play M.2 requires electrification of the municipal fleet and mobile equipment, requiring installation of electric vehicle charging stations at municipal buildings. Additionally, CAP Play CS.1, promotes the increased planting of trees and provision of green space, and CAP Play W.1 aims to bring recycled water lines and infrastructure to the City. The physical changes these installations and enhancements would entail are dependent on the location of construction for the electric vehicle charging connections, active transportation pathways, and trees/green spaces, which in some cases

³⁵ South Pasadena, City of. 1998. General Plan Safety and Noise Element. Available: <<https://www.southpasadenaca.gov/government/departments/planning-and-building/general-plan> >. Accessed September 28, 2020.

may include minor temporary excavation. As such, the CAP could result in construction-related soil erosion and topsoil loss impacts associated with such installations and plantings. However, CAP projects would be reviewed for consistency with South Pasadena General Plan policies and other local and State geology and soils regulations prior to final siting and construction. Therefore, the CAP would result in a less-than-significant impact related to soil erosion, loss of topsoil, and the presence of unstable soils.

LESS THAN SIGNIFICANT IMPACT

- c. *Would the project 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?*

or

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

Most of the steeper developed and undeveloped land in the western and southwestern portions of South Pasadena have been identified as susceptible to landslides. Therefore, the General Plan Safety and Noise Element regulates development and structures in terms of hazards minimization.³⁶ The CAP is a policy document containing programs that are consistent with the General Plan. Some of the proposed CAP Play and supporting Moves promote small-scale construction projects, such as electric vehicle charging station construction. However, CAP projects would be reviewed for consistency with local and State geotechnical regulations prior to final siting and construction. Therefore, the CAP would result in a less-than-significant impact related to risks associated with location on unstable geologic unit or soil or on expansive soils.

LESS THAN SIGNIFICANT IMPACT

- e. *Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?*

The CAP would not involve the development of habitable structures and, thus, no use of septic tanks or alternative wastewater disposal systems. Therefore, no impact would occur related to soil capability support of alternative wastewater disposal systems.

NO IMPACT

- f. *Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

The City of South Pasadena has not identified unique paleontological resources or sites within City limits.^{37 38} The City lies within the northeastern block of the Los Angeles Basin, part of the Transverse Range Geomorphic Province. The northeast block is a deep synclinal basin of mostly marine Cenozoic rocks. The City is underlain by six mapped geologic units: middle to late Holocene

36 South Pasadena, City of. 1998. General Plan Safety and Noise Element. Available:

<<https://www.southpasadenaca.gov/government/departments/planning-and-building/general-plan> >. Accessed September 28, 2020.

37 South Pasadena, City of. 1998. General Plan Land Use Element. Available:

<<https://www.southpasadenaca.gov/government/departments/planning-and-building/general-plan> >. Accessed September 24, 2020.

38 South Pasadena, City of. 1998. General Plan Open Space and Resource Conservation Element. Available:

<<https://www.southpasadenaca.gov/government/departments/planning-and-building/general-plan> >. Accessed September 23, 2020.

alluvium (Qa); middle to late Holocene alluvial clay and sand (Qg); Pleistocene to early Holocene alluvial fan deposits (Qof); Pliocene Fernando Formation (Tfsc); Miocene Monterey Formation (Tmsl); and Miocene Topanga Formation (Ttqdc).^{39,40} The Fernando, Monterey, and Topanga formations are comprised of marine sediment with an abundant and diverse marine invertebrate and vertebrate fossil record. Early Holocene and Pleistocene alluvial units throughout the Los Angeles Basin have a robust and diverse terrestrial vertebrate fossil record. The Society of Vertebrate Paleontology (SVP) has established standards for classifying paleontological sensitivity of geologic units based on the known or inferred fossil records of each geologic unit,⁴¹ and classifies paleontological sensitivity as one of four classes: No; Low; Moderate; and High. Early Holocene and Pleistocene alluvium, the Fernando Formation, the Monterey Formation and the Topanga Formation are all classified as having a High Paleontological Sensitivity. Middle to Late Holocene alluvium is classified as having Low Paleontological Sensitivity.

As a policy document, the CAP would not directly result in impacts related to paleontological resources or unique geologic features. However, implementation of the following CAP Plays and supporting Moves may promote infrastructure development and redevelopment. For example, CAP Play T.1 encourages the installation of electric vehicle charging stations and supporting infrastructure, and CAP Plays T.2 and T.3 involve the installation of new bicycle, electric bicycle/scooter, and pedestrian facilities. In addition, CAP Play M.2 requires electrification of the municipal fleet and mobile equipment, requiring installation of electric vehicle charging stations at municipal buildings. Furthermore, CAP Play CS.1, promotes the increased planting of trees and provision of green space, and CAP Play W.1 aims to bring recycled water lines and infrastructure to the City. The physical changes these installations and enhancements would entail are dependent on the location of construction for the electric vehicle charging connections, active transportation pathways, and trees/green spaces, which in some cases may include minor temporary excavation. These small-scale construction projects may expose paleontological resources during ground disturbing activities. However, CAP projects would be reviewed for consistency with geotechnical and paleontological regulations prior to final siting and construction. In addition, CAP projects would be located and designed strategically to reduce ground disturbance to the maximum extent possible. Therefore, the CAP would result in a less-than-significant impact related to paleontological resources or unique geologic features.

LESS THAN SIGNIFICANT IMPACT

Cumulative Impacts

The cumulative projects scenario is total projected population growth for South Pasadena (26,649 persons) in 2030. Cumulative projects could expose additional people and property to seismic and geologic hazards that are present in the region. The magnitude of geologic hazards for individual projects, including those associated with implementation of the CAP, would depend upon the location, type, and size of development and the specific hazards associated with individual sites. Specific geologic hazards associated with individual project sites would be limited to those sites without affecting other areas. Similarly, potential impacts to paleontological resources associated with each individual site would be limited to that site without affecting other areas, and impacts

39 Dibblee, T.W., and Ehrenspeck, H.E., ed. 1989. Geologic map of the Los Angeles quadrangle, Los Angeles County, California. Dibblee Geological Foundation, Dibblee Foundation Map DF-22, Map Scale:1:24,000.

40 Dibblee, T.W., and Ehrenspeck, H.E., ed. 1989. Geologic map of the Pasadena quadrangle, Los Angeles County, California. Dibblee Geological Foundation, Dibblee Foundation Map DF-23, Map Scale:1:24,000.

41 Society of Vertebrate Paleontology (SVP). 2010. Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources. Unpublished technical guidelines.

related to these resources would be minimized on a case-by-case basis. Compliance with existing regulations, including California Building Code requirements, City-issued permit requirements, and construction general permit requirements, would minimize potential cumulative seismic and geologic impacts. Seismic and geologic hazards would be addressed on a case-by-case basis and would not result in cumulative impacts. Therefore, implementation of the CAP would result in a less-than-significant cumulative impact related to geology and soils.

LESS THAN SIGNIFICANT IMPACT

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8 Greenhouse Gas Emissions

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a. *Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?*

The greenhouse effect is a natural occurrence that helps regulate the temperature of the Earth. The majority of radiation from the Sun hits Earth's surface and warms it. The surface in turn radiates heat back towards the atmosphere, known as infrared radiation. Gases and clouds in the atmosphere trap and prevent some of this heat from escaping into space and re-radiate it in all directions. This process is essential to support life on Earth, because it warms the planet by approximately 60°F. Emissions from human activities since the beginning of the industrial revolution (approximately 270 years ago) have been adding to the natural greenhouse effect by increasing the gases in the atmosphere that trap heat and contribute to an average increase in Earth's temperature. Global warming is the observed increase in the average temperature of the Earth's surface, and climate change is the resultant change in wind patterns, precipitation, and storms over an extended period.

GHGs produced by human activities include CO₂, methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorinated compound (PFC), and sulfur hexafluoride (SF₆) (see Appendix B for more details related to these GHG gases).⁴² Combustion of fossil fuels (gasoline, natural gas, and coal), deforestation, and decomposition of waste release carbon into the atmosphere that had been locked underground and stored in oil, gas, and other hydrocarbon deposits or in the biomass of surface vegetation. Since 1750, estimated concentrations of CO₂, CH₄, and N₂O in the atmosphere have increased by over 36 percent, 148 percent, and 18 percent respectively, primarily due to human activity. Emissions of GHGs affect the atmosphere directly by changing its chemical composition.

Changes to the land surface also indirectly affect the atmosphere by changing the way in which Earth absorbs gases from the atmosphere. Potential impacts in California due to climate change

⁴² The proposed CAP only considers emissions of CO₂, CH₄, and N₂O because these are the GHGs most relevant to local government policymaking. These gases comprise a large majority of GHG emissions at the community level. The remaining gases (HFCs, PFC, and SF₆) are emitted primarily in private sector manufacturing and electricity transmission and are the subject of regulation at the state level. Therefore, these gases were omitted from the CAP.

include sea level rise, more extreme-heat days and high-ozone days, larger and more frequent forest fires, and more drought years.⁴³ Although GHG emissions do not typically cause direct health impacts at a local level, GHG emissions can result in indirect health impacts by contributing to climate change, which can have public health implications. The primary public health impacts of climate change include the following:⁴⁴

- Increased incidences of hospitalization and deaths due to increased incidences of extreme heat events;
- Increased incidences of health impacts related to ground-level ozone pollution due to increased average temperatures that facilitate ozone formation;
- Increased incidences of respiratory illnesses from wildfire smoke due to increased incidences of wildfires;
- Increased vector-borne diseases due to the growing extent of warm climates; and
- Increased stress and mental trauma due to extreme events and disasters, economic disruptions, and residential displacement.

