

# I. Summary

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# **I. Summary**

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## **A. Introduction**

In accordance with California Environmental Quality Act (CEQA) Guidelines Section 15123, this section of this Draft Environmental Impact Report (EIR) contains a brief summary of the 100 W. Walnut development (the “Project”) and its environmental effects. More detailed information regarding the Project and its potential environmental effects is provided in the following sections of this Draft EIR. Also included in this section of this Draft EIR is an overview of the Project location and setting, a general description of the Project objectives and characteristics, a description of the Project alternatives, a general description of areas of known controversy, a description of issues to be resolved, and a table providing a summary of the Project’s impacts and proposed mitigation measures intended to minimize or avoid effects.

## **B. Project Location and Setting**

The Project Site, commonly known as the “Parsons” site, is located at the southwest corner of Fair Oaks Avenue and Walnut Street, near the intersection of the 210, 134, and 710 freeways in the City of Pasadena, Los Angeles County, California. The site consists of two parcels (Assessor Parcel Numbers 5713-002-015 at 100 W. Walnut Street and 5713-003-024 at 75 N. Fair Oaks Avenue) that total approximately 22.67 acres in area. The Project site is bounded by Fair Oaks Avenue on the east, Union Street on the south, Pasadena Avenue on the west and Walnut Street on the north. Holly Street divides the Project Site into two areas (North Development Area and South Area). The Project Site is also adjacent to Old Pasadena and within 850 feet of the Memorial Park Gold Line Station. Figure III-1 in Section III, Project Description, shows the Project Site in a regional context, while Figure III-2 in Section III, Project Description, shows the Project Site in a local context. Figure III-3 in Section III, Project Description is an aerial photograph of