The City of South Pasadena has completed a total South Pasadena (i.e., community and municipal) GHG emissions inventory for the year 2016, which is summarized in Table 1. The largest sectors of GHG emissions are related to energy and transportation, followed by solid waste and water. The CAP Plays and Moves (i.e., measures and actions) address municipal and communitywide GHG emissions. As part of the CAP, South Pasadena is committed to an emissions reduction target of 40 percent below 2016 levels by 2030 and reaching a longer-term goal of carbon neutrality by 2045. This 2030 GHG emissions goal is selected to be consistent with SB 32 State emissions targets and CEQA Guidelines § 15183.5 for a qualified GHG emissions reduction strategy as well as to be achievable by City-supported Plays identified in the 2020 CAP. The CAP includes a business-as-usual (BAU) forecast of GHG emissions that will enable the City to estimate the amount of emissions reductions needed to meet its goal.

The 2020 CAP includes Play C.1 to educate the community regarding ways to live a sustainable lifestyle, increase use of renewable power, electrify buildings, and reduce use of natural gas. It also includes Plays to increase use of zero-emission vehicles; increase use of public, active, and shared transportation; reduce water consumption and waste generation; increase recycling and composting; and increase tree planting and green space. Finally, it includes Plays M.1 through M.3 related to reduced carbon intensity of municipal operations, electrification of the municipal fleet and mobile equipment, and increased municipal renewable energy production that will continue to allow the City to lead by example. Table 2 includes a complete list of 2020 CAP Plays and descriptions of respective supporting Moves. The Plays included in the CAP combined with Statewide legislation and initiatives and regional transportation programs will enable the City to meet its emissions reduction target of 40 percent below 1990 levels by 2030. Table 3 shows the contribution of the Statewide initiatives along with the CAP Plays and Moves. The City needs to achieve a 18,578 MT CO₂e of GHG emissions reduction by 2030 to meet its goal. The total estimated GHG reductions accounted for in the CAP total 23,386 MT CO₂e by 2030.

Figure 3 and Table 4 illustrate how the BAU emissions are estimated to increase, thus widening the emissions reductions needed by 2030. Figure 3 also shows emissions reductions expected from State level actions as well as the reductions needed to reach the South Pasadena emissions target.

43 California Energy Commission (CEC). 2009. Environmental Health and Equity Impacts from Climate Change and Mitigation Policies in California: A Review of the Literature. Accessed July 24, 2020.

44 California Natural Resources Energy. 2018. California's Fourth Climate Change Assessment Statewide Summary Report. Available: <<http://www.climateassessment.ca.gov/state/>>. Accessed July 24, 2020.

The CAP Plays and Supporting Moves combined with Statewide legislation and initiatives and Countywide transportation programs will enable the City of South Pasadena to meet its 2030 emissions reduction target.

The CAP includes a list of 15 Plays intended to reduce South Pasadena GHG emissions. Implementation of the CAP would result in the reduction of community and municipal operational GHG emissions, with only generating temporary GHG emissions during construction of infrastructure development and redevelopment such as electric vehicle charging stations, bicycle paths, etc. Additionally, the CAP would serve as a pathway to reduce GHG emissions and introduce other beneficial environmental and sustainability effects. These benefits include reduction in building energy consumption and vehicle miles traveled (and thus air pollution), water consumption, and solid waste generation. Therefore, the CAP would result in a less-than-significant impact related to generation of GHG emissions.

LESS THAN SIGNIFICANT IMPACT

- b. Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?*

The CAP is a policy-level document that sets strategies to reduce GHG emissions within the City in an effort to also comply with State regulations. As discussed under Topic 8a above, the CAP includes Plays and Moves to reduce City GHG emissions from forecasted business-as-usual levels by approximately 23,386 MT CO₂e by 2030. The purpose of the CAP is to meet South Pasadena's proportionate fair share of the Statewide GHG emissions reduction target set by AB 32 and SB 32 and work toward the State's longer-term target of carbon neutrality identified in Executive Order B-55-18.

The CAP would not conflict with any applicable GHG reduction plans, including the California Climate Change Scoping Plan and the California Climate Change Scoping Plan Updates. The CAP identifies how the City would achieve consistency with the Statewide GHG emissions limit. The CAP would serve as a pathway to reduce GHG emissions and introduce other beneficial environmental and sustainability effects. These benefits include reduction in building energy consumption and vehicle miles traveled (and thus air pollution), water consumption, and solid waste generation. Therefore, the CAP would result in a less-than-significant impact related to consistency with applicable GHG emissions reduction plans, policies, and regulations.

LESS THAN SIGNIFICANT IMPACT

Cumulative Impacts

The cumulative projects scenario is total projected population growth for South Pasadena (26,649 persons) in 2030. Analyses of GHG emissions and climate change are cumulative in nature, as they affect the accumulation of GHG emissions in the atmosphere. Cumulative projects that exceed the thresholds discussed above would have a significant impact related to GHG emissions and climate change, both individually and cumulatively. The CAP creates a GHG emissions reduction strategy (consistent with Section 15183.5 of the CEQA Guidelines) for the City of South Pasadena. The CAP also includes a series of Plays and Moves that are intended to reduce community and municipal GHG emissions by approximately 40 percent below 2016 levels by 2030, which provides substantial progress toward the City meeting State goals. As such, the CAP would result in the reduction of GHG emissions rather than generating GHG emissions. However, some GHG emissions would occur

during construction of CAP-specific infrastructure projects. Therefore, implementation of the CAP would result in a less-than-significant cumulative impact related to GHG emissions.

LESS THAN SIGNIFICANT IMPACT

9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on a site that is included on a list of hazardous material 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. For a project located in 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a. *Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*
- b. *Would the project 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?*

Hazardous materials are utilized by a number of businesses in South Pasadena, and several facilities are actual hazardous waste generators. Any number of common household products - motor oil, old paints, cleaners, aerosols, and pesticides - contain hazardous materials, potentially destined for disposal in landfills where they could leach through the soil and contaminate groundwater. Current truck routes pass over streets on which are located schools, hospitals and residential areas, perhaps not the most suitable routes for the transport of hazardous materials. The City of South Pasadena has hazardous waste storage and hazardous materials transport goals and policies in the City General Plan Safety and Noise Element. Specifically, Policy 4 aims to protect citizens and property from use, transport, and disposal of hazardous materials. Furthermore, South Pasadena has adopted the Los Angeles County Hazardous Waste Management Plan into its plans and processes by reference.⁴⁵

The CAP is a policy document containing Plays and Moves to reduce GHG emissions. The proposed CAP does not involve identified site-specific development, nor would it facilitate new development. Implementation of the CAP would not involve the routine transport, use, or disposal of hazardous materials and would not create reasonably foreseeable upset and/or accidental conditions involving the release of hazardous materials into the environment.

Implementation of some of the CAP Plays and supporting Moves, such as the installation of bicycle lanes, energy retrofits, and electric vehicle charging stations, may involve the use and transport of fuels, lubricating fluids, and solvents, among other activities. These types of materials are not considered acutely hazardous, and all storage, handling, and disposal of these materials are regulated by the California Department of Toxic Substances Control (CDTSC), United States Environmental Protection Agency (USEPA), Occupational Safety & Health Administration (OSHA). Additionally, CAP projects would be reviewed for consistency with the General Plan and Municipal Code and applicable local, State, and federal regulations. Therefore, the CAP would result in a less-than-significant impact related to creating a significant hazard.

LESS THAN SIGNIFICANT IMPACT

⁴⁵ South Pasadena, City of. 1998. General Plan Safety and Noise Element. Available: <<https://www.southpasadenaca.gov/government/departments/planning-and-building/general-plan> >. Accessed September 28, 2020.

- c. *Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?*

The CAP is a policy document containing Plays and Moves to reduce GHG emissions. The proposed CAP does not include site-specific proposals and development, nor would it emit or handle hazardous materials. Implementing some CAP Plays and Moves may require future development or improvements, such as bike paths, solar panels, electric vehicle charging stations, or building improvements related to electrification. However, CAP projects would be reviewed for consistency with the General Plan and Municipal Code and applicable local, State, and federal regulations. Therefore, the CAP would result in a less-than-significant impact related to handling of hazardous materials in proximity to an existing or proposed school.

LESS THAN SIGNIFICANT IMPACT

- d. *Would the project be located on a site that is included on a list of hazardous material 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?*

The CAP is a policy document containing Plays and supporting Moves to reduce GHG emissions. The CAP does not include site-specific proposals and development, but the CAP Plays and Moves could result in projects that could be located on listed hazardous materials site. However, CAP projects would be reviewed for consistency with the General Plan and Municipal Code and would be required to comply with applicable local, State, and federal regulations. Therefore, the CAP would result in a less-than-significant impact related to location on a listed hazardous materials site.

LESS THAN SIGNIFICANT IMPACT

- 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?*

There are no airports or private airstrips within South Pasadena. The Hollywood Burbank and San Gabriel Airports are located approximately 13 miles northwest and eight miles east of the City, respectively. The CAP is a policy document that would not increase airport activity or result in additional habitable development that could increase potential exposure of persons to aircraft-related hazards. CAP projects would also be reviewed for consistency with the City General Plan Safety and Noise Element and other applicable local and State regulations. Therefore, the CAP would result in no impact related to risks associated with location proximate to a public airport.

NO IMPACT

- f. *Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

The South Pasadena emergency management program works in coordination with all the City Departments to strengthen the City's ability to prepare for, mitigate, respond to, and recover from any type of disaster. The South Pasadena Fire Department is the lead department to coordinate all emergency management activities for the City. The City has an Emergency Management Program that includes the following elements necessary to respond quickly and effectively to major emergencies: an Emergency Operations Plan, Emergency Operations Center (EOC), Emergency Response Program, Public Education Program, and trained Community Emergency Response Team (CERT). In addition, a variety of activities, programs, and projects designed to enhance the City's

preparedness are conducted regularly such as training, drills, and disaster exercises. Furthermore, the City of South Pasadena is a member of Disaster Management Area C, a partnership between Los Angeles County and ten cities to promote the coordination of disaster management, planning and preparedness efforts.⁴⁶ The CAP is a policy document intended to reduce GHG emissions generated within South Pasadena. The proposed CAP does not involve site-specific development, nor would it facilitate new development that would interfere with adopted emergency plans. Therefore, the CAP would result in no impact related to impairment or interference with implementation of an emergency response or evacuation plan.

NO IMPACT

- g. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?*

The major potential sources of wildland fire in South Pasadena are the Monterey and Repetto Hills and natural brushlands of the Arroyo Seco. The steeper slopes of the San Gabriel Mountains located further north and the vegetated Puente Hills slopes located further south pose a secondary threat to the City in that windborne embers may travel long distances in the wind and ignite rooftops and/or areas of dry grasses. According to California Department of Forestry and Fire Protection (CalFIRE), South Pasadena is not located in designated California Fire Hazard Severity Zones,⁴⁷ or in a State Responsibility Area.⁴⁸ However, California Fire Hazard Severity Zones are located immediately west of South Pasadena in Los Angeles City limits.⁴⁹ Per the South Pasadena General Plan Safety Element, the threat of wildland fire to the City is generally low.⁵⁰ A small portion of the southwestern corner of the City is identified in the Los Angeles County General Plan as having a high wildland fire hazard potential.⁵¹ Furthermore, City Municipal Code Chapter 14 (Fire Prevention) provides regulations related to fire prevention within the City.⁵² The CAP is a policy-level document that does not propose specific or other physical changes such as habitable development that could be put at risk in the case of a wildfire, nor does it grant entitlements for development that would have the potential to directly cause wildfire. Rather, the CAP would aim to reduce natural gas infrastructure that poses wildfire risk if damaged during seismic events and to underground new or restructured electric power lines that pose wildfire risk if damaged during high-wind events. Thus, the CAP would result in no impact related to wildfire.

NO IMPACT

46 South Pasadena, City of. 2020. Disaster Preparedness Overview. Available: <<https://www.southpasadenaca.gov/residents/disaster-preparedness>>. Accessed September 28, 2020.

47 California Department of Forestry and Fire Protection (CalFIRE). 2020. Fire Hazard Severity Zone Viewer. Available: <<https://egis.fire.ca.gov/FHSZ/>>. Accessed September 25, 2020.

48 California Department of Forestry and Fire Protection (CalFIRE). 2020. California State Responsibility Areas. Available: <<https://www.arcgis.com/home/webmap/viewer.html?layers=5ac1dae3cb2544629a845d9a19e83991>>. Accessed September 25, 2020.

49 California Department of Forestry and Fire Protection (CalFIRE). 2020. Fire Hazard Severity Zone Viewer. Available: <<https://egis.fire.ca.gov/FHSZ/>>. Accessed September 25, 2020.

50 South Pasadena, City of. 1998. General Plan Safety and Noise Element. Available: <<https://www.southpasadenaca.gov/government/departments/planning-and-building/general-plan>>. Accessed September 28, 2020.

51 Los Angeles, County of. 2015. General Plan 2035 Safety Element. Available: <<http://planning.lacounty.gov/generalplan/generalplan>>. Accessed September 25, 2020.

52 South Pasadena, City of. 2020. Municipal Code Chapter 14 (Fire Prevention). Available: <<https://www.codepublishing.com/CA/SouthPasadena/>>. Accessed September 25, 2020.

Cumulative Impacts

The cumulative projects scenario is total projected population growth for South Pasadena (26,649 persons) in 2030. Hazards and hazardous materials impacts are typically site specific in nature. Cumulative projects, including the CAP, are not anticipated to contribute to cumulative hazards and hazardous materials impacts with adherence to applicable General Plan policies, applicable regional and County regulations (e.g., Los Angeles County Hazardous Waste Management Plan), and applicable State and federal regulatory requirements. Therefore, implementation of the CAP would result in a less-than-significant cumulative impact related to hazards and hazardous materials.

LESS THAN SIGNIFICANT IMPACT

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10 Hydrology and Water Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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:				
(i) Result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iii) 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; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iv) Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a. *Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?*

The CAP is a policy document containing Plays and Moves intended to reduce GHG emissions in the City. CAP projects would be reviewed for consistency with local and State regulations, including the implementation of stormwater pollution prevention plans (SWPPPs). As such, the CAP's related infrastructure changes would not utilize or alter water supply or result in new or different wastewater discharge. Additionally, proposed infrastructure would be small in scale and not result in substantial, adverse impacts related to surface or groundwater quality. Therefore, the CAP would result in no impact related to surface or groundwater water quality in South Pasadena.

NO IMPACT

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

The CAP is a policy document containing Plays and supporting Moves that are consistent with the City's General Plan. CAP Play W.1 would continue enforce the State Model Water Efficient Landscape Ordinance, promote use of recycled water, and promote reduced consumption of potable water. In addition, implementation of the CAP Plays and supporting Moves related to infrastructure development and redevelopment would not substantially degrade groundwater quality or groundwater recharge. As a result, no adverse impacts related to groundwater water quality or resources would occur.

CAP Play CS.1 facilitates increased trees and open space. Encouragement of tree planting and open space areas and, thus provision of pervious areas in the City would increase groundwater recharge. As such, implementing the CAP would have a beneficial effect related to local groundwater recharge as well as support groundwater management in South Pasadena. Therefore, the CAP would result in no impact related to impedance of sustainable groundwater management in the Main San Gabriel Groundwater Basin.

NO IMPACT

- c. *Would the project 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:*
- i. *result in substantial erosion or siltation on- or off-site;*
 - ii. *substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;*
 - iii. *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; or*
 - iv. *impede or redirect flood flows?*

Implementation of the following CAP Plays may promote infrastructure development and redevelopment. CAP Play T.1 promotes public and shared transit as well as active transportation via provision of bike facilities and parking to encourage walking and biking, and CAP Play M.2 requires electrification of the municipal fleet and mobile equipment, requiring installation of electric vehicle charging stations at municipal buildings. CAP Play CS.1 also facilitates increase trees and open space. Providing new active transportation infrastructure and planting new trees and providing additional open space may slightly change the City's existing drainage pattern and amount of impervious surface. Construction of infrastructure development and redevelopment could also result in erosion and potential redirect of flood flows or drainage patterns; however, implementation of CAP projects would not include large-scale construction within South Pasadena.

Additionally, CAP projects would be reviewed for consistency with applicable local and State regulations, including the implementation of a SWPPP, once project details and locations are known. And given the associated small footprints, the CAP-related infrastructure changes would not result in substantial additional erosion or runoff or impede/redirect flood flows. Therefore, the CAP would result in a less-than-significant impact related to drainage flows and polluted runoff.

LESS THAN SIGNIFICANT IMPACT

- d. *In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?*

The City is not located within designated seiche or tsunami zones. The entirety of the City is located within Flood Zone C (areas of minimal flooding) defined by Federal Emergency Management Agency (FEMA).⁵³ Devils Gate Dam is located approximately five miles north of the northwesterly City boundary and is part of the Los Angeles County Flood Control District with a capacity of 2,709 acres feet and representing potential risk of dam inundation in the Arroyo Seco Valley in the event of dam failure. In addition, homes below should the City's water tower and reservoirs could be damaged by flood waters in a seismic event. In South Pasadena, construction, including infrastructure projects associated with implementation of the CAP, must comply with City General Plan Safety and Noise Element goals/policies related to hazards, including flooding hazards.

Elevation in South Pasadena averages 659 feet above mean sea level. The areas below the Devils Gate Dam and City water tower and reservoirs are at potential risk for flood inundation hazards related to infrastructure failure that could occur during a seismic event. However, the CAP does not propose habitable development and, thus, would not increase flooding or inundation risks to

⁵³ Federal Emergency Management Agency (FEMA).2020. FEMA Flood Map Service Center. Available: <<https://msc.fema.gov/portal/search?AddressQuery>>. Accessed September 28, 2020.

persons and habitable structures related to sea level rise. Therefore, the CAP would result in a less-than-significant impact related to flooding and inundation resulting in release of pollutants.

LESS THAN SIGNIFICANT IMPACT

- e. *Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?*

The CAP Plays would not include direct extraction of groundwater and rather encourages water savings through conservation. The CAP would not interfere with or obstruct implementation of water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. Therefore, the CAP would result in no impact related to consistency with a water quality control plan or sustainable groundwater management plan.

NO IMPACT

Cumulative Impacts

The cumulative projects scenario is total projected population growth for South Pasadena (26,649 persons) in 2030. Cumulative projects, including the CAP, are not anticipated to contribute to cumulative hydrology and water quality impacts with adherence to applicable General Plan policies and applicable State and federal regulatory requirements. Implementation of the CAP would not contribute to an increase in growth and development in South Pasadena but could result in infrastructure development or redevelopment projects, including renewable energy facilities and alternative transportation thoroughfares. As such, implementation of the CAP and other cumulative projects could have incremental impacts related to hydrology and water quality, with potential minor alterations to existing drainage patterns in the City. Therefore, implementation of the CAP would result in a less-than-significant cumulative impact related to hydrology and water quality.

LESS THAN SIGNIFICANT IMPACT

11 Land Use and Planning

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a. Would the project physically divide an established community?

The CAP is a policy document containing Plays and Moves that are consistent with the South Pasadena General Plan and does not include specific development projects that would divide an established community. CAP Play T.1 encourages the installation of electric vehicle charging stations and supporting infrastructure, and CAP Plays T.2 and T.3 involve the installation of new bicycle, electric bicycle/scooter, and pedestrian facilities. These Plays are aimed at increasing active transportation and decreasing vehicle miles traveled within the City. Such Plays and supporting Moves would help to increase connectivity within the South Pasadena community. Therefore, the CAP would result in no impact related to division of an established community.

NO IMPACT

b. Would the project 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?

The CAP is a policy document containing Plays and Moves that are consistent with the South Pasadena General Plan and that are designed to reduce adverse environmental impacts associated with climate change. Nonetheless, implementing the CAP would require some modification of existing policies, including developing and implementing new programs, and projects, or modifying existing ones. For example, CAP Plays E.2, E.4, M.2, M.3, T.1, SW.1, SW.2, and CS.1 call for the adoption of new codes/ordinances related to building electrification, solar and electric vehicle charging infrastructure installation, natural gas ban, organic waste collection and recovery, and recycling containers, shade trees, and open space provision. In addition, CAP Play T.3 calls for the amendment of the zoning code to require installation of bike stalls and lockers at new developments.

Implementation of the following CAP Plays may promote infrastructure development and redevelopment. CAP Plays E.2 and E.3 promote electrification of newly constructed and existing buildings and CAP Play E.4 promotes installation of battery back-up systems or generators and solar panels to facilitate the switching of building fuel away from natural gas within the City. Electrification retrofits may change the physical environment through the need for upgraded service

and electrical panels, branch circuit upgrades, and installation of condensate drains to facilitate the installation of electric heat pumps for water and space heating. The physical changes these upgrades and additions would entail are dependent on the year of building construction and location of electrical and service panels and plumbing for connection of condensate drains, which in some cases may include modifications to the interior and/or exterior of buildings for wiring and panel replacement and minor excavation for connection of drainage to sewer systems.

CAP Play T.1 encourage the installation of electric vehicle charging stations and supporting infrastructure, and CAP Plays T.2 and T.3 involve the installation of new bicycle, electric bicycle/scooter, and pedestrian facilities. In addition, CAP Play M.2 requires electrification of the municipal fleet and mobile equipment, requiring installation of electric vehicle charging stations at municipal buildings. Furthermore, CAP Play CS.1, promotes the increased planting of trees and provision of green space, and CAP Play W.1 aims to bring recycled water lines and infrastructure to the City. The physical changes these installations and enhancements would entail are dependent on the location of construction for the electric vehicle charging connections, active transportation pathways, and trees/green spaces, which in some cases may include minor temporary excavation. In order to implement these Plays and supporting Moves, the City Municipal Code, General Plan, and other applicable documents may need to be amended to reflect new or modified requirements.

However, where modifications of existing policies are needed, such as updates to policies related to energy and active transportation, the CAP Plays would result in greater avoidance or reduction of environmental effects. Therefore, the CAP would result in no impact related to consistency with current land use plans or policies.

NO IMPACT

Cumulative Impacts

The cumulative projects scenario is total projected population growth for South Pasadena (26,649 persons) in 2030. The CAP is a policy document containing Plays and Moves that are consistent with the City's General Plan. Nonetheless, implementing the CAP would require some modification of existing policies and ordinances, including developing and implementing new programs, and projects, or modifying existing ones. The proposed policy changes are consistent with the intent of the goals and policies established within the City General Plan and Zoning Regulations and would not cumulatively contribute to population growth or the loss of housing. Cumulative projects, including the CAP, would be required to adhere to City development regulations and General Plan policies to retain land use character and minimize environmental impacts. And CAP projects would be reviewed for consistency with the General Plan and other applicable regulatory land use actions prior to approval. Therefore, implementation of the CAP would result in a less-than-significant cumulative impact related to land use.

LESS THAN SIGNIFICANT IMPACT

12 Mineral Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a. *Would the project 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. *Would the project 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?*

The City of South Pasadena General Plan does not identify any mineral resources or mineral resources recovery sites within the City.⁵⁴ The CAP would not facilitate infrastructure development projects within the City that could result in the loss of availability of known mineral resources. Therefore, the CAP would result in no impact related to mineral resource.

NO IMPACT

Cumulative Impacts

The cumulative projects scenario is total projected population growth for South Pasadena (26,649 persons) in 2030. The City of South Pasadena General Plan does not identify any mineral resources or mineral resources recovery sites within the City limits. As such, no cumulative impact related to mineral resources could occur. Therefore, implementation of the CAP would result in no cumulative impact related to mineral resources.

NO IMPACT

⁵⁴ South Pasadena, City of. 1998. General Plan Open Space and Conservation Element. Available: <<https://www.southpasadenaca.gov/government/departments/planning-and-building/general-plan>>. Accessed September 24, 2020.

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13 Noise

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in:				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a. *Would the project result in 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?*

Noise is unwanted sound that disturbs human activity. Environmental noise levels typically fluctuate over time, and different types of noise descriptors are used to account for this variability. Noise level measurements include intensity, frequency, and duration, as well as time of occurrence. Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). Because of the way the human ear works, a sound must be about 10 dBA greater than the reference sound to be judged as twice as loud. In general, a 3 dBA change in community noise levels is noticeable, while 1-2 dBA changes generally are not perceived. Quiet suburban areas typically have noise levels in the range of 40-50 dBA, while arterial streets are in the 50-60+ dBA range. Normal conversational levels are in the 60-65 dBA range, and ambient noise levels greater than 65 dBA can interrupt conversations.

Noise levels typically attenuate (or drop off) at a rate of 6 dBA per doubling of distance from point sources (such as construction equipment). Noise from lightly traveled roads typically attenuates at a rate of about 4.5 dBA per doubling of distance. Noise from heavily traveled roads typically attenuates at about 3 dBA per doubling of distance; while noise from a point source typically attenuates at about 6 dBA per doubling of distance. Noise levels may also be reduced by the introduction of intervening structures. For example, a single row of buildings between the receptor

and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm that breaks the line-of-sight reduces noise levels by 5 to 10 dBA.

The Safety and Noise Element of the South Pasadena General Plan aims to ensure appropriate noise levels considered compatible for community noise environments. Noise in South Pasadena is primarily generated by vehicular traffic. Traffic noise comes from traffic on surface streets, from truck traffic on truck routes through town and from the Pasadena Freeway. Land uses adjacent to these roadways in the City are affected by motor vehicle generated noise. Secondary sources of noise in the City are generated by construction and maintenance activities associated with both public and private works and development projects. The “ambient environment” includes noise emanating from the Pasadena Freeway (SR-110) and the local roadway network. Existing ambient noise levels range from 63.4 dBA to 70.6 dBA. Noise levels exceed 65 dBA, a typical standard for “sensitive locations,” in some locations throughout the City. The City’s normally acceptable exterior noise exposure standard is 65 dBA community noise equivalent level (CNEL) or less for residential and other sensitive land uses.

The CAP is a policy document containing programs that are consistent with the General Plan. Some of the CAP Plays and Moves would support small scale construction projects, such as electric vehicle charging station construction that may result in a temporary increase in noise levels. However, CAP projects would be reviewed for consistency with the General Plan Safety and Noise Element and Municipal Code Chapter 19a (Noise Regulation) and would be required to comply with applicable local, State, and federal regulations.⁵⁵

The South Pasadena General Plan identifies noise-sensitive land uses and noise sources and policies to provide for the protection of the community from the adverse effects of excessive noise. The CAP encompasses a suite of GHG-reduction opportunities that affect the transportation sector. For example, CAP Plays T.2 and T.3 facilitate bike facilities and parking and increased transit use and active transportation. These Plays would not only reduce vehicle miles traveled but also reduce traffic-related noise in South Pasadena. Therefore, the CAP would not generate excessive noise levels and, therefore, would result in a less-than-significant impact related to noise exposure.

LESS THAN SIGNIFICANT IMPACT

b. Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

While people have varying sensitivities to vibrations at different frequencies, in general they are most sensitive to low-frequency vibration. Vibration in buildings, such as from nearby construction activities, may cause windows, items on shelves, and pictures on walls to rattle. Vibration of building components can also take the form of an audible low-frequency rumbling noise, referred to as groundborne noise.⁵⁶ Although groundborne vibration is sometimes noticeable in outdoor environments, it is almost never annoying to people who are outdoors. The primary concern from vibration is that it can be intrusive and annoying to building occupants and vibration-sensitive land uses.

Vibration amplitudes are usually expressed in peak particle velocity (PPV) or Root Mean Square (RMS) vibration velocity. The PPV and RMS velocity are normally described in inches per second

⁵⁵ South Pasadena, City of. 2020. Municipal Code Chapter 19a (Noise Regulation). Available: <<https://www.codepublishing.com/CA/SouthPasadena/>>. Accessed September 28, 2020.

⁵⁶ California Department of Transportation (Caltrans). 2013. Transportation and Construction Vibration Guidance Manual (CT-HWANP-RT-13-069.25.3). Available: <http://www.dot.ca.gov/hq/env/noise/pub/TCVGM_Sep13_FINAL.pdf>. Accessed September 28, 2020.

(in/sec). PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal. PPV is often used in monitoring of blasting vibration because it is related to the stresses that are experienced by buildings.⁵⁷ Vibration significance ranges from approximately 50 vibration decibels (VdB), which is the typical background vibration-velocity level, to 100 VdB, the general threshold where minor damage can occur in fragile buildings.⁵⁸ The general human response to different levels of groundborne vibration velocity levels is described in Table 6.

Table 5 Human Response to Different Levels of Groundborne Vibration

Vibration Velocity Level	Human Reaction
65 VdB	Approximate threshold of perception for many people
75 VdB	Approximate dividing line between barely perceptible and distinctly perceptible. Many people find that transportation-related vibration at this level is unacceptable.
85 VdB	Vibration acceptable only if there are an infrequent number of events per day
VdB = vibration decibels	
Source: Federal Transit Administration. Transit Noise and Vibration Impact Assessment Manual. 2018. ⁵⁹	

The CAP is a policy document containing Plays that are consistent with the General Plan. Some of the CAP Play and Moves would support small-scale construction projects, such as electric vehicle charging station construction that may result in a temporary increase in groundborne vibration. However, CAP projects would be reviewed for consistency with the General Plan and Municipal Code and would be required to comply with applicable local, State, and federal regulations. Therefore, the CAP would result in a less-than-significant impact related to groundbourne vibration.

LESS THAN SIGNIFICANT IMPACT

- 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?*

There are no airports or private airstrips within the South Pasadena City limits. As such, there are no City noise goals and policies associated with airport noise.⁶⁰ The CAP does not propose land use or zoning changes related to airports, airstrips, or heliports, nor does it include new habitable development that could increase exposure of persons to excessive noise levels associated with operation of airports, airstrips, or heliports. Therefore, the CAP would result in no impact related to aviation-related noise exposure.

NO IMPACT

⁵⁷ Federal Highway Administration (FHWA). 2006. Highway Construction Noise Handbook. (FHWAHEP-06-015; DOT-VNTSC-FHWA-06-02). Available: <http://www.fhwa.dot.gov/environment/construction_noise/handbook>. Accessed September 28, 2020.

⁵⁸ Federal Transit Administration (FTA). 2018. Transit Noise and Vibration Impact Assessment Manual. Available: <https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf>. Accessed September 28, 2020.

⁵⁹ Federal Transit Administration. 2018. Transit Noise and Vibration Impact Assessment Manual. <https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf>. Accessed September 2020.

⁶⁰ South Pasadena, City of. 1998. General Plan Safety and Noise Element. Available: <<https://www.southpasadenaca.gov/government/departments/planning-and-building/general-plan>>. Accessed September 28, 2020.

Cumulative Impacts

The cumulative projects scenario is total projected population growth South Pasadena (26,649 persons) in 2030. The CAP is a policy document containing Plays and Moves that are consistent with the City of South Pasadena General Plan. Some of the CAP Plays and Moves would support small-scale construction projects, such as electric vehicle charging station construction, which may result in a temporary increase in groundborne vibration or noise levels. However, cumulative projects, including the CAP, would be subject to review by the City for compliance with the General Plan and Municipal Code and would be required to comply with applicable State and federal regulations. Additionally, the CAP encompasses a suite of GHG-reduction opportunities that would decrease traffic and traffic-related noise. As such, implementation of the CAP would not generate excessive groundborne vibration or noise levels. Therefore, the CAP would result in a less-than-significant cumulative impact related to noise.

LESS THAN SIGNIFICANT IMPACT

14 Population and Housing

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a. *Would the project 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)?*

or

b. *Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?*

The CAP does not include Plays and Moves that would increase the population or induce additional population growth that would displace people or housing. Therefore, the CAP would result in **no impact** related to population and housing.

NO IMPACT

Cumulative Impacts

The cumulative projects scenario is total projected population growth for South Pasadena (26,649 persons) in 2030. Cumulative projects, including the CAP, are not anticipated to displace people or housing nor induce substantial unplanned population growth in the City. Specifically, the CAP would not contribute to person or housing displacement in the City of South Pasadena nor result in population growth beyond that already assumed and planned for in the General Plan. Therefore, the CAP would result in no cumulative impact related to population and housing.

NO IMPACT

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15 Public Services

	Potentially Significant Impact	Less than Significant 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, or the 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:				
▪ Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
▪ Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
▪ Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
▪ Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
▪ Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

- *Fire protection;*
- *Police protection;*
- *Schools;*
- *Parks; or*
- *Other public facilities?*

The CAP is a policy document containing Plays and Moves that are consistent with the South Pasadena General Plan. Implementation of the CAP would not result in increases in population or induce additional population growth. As such, the CAP would not require the construction of new or physically altered governmental facilities to serve additional population, the construction of which could cause significant environmental impacts. Furthermore, CAP projects would be reviewed for consistency with the South Pasadena General Plan and other applicable local and State regulations.

Nonetheless, implementing the CAP would require some modification of existing policies, including developing and implementing new programs and projects, or modifying existing ones. The CAP is designed to reduce adverse environmental impacts associated with climate change. While modifications of existing policies are needed, the CAP Plays and Moves would not result in increases in population or induce additional population growth that would result in the provision of new or physically altered governmental facilities or the need for new or physically altered governmental facilities. Therefore, the CAP would result in no impact related to public services in terms of need for the construction of new or altered governmental facilities.

NO IMPACT

Cumulative Impacts

The cumulative projects scenario is total projected population growth for South Pasadena (26,649 persons) in 2030. Implementation of cumulative projects, including the CAP, would not result in increases in population or induce additional population growth beyond that assumed under the South Pasadena General Plan. Therefore, implementation of the CAP would not result in substantial cumulative need to expand public services facilities. Therefore, the CAP would result in a less-than-significant cumulative impact related to public services.

LESS THAN SIGNIFICANT IMPACT

16 Recreation

	Potentially Significant Impact	Less than Significant 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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?*

or

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?*

South Pasadena is a primarily urbanized community with 92.2 total acres of parks and recreational spaces incorporated throughout the City, including 73.9 acres of the Arroyo Seco Park within the western portion of the City and five City parks (Garfield Park, Eddie Park, Library Park, Orange Grove Park, and War Memorial Park) encompassing 18.1 acres.⁶¹ The General Plan Open Space and Conservation Element and Municipal Code Parks Chapter incorporate goals and policies to protect open space and recreational resources in the City, including prohibiting the removal of trees within parks.^{62, 63} And City Municipal Code Chapter 21 (Parks) regulates park provision, services, and maintenance within the City.

61 South Pasadena, City of. 2020. Parks and Facilities Overview., Available: <<https://www.southpasadenaca.gov/government/departments/community-services/administration/parks-and-facilities/>>. Accessed September 24, 2020.

62 South Pasadena, City of. 1998. General Plan Open Space and Resource Conservation Element. Available:

<<https://www.southpasadenaca.gov/government/departments/planning-and-building/general-plan/>>. Accessed September 23, 2020.

63 South Pasadena, City of. 2020. Municipal Code Chapter 21 (Parks). Available: <<https://www.codepublishing.com/CA/SouthPasadena/>>. Accessed September 23, 2020.

The CAP is a policy document containing programs that are consistent with the South Pasadena General Plan. Additionally, the CAP would not result in substantial population growth or direct land use changes. As such, implementation of the CAP would not result in a substantial physical deterioration of parks or other recreational facilities or result in the need to expand recreational facilities. Therefore, the CAP would result in no impact related to the need for construction of new or altered recreational facilities.

NO IMPACT

Cumulative Impacts

The cumulative projects scenario is total projected population growth for South Pasadena (26,649 persons) in 2030. Implementation of cumulative projects, including the CAP, would not result in increases in population or induce additional population growth beyond that assumed under the General Plan. In addition, the CAP would not result in population growth or direct land use change. Therefore, implementation of the CAP would not result in substantial cumulative physical deterioration of parks or other recreational facilities or result in the cumulative need to expand recreational facilities. Therefore, implementation of the CAP would result in no cumulative impact related to recreation.

NO IMPACT

17 Transportation

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

- a. *Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*
- or
- b. *Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?*

The City embraces a policy direction to make South Pasadena a place where bicycling and walking are encouraged and fostered, and where safety, education and facilities are provided as an ongoing part of transportation and recreational planning and programs. While allowing people to circulate without cars is an emphasis of the Circulation & Accessibility Element, another emphasis is getting people to share rides and reduce the number of vehicular trips. In order to accomplish this, the City aims to take specific actions that will assist people in finding ways to share a ride, give priority to vehicles with more than a single occupant, or even eliminate the need for the trip totally.⁶⁴

The City of South Pasadena General Plan Circulation and Accessibility Element includes the following applicable active transportation and transit with goal of reducing vehicle miles traveled policies:

- 1.5: Develop circulation system standards for roadway classifications, right-of-way width, design speed, capacity, maximum grades and associated features such as medians and bicycle lanes.
- 2.1: Develop efficient city-wide local public transportation servicing all segments of the population.

⁶⁴ South Pasadena, City of. 2001. General Plan Circulation and Accessibility Element. Available: <<https://www.southpasadenaca.gov/government/departments/planning-and-building/general-plan>>. Accessed September 22, 2020.

- 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.
- 2.3: Promote the reduction of drive-alone trips and vehicular trips generally.
- 2.4: Support the development of additional regional public (mass) transportation facilities and services.
- 2.5: Encourage the provision of preferential parking for high occupancy vehicles (HOV's).
- 2.6: Develop and promote community-based public transit.
- 3.1: Coordinate with applicable regional, state and federal agencies in the development of transportation improvements.
- 4.2: Require developers to maximize the potential for transit use and other alternative modes of transportation by residents, employees and visitors.
- 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.
- 4.4: Encourage convenient access between affordable housing and affordable transportation.
- 4.7: Maintain existing pedestrian facilities and encourage new development to provide pedestrian walkways between developments.

In addition, the City Bicycle Master Plan and Municipal Code Chapter 7 (Bicycles) regulate the development and implementation of a bicycle and pedestrian network in order to provide a viable transportation alternative to the automobile, improves safety for bicyclists and pedestrians, and provides residents with access and good connections to parks, open space, trails and other recreational opportunities.⁶⁵ Furthermore, the SCAG 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) identifies how the southern California region would meet its GHG emission reduction targets.⁶⁶ The SCAG 2016 RTP/SCS is supported by a combination of transportation and land use strategies that help the region achieve State GHG emission reduction goals and federal Clean Air Act requirements, preserve open space areas, improve public health and roadway safety, support the vital goods movement industry, and utilize resources more efficiently.

The CAP is a policy document containing Plays and Moves that are consistent with the City General Plan Circulation and Accessibility, City Bicycle Master Plan, Municipal Code Chapter 7 (Bicycles), and the SCAG 2016 RTP/SCS with many that are aimed at facilitating the implementation of the local transportation programs and improvements. For example, CAP Plays T.2 and T.3 facilitate bike facilities and parking and public and shared transit to increase active transportation and decrease vehicle miles traveled within the City.

⁶⁵ South Pasadena, City of. 2020. Municipal Code Chapter 7 (Bicycles). Available:

<<https://www.codepublishing.com/CA/SouthPasadena/>>. Accessed September 22, 2020.

⁶⁶ Southern California Association of Governments (SCAG). 2016. 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy. Available: <<http://scagrtpsc.net/Pages/FINAL2016RTPSCS.aspx#toc>>. Accessed September 17, 2020.

The CAP Plays and supporting Moves would be consistent with and promote the General Plan Circulation and Accessibility Element, including the Bicycle Master Plan, and the Municipal Code Chapter 7 (Bicycles). Implementation of some of the CAP transportation Plays and Moves may require future infrastructure development or improvements, such as bike paths and lockers. However, CAP projects would be reviewed for consistency with the General Plan and Municipal Code and be required to comply with applicable local, State, and federal regulations. Therefore, the CAP would result in no impact related to consistency with plans addressing the transportation circulation system.

NO IMPACT

- c. *Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?*

or

- d. *Would the project result in inadequate emergency access?*

The CAP is a policy document containing Plays and supporting Moves that are consistent with the City General Plan and would not facilitate development beyond that allowed under the General Plan. As such, it would not create transportation hazards or result in inadequate emergency access. For example, CAP Plays T.2 and T.3 facilitate bike lanes and bike parking to increase active transportation and decrease vehicle miles traveled within the City. These CAP Plays and supporting Moves would promote active transportation, ridership, and sustainable transportation practices within the community to enhance bicycle, pedestrian, and transit connectivity, which in turn would reduce potential transportation hazards and would provide adequate emergency access.

The CAP does not include Plays and Moves that would substantially increase transportation hazards due to a design feature or incompatible land uses. Furthermore, CAP projects would be reviewed for consistency with the South Pasadena General Plan and other applicable local and State regulations. Therefore, the CAP would result in a less-than-significant impact related to transportation hazards and emergency access.

LESS THAN SIGNIFICANT IMPACT

Cumulative Impacts

The cumulative projects scenario is total projected population growth for South Pasadena (26,649 persons) in 2030. The CAP is a policy document containing Plays and Moves that are consistent with the City's General Plan, and, similar to the other cumulative projects, the CAP does not propose development beyond that anticipated under the General Plan that would require transportation facilities. The CAP Plays and Moves included promote alternative modes of transportation and reduction of the amount of vehicle miles traveled throughout the City. In addition, the CAP Plays and Moves would not conflict with the objectives and policies of the General Plan or Bicycle Master Plan but would rather be consistent with and promote those plans. Therefore, the CAP would result in a less-than-significant cumulative impact related to transportation.

LESS THAN SIGNIFICANT IMPACT

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18 Tribal Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in a Public Resources Code Section 21074 as either a site, feature, place, or 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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code Section 21074 that is 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. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074 that is 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?*

On September 17, 2020, the six following Native American Heritage Commission (NAHC)-identified local Native American tribal groups were formally notified that the City initiated environmental review of the CAP and were invited to provide consultation:

- Gabrieleno Band of Mission Indians – Kizh Nation;
- Gabrieleno/Tongva San Gabriel Banc of Mission Indians;
- Gabrieleno/Tongva Nation;
- Gabrieleno Tongva Indians of California Tribal Council;

- Gabrieleno-Tongva Tribe; and
- San Fernando Band of Mission Indians.

On September 22, 2020, the NAHC was also notified that the City initiated environmental review of the CAP and were invited to provide consultation. As of the time of this writing and document publication, no responses have been received, and no formal consultation has been requested.

The CAP would not involve land use or zoning changes but would instead promote infrastructure development and redevelopment. As a policy document, the CAP would also not directly entail ground disturbing activities. Implementation of the following CAP Plays may promote infrastructure development and redevelopment. CAP Plays E.2 and E.3 promote electrification of newly constructed and existing buildings, and CAP Play E.4 promotes installation of battery back-up systems or generators and solar panels to facilitate the switching of building fuel away from natural gas within the City. Electrification retrofits may change the physical environment through the need for upgraded service and electrical panels, branch circuit upgrades, and installation of condensate drains to facilitate the installation of electric heat pumps for water and space heating. The physical changes these upgrades and additions would entail are dependent on the year of building construction and location of electrical and service panels and plumbing connection of condensate drains, which sometimes may include modifications to the interior and/or exterior of buildings for wiring and panel replacement and minor excavation for connection of drainage to sewer systems.

CAP Play T.1 encourage the installation of electric vehicle charging stations and supporting infrastructure, and CAP Plays T.2 and T.3 involve the installation of new bicycle, electric bicycle/scooter, and pedestrian facilities. In addition, CAP Play M.2 requires electrification of the municipal fleet and mobile equipment, requiring installation of electric vehicle charging stations at municipal buildings. Furthermore CAP Play CS.1, promotes the increased planting of trees and provision of green space, and CAP Play W.1 aims to bring recycled water lines and infrastructure to the City. The physical changes these installations and enhancements would entail are dependent on the location of construction for the electric vehicle charging connections, active transportation pathways, and trees/green spaces, which in some cases may include minor temporary excavation.

Implementation of theses CAP Plays could impact unknown tribal cultural resources during construction that involves below-grade activities. However, CAP projects would be required to comply with City Ordinance 2315 (Cultural Heritage Ordinance) and General Plan Open Space and Resource Conservation Element purpose that require the identification and preservation of sites and structures of architectural, historical, archaeological, and cultural significance. This includes sites, structures, and areas that are associated with tribal cultural activities or persons that contribute to the cultural character of artifacts. As such, tribal cultural resources would be protected upon discovery and, thus, impacts would be reduced to a minimal level. Therefore, the CAP would result in a less-than-significant impact related to tribal cultural resources.

LESS THAN SIGNIFICANT IMPACT

Cumulative Impacts

The cumulative projects scenario is total projected population growth for South Pasadena (26,649 persons) in 2030. Cumulative projects could increase the potential for adverse effects to unknown tribal cultural resources in the City. Impacts to tribal cultural resources are site-specific; accordingly, as required under applicable laws and regulations, potential impacts associated with cumulative developments would be addressed on a case-by-case basis as cumulative project details and locations become known. Therefore, the CAP would result in a less-than-significant cumulative impact related to tribal cultural resources.

LESS THAN SIGNIFICANT IMPACT

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19 Utilities and Service Systems

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Require or result in the relocation or construction of new 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a. *Would the project require or result in the relocation or construction of new 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?*

The CAP is a policy document aimed at reducing water and energy consumption and related GHG emissions throughout the City of South Pasadena and does not include site-specific infrastructure designs or project proposals. Implementing the CAP would not result in an increase in population and housing nor would it facilitate growth beyond that anticipated by the General Plan. As such, implementing the CAP would not create new demand related to water, wastewater, stormwater drainage, electric power, natural gas power, or telecommunications utilities.

However, projects resulting from CAP implementation could include redevelopment and/or restructuring of electricity and natural gas power facilities and infrastructure. For example, CAP Plays E.2 and E.3 require electrification of 100 percent of new buildings and incremental amount of existing buildings, and CAP Play E.4 promotes installation of solar panels to provide greener renewable electricity within the City. In addition, CAP Plays T.1 and M.2 encourages the installation of electric vehicle charging stations and supporting infrastructure, and CAP Plays T.2 and T.3 involve the installation of new bicycle, electric bicycle/scooter, and pedestrian facilities. Additionally, CAP Play CS.1 facilitates increasing trees and open space.

Water Supply Facilities/Infrastructure

City Municipal Code Chapter 35 (Water) regulates water use, service, and installation within the City.⁶⁷ The City obtains water for use in municipal and irrigation operations through City operated groundwater wells. Likewise, nearly all of the potable water (99.26% in 2016) is delivered to the South Pasadena community from well production in the San Gabriel Basin and the remainder is purchased from Pasadena Water and Power (PWP) and Metropolitan Water District (0.47 and 0.07 percent, respectively).

The City of South Pasadena addresses issues of water supply in its Urban Water Management Plan (UWMP).⁶⁸ The 2015 UWMP is a long-range planning document used to assess current and projected water usage, water supply planning and conservation and recycling efforts. According to the UWMP, the City of South Pasadena has analyzed three different hydrological conditions to determine the reliability of water supplies: average/normal water year, single dry water year, and multiple, dry water year periods. In addition, the 2015 UWMP includes a Water Shortage Contingency Plan (WSCP).

CAP Play W.1 promotes water consumption reduction through continued implementation of the Model Water Efficient Landscapes Ordinance, working with regional water districts to bring recycled water lines and infrastructure to the City and adopting an ordinance to restrict use of potable water for excess water users (golf course, car washes, park fields, etc.). This CAP Play and supporting Moves may slightly change the amount or characteristics of the water supply compared to existing conditions. However, the CAP would not result in new land uses that would contribute to an increase in water use, compared to existing conditions, or require relocation or construction of new water infrastructure. Therefore, a less-than-significant impact related to need for construction or expansion of water supply facilities and infrastructure would occur.

Wastewater Treatment Facilities/Infrastructure

The City of South Pasadena does not operate a wastewater facility nor is there one within the city boundaries. Instead, wastewater generated by the City is treated by the Sanitation Districts of Los Angeles County (LACSD). According to the City of South Pasadena 2015 UWMP, generated wastewater entering the sewer system is conveyed to the Whittier Narrows Water Reclamation Plant (WNWRP) where primary, secondary, and tertiary treatment is provided. WNWRP treats an average flow of 7.4 million gallons of wastewater per day; which is primarily discharged to the San Gabriel and Rio Hondo rivers for groundwater recharge purposes. Primary and secondary biosolids

⁶⁷ South Pasadena, City of. 2020. Municipal Code Chapter 35 (Water). Available: <<https://www.codepublishing.com/CA/SouthPasadena/>>. Accessed September 28, 2020.

⁶⁸ South Pasadena, City of. 2015. Urban Water Management Plan. Available: <<https://www.southpasadenaca.gov/home/showdocument?id=2905>>. Accessed September 28, 2020.

generated from processing at WNW RP are returned to the LACSD outfall system and are pumped to anaerobic digestors at the Joint Waters Pollution Control Plant (JWPCP).^{69,70}

The CAP would not result in new land uses that would generate sanitary wastewater or otherwise contribute to an increase in wastewater treatment requirements. The amount or characteristics of wastewater treated would not change compared to existing conditions with implementation of the proposed plan. The CAP would not require relocation or construction of new wastewater treatment infrastructure. Therefore, no impact related to need for construction or expansion of wastewater treatment facilities and infrastructure would occur.

Stormwater Drainage Facilities/Infrastructure

City Municipal Code Chapter 23 (Stormwater and Urban Runoff Pollution Control) regulates stormwater collection within the City.⁷¹ As discussed in Section 10, *Hydrology and Water Quality*, implementation of the following CAP Plays and supporting Moves may promote infrastructure development and redevelopment. CAP Plays promote installation of solar PV systems and pairing battery storage, installation of electric vehicle charging stations and supporting infrastructure, installation of bicycle facilities and parking, and increased active transportation, ridership, and sustainability practices within the transit system. Construction of infrastructure development and redevelopment could result in erosion and potential redirect of flood flows or drainage patterns. However, implementation of CAP projects would not include large scale construction within South Pasadena, and the CAP-related infrastructure changes would not result in additional sources of runoff. As a result, the CAP would not result in new land uses that would generate an increased amount of stormwater that requires modified drainage or storm drain systems. Therefore, implementing the CAP would have no effect on runoff amount. Therefore, no impact related to need for construction or expansion of stormwater drainage facilities and infrastructure would occur.

Electric Power Facilities/Infrastructure

CAP Plays E.2 through E.3 propose revisions to existing ordinances and adoption of new ordinances to incorporate electrification of all new buildings and five percent of existing buildings within the City by 2030. Also, CAP Play E.3 promotes the replacement of appliances with electric versions. Furthermore, new electric vehicle charging station installation as part of CAP Plays T.1 and M.2 would involve the construction of new electric power facilities and infrastructure and could also involve the relocation of existing electric power infrastructure and transmission lines. The CAP would serve as a pathway to reduce GHG emissions and other beneficial environmental and sustainability effects. These benefits include reduction in energy consumption. In addition, the environmental impacts of providing updated and additional electrical power facilities and infrastructure has been analyzed throughout this IS-ND and determined to be less than significant. Therefore, the CAP would result in a less-than-significant impact related to construction, expansion, or relocation of electric power facilities and infrastructure.

69 El Monte, City of. 2017. Whittier Narrows average treatment: El Monte Downtown Main Street TOD Specific Plan Final EIR. Available: <<http://www.elmonteca.gov/DocumentCenter/View/1420/Final-EIR-and-Responses-to-Comments-March-2017?bidId=>>>. Accessed September 28, 2020.

70 Sanitation District of Los Angeles. 2012. Joint Outfall Systems 2010 Master Facilities Plan Final EIR/EIS. Available: <<https://www.lacsd.org/civicax/filebank/blobdload.aspx?blobid=3258>>. Accessed September 28, 2020.

71 South Pasadena, City of. 2020. Municipal Code Chapter 23 (Stormwater and Urban Runoff Pollution Control). Available: <<https://www.codepublishing.com/CA/SouthPasadena/>>. Accessed September 28, 2020.

Natural Gas Power Facilities/Infrastructure

The CAP would not involve new land uses that require new or additional natural gas service. However, implementation of CAP Play E.3 would involve the removal of existing natural gas facilities and infrastructure. The CAP would serve as a pathway to reduce GHG emissions and other beneficial environmental and sustainability effects. These benefits include reduction in energy consumption. In addition, the environmental impacts of removing natural gas power facilities and infrastructure has been analyzed throughout this IS-ND and determined to be less than significant. Therefore, the CAP would result in a less-than-significant impact related to removal of natural gas power facilities and infrastructure.

Telecommunications Facilities/Infrastructure

The proposal plan would not involve new land uses that would require telecommunications infrastructure and is not anticipated to involve the relocation of existing telecommunications facilities. Therefore, the CAP would result in no impact related to need for construction or expansion of telecommunication facilities and infrastructure.

LESS THAN SIGNIFICANT IMPACT

- b. *Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?*
or
- c. *Would the project 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?*

The CAP is a policy-level document that does not include site-specific infrastructure designs or project proposals, nor does it grant entitlements for development that would have the potential to increase demand for water supply or other utility services. Implementing the CAP would include no new residential construction and would have no effect on water demand and wastewater treatment demand. Thus, the CAP would result in no impact related to water supply and wastewater treatment.

NO IMPACT

- d. *Would the project 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?*
- or
- e. *Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?*

Athens Services is the waste hauler for the City of South Pasadena. South Pasadena's solid waste is transferred to a variety of landfills, including: Chiquita Canyon Sanitary Landfill, Antelope Valley Public Landfill, Azusa Land Reclamation Co. Landfill, Chiquita Canyon Sanitary Landfill, El Sobrante Landfill, Frank R. Bowerman Sanitary LF, Lancaster Landfill and Recycling Center, Mid-Valley Sanitary Landfill, Olinda Alpha Landfill, San Timoteo Sanitary Landfill, Scholl Canyon Landfill, Simi Valley Landfill & Recycling Center, Simi Valley Landfill & Recycling Center, Southeast Resource Recovery Facility, Sunshine Canyon City/County Landfill, and Victorville Sanitary Landfill. Although the City waste haulers could use multiple landfills, the majority (91% or 19,552 tons) of the waste is transferred to Mid-Valley Sanitary Landfill, San Timoteo Sanitary Landfill, and Scholl Canyon Landfill. CalRecycle reports that in 2019 a total of 21,482 tons of solid waste from South Pasadena was disposed at 14 different landfills. Additionally, the City of South Pasadena has a landfill within City jurisdictional boundaries, the South Pasadena City Dump; however, this facility has been closed since 1958.

The CAP would not involve new land uses that require new or additional solid waste collection service. Rather CAP Plays SW.1 and SW.2 promote waste reduction via participation in recycling and organic waste programs and reducing such waste going to landfills to achieve 75 percent reduction in waste-related GHG emissions by 2025. CAP Play SW.2 also encourages use of reusable foodware, reduction of waste in the food industry, and food waste being compostable. Furthermore, CAP Plays SW.1 and SW.2 require all new buildings to subscribe to recycling and organic waste collection services and provide adequate space for recycling and compost containers, in accordance with SB 1383 and AB 1826. The CAP would not facilitate habitable development and, thus, would not affect solid waste collection and disposal demand. Additionally, because the CAP is a policy document that would not facilitate growth beyond that anticipated by the General Plan, it would not generate solid waste in excess of State or local standards. Therefore, the CAP would result in no impact related to solid waste.

NO IMPACT

Cumulative Impacts

The cumulative projects scenario is total projected population growth South Pasadena (26,649 persons) in 2030. Cumulative projects within the City could result in increases in population and additional use of or need for utilities and service systems. While implementation of the CAP and related infrastructure projects would not result in increases in population or induce additional population growth that would require additional use of existing City utilities or service systems, implementation of new or replacement energy or transportation infrastructure under the CAP could result in less-than-significant cumulative utility construction impacts. Therefore, implementation of the CAP would result in a less-than-significant cumulative impact related to utilities and service systems.

LESS THAN SIGNIFICANT IMPACT

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20 Wildfire

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?*
- or
- b. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project, 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?*
- or
- c. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project 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?*

or

- d. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

The major potential sources of wildland fire in South Pasadena are the Monterey and Repetto Hills and natural brushlands of the Arroyo Seco. The steeper slopes of the San Gabriel Mountains located further north and the vegetated Puente Hills slopes located further south pose a secondary threat to the City in that windborne embers may travel long distances in the wind and ignite rooftops and/or areas of dry grasses. According to California Department of Forestry and Fire Protection (CalFIRE), South Pasadena is not located in designated California Fire Hazard Severity Zones,⁷² or in a State Responsibility Area.⁷³ However, California Fire Hazard Severity Zones are located immediately west of South Pasadena in Los Angeles City limits.⁷⁴ Per the South Pasadena General Plan Safety Element, the threat of wildland fire to the City is generally low.⁷⁵ A small portion of the southwestern corner of the City is identified in the Los Angeles County General Plan as having a high wildland fire hazard potential.⁷⁶ The CAP is a policy-level document that does not propose new habitable development that could be at risk from wildfire, nor does it grant entitlements for development that would have the potential to directly cause wildfire. Rather, the CAP would aim to reduce natural gas infrastructure that poses wildfire risk if damaged during seismic events and to underground new or restructured electric power lines that pose wildfire risk if damaged during high-wind events. Thus, the CAP would result in no impact related to wildfire.

NO IMPACT

Cumulative Impacts

The cumulative projects scenario is total projected population growth for South Pasadena (26,649 persons) in 2030. Cumulative projects that include new habitable development would not be located in areas designated as high wildland fire hazard zones, given that such designation only exists in the southwestern corner of the City within the Arroyo Seco where housing is not a permitted land use. In addition, the CAP does not include new habitable development that could be at risk from wildfire, nor does it grant entitlements for development that would have the potential to cause wildfire. Therefore, the CAP would result in no cumulative impact related to wildfire.

NO IMPACT

72 California Department of Forestry and Fire Protection (CalFIRE). 2020. Fire Hazard Severity Zone Viewer. Available: <<https://egis.fire.ca.gov/FHSZ/>>. Accessed September 25, 2020.

73 California Department of Forestry and Fire Protection (CalFIRE). 2020. California State Responsibility Areas. Available: <<https://www.arcgis.com/home/webmap/viewer.html?layers=5ac1dae3cb2544629a845d9a19e83991>>. Accessed September 25, 2020.

74 California Department of Forestry and Fire Protection (CalFIRE). 2020. Fire Hazard Severity Zone Viewer. Available: <<https://egis.fire.ca.gov/FHSZ/>>. Accessed September 25, 2020.

75 South Pasadena, City of. 1998. General Plan Safety and Noise Element. Available:

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76 Los Angeles, County of. 2015. General Plan 2035 Safety Element. Available: <<http://planning.lacounty.gov/generalplan/generalplan>>. Accessed September 25, 2020.

21 Mandatory Findings of Significance

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Does the project:				
a. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- 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?*

The intent of the CAP is to reduce GHG emissions from South Pasadena community and municipal operations through implementation of Plays and corresponding Moves. The CAP Plays and Moves are consistent with the South Pasadena General Plan and encourage residents, businesses, and the City to reduce energy, fuel use, water use, VMT, and solid waste generation and the associated GHG emissions. The CAP would not facilitate development that would eliminate or threaten wildlife habitats or eliminate important examples of the major periods of California history or prehistory.

Therefore, as discussed in more detail in Sections 4, *Biological Resources*, and 5, *Cultural Resources*, the CAP would result in a less-than-significant impact related to biological and cultural resources.

LESS THAN SIGNIFICANT IMPACT

- 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)?*

Implementation of the CAP would result in a cumulatively beneficial reduction of GHG emissions across the City. In addition, as discussed throughout the respective cumulative impacts discussions within this document, the CAP would not result in significant cumulative impacts. Rather, implementation of the CAP would be consistent with General Plan policies aimed at reducing emissions of GHGs and air pollutants, reducing VMT, reducing energy and water supply demands on utilities, and decreasing solid waste generation. Therefore, the CAP would result in an overall less-than-significant cumulative impact related to all CEQA topics addressed within this document.

LESS THAN SIGNIFICANT IMPACT

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

The CAP would not result in adverse effects on human beings. Rather, as discussed throughout this document, the CAP would serve as a pathway to reduce GHG emissions and other positive environmental and sustainability effects. These benefits include reduction in non-renewable building energy consumption and VMT (and thus air pollution), in transportation-related GHG emissions, energy and water consumption, and solid waste generation. However, as discussed in more detail in Sections 3, *Air Quality*, 13, *Noise*, and 17, *Transportation*, the CAP could cause temporary construction impacts related to transportation, air quality, and noise that could, in turn, affect human beings but would not result in a substantial adverse environmental effect. Therefore, the CAP would result in a less-than-significant impact related to potential for adverse effects on human beings.

LESS THAN SIGNIFICANT IMPACT

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List of Preparers

Rincon prepared this CAP Initial Study-Negative Declaration under contract to the City of South Pasadena. Persons involved in data gathering, environmental impact analysis, quality review, graphics preparation, and document formatting include the following.

RINCON CONSULTANTS, INC.

Kelsey Bennett, Environmental/Sustainability Senior Program Manager
Hannah Mize, Sustainability Program Manager
David Daitch, Paleontological Resources Specialist
Andrew Beecher, Sustainability Planner
Deborah Howell-Ardila, Architectural Historian
Sarah Howland, Environmental Planner
Debra Jane Seltzer, Lead Document Formatting Specialist
Dario Campos, Document Formatting Specialist
Allysen Valencia, Graphics/GIS Specialist
Matthew Maddox, Environmental/Sustainability Principal

Appendix A

Sources, Health Effects, and Typical Controls Associated with Criteria Pollutants

Sources, Health Effects, and Typical Controls Associated with Criteria Pollutants

Pollutant	Sources	Health Effects	Typical Controls
Ozone (O ₃)	Formed when reactive organic gases (ROG) and nitrogen oxides react in the presence of sunlight. ROG sources include any source that burns fuels (e.g., gasoline, natural gas, wood, oil); solvents; petroleum processing and storage.	Breathing difficulties, lung tissue damage, vegetation damage, damage to rubber and some plastics.	Reduce motor vehicle reactive organic gas (ROG) and nitrogen oxide (NO _x) emissions through emission standards, reformulated fuels, inspections programs, and reduced vehicle use. Limit ROG emissions from commercial operations, gasoline refueling facilities, and consumer products. Limit ROG and NO _x emissions from industrial sources such as power plants and manufacturing facilities.
Carbon monoxide (CO)	Any source that burns fuel such as automobiles, trucks, heavy construction and farming equipment, residential heating.	Chest pain in heart patients, headaches, reduced mental alertness.	Control motor vehicle and industrial emissions. Use oxygenated gasoline during winter months. Conserve energy.
Nitrogen dioxide (NO ₂)	See Carbon Monoxide.	Lung irritation and damage. Reacts in the atmosphere to form ozone and acid rain.	Control motor vehicle and industrial combustion emissions. Conserve energy.
Sulfur dioxide (SO ₂)	Coal or oil burning power plants and industries, refineries, diesel engines.	Increases lung disease and breathing problems for asthmatics. Reacts in the atmosphere to form acid rain.	Reduce use of high sulfur fuels (e.g., use low sulfur reformulated diesel or natural gas). Conserve energy.
Respirable particulate matter (PM ₁₀)	Road dust, windblown dust, agriculture and construction, fireplaces. Also formed from other pollutants (NO _x , SO _x , organics).	Increased respiratory disease, lung damage, cancer, premature death, reduced visibility, surface soiling.	Control dust sources, industrial particulate emissions, woodburning stoves and fireplaces. Reduce secondary pollutants which react to form PM ₁₀ . Conserve energy.
Fine particulate matter (PM _{2.5})	Fuel combustion in motor vehicles, equipment, and industrial sources; residential and agricultural burning. Also formed from reaction of other pollutants (NO _x , SO _x , organics, and NH ₃).	Increases respiratory disease, lung damage, cancer, and premature death, reduced visibility, surface soiling. Particles can aggravate heart diseases such as congestive heart failure and coronary artery disease.	Reduce combustion emissions from motor vehicles, equipment, industries, and agricultural and residential burning. Precursor controls, like those for ozone, reduce fine particle formation in the atmosphere.
Lead	Metal smelters, resource recovery, leaded gasoline, deterioration of lead paint.	Learning disabilities, brain and kidney damage. Control metal smelters.	No lead in gasoline or paint.
Sulfur Dioxide (SO ₂)	Coal or oil burning power plants and industries, refineries, diesel engines.	Increases lung disease and breathing problems for asthmatics. Reacts in the atmosphere to form acid rain.	Reduce use of high sulfur fuels (e.g., use low sulfur reformulated diesel or natural gas). Conserve energy.
Sulfates	Produced by reaction in the air of SO ₂ , (see SO ₂ sources), a component of acid rain.	Breathing difficulties, aggravates asthma, reduced visibility.	See SO ₂

Pollutant	Sources	Health Effects	Typical Controls
Hydrogen Sulfide	Geothermal power plants, petroleum production and refining, sewer gas.	Nuisance odor (rotten egg smell), headache and breathing difficulties (higher concentrations).	Control emissions from geothermal power plants, petroleum production and refining, sewers, and sewage treatment plants.
Visibility Reducing Particulates	See PM _{2.5}	Reduced visibility (e.g., obscures mountains and other scenery), reduced airport safety.	See PM _{2.5}
Vinyl Chloride	Exhaust gases from factories that manufacture or process vinyl chloride (construction, packaging, and transportation industries).	Central nervous system effects (e.g., dizziness, drowsiness, headaches), kidney irritation, liver damage, liver cancer.	Control emissions from plants that manufacture or process vinyl chloride, installation of monitoring systems.
Toxic Air Contaminant (TAC)	Combustion engines (stationary and mobile), diesel combustion, storage and use of TAC-containing substances (i.e., gasoline, lead smelting, etc.)	Depends on TAC, but may include cancer, mutagenic and/or teratogenic effects, other acute or chronic health effects.	Toxic Best Available Control Technologies (T-BACT), limit emissions from known sources.
Source: Compiled by Rincon Consultants, Inc. in September 2020			

Appendix B

Description of Greenhouse Gases of California Concern

Description of Greenhouse Gases of California Concern

Greenhouse Gas	Physical Description and Properties	Global Warming Potential (100 years)	Atmospheric Residence Lifetime (years)	Sources
Carbon dioxide (CO ₂)	Odorless, colorless, natural gas.	1	50–200	Burning coal, oil, natural gas, and wood; decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; oceanic evaporation; volcanic outgassing; cement production; land use changes
Methane (CH ₄)	Flammable gas and is the main component of natural gas.	28 ⁷⁷	12	Geological deposits (natural gas fields) extraction; landfills; fermentation of manure; and decay of organic matter
Nitrous oxide (N ₂ O)	Nitrous oxide (laughing gas) is a colorless GHG.	298	114	Microbial processes in soil and water; fuel combustion; industrial processes
Chloro-fluoro-carbons (CFCs)	Nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (level of air at the Earth's surface); formed synthetically by replacing all hydrogen atoms in methane or ethane with chlorine and/or fluorine atoms.	3,800–8,100	45–640	Refrigerants aerosol propellants; cleaning solvents
Hydro-fluoro-carbons (HFCs)	Synthetic human-made chemicals used as a substitute for CFCs and contain carbon, chlorine, and at least one hydrogen atom.	140 to 11,700	1–50,000	Automobile air conditioners; refrigerants
Per-fluoro-carbons (PFCs)	Stable molecular structures and only break down by ultraviolet rays about 60 kilometers above Earth's surface.	6,500 to 9,200	10,000–50,000	Primary aluminum production; semiconductor manufacturing
Sulfur hexafluoride (SF ₆)	Human-made, inorganic, odorless, colorless, and nontoxic, nonflammable gas.	22,800	3,200	Electrical power transmission equipment insulation; magnesium industry, semiconductor manufacturing; a tracer gas

⁷⁷ The City of South Pasadena used a 20-year Global Warming Potential for methane.

Greenhouse Gas	Physical Description and Properties	Global Warming Potential (100 years)	Atmospheric Residence Lifetime (years)	Sources
Nitrogen trifluoride (NF ₃)	Inorganic, is used as a replacement for PFCs, and is a powerful oxidizing agent.	17,200	740	Electronics manufacture for semiconductors and liquid crystal displays

Source: Compiled by Rincon Consultants, Inc. in September 2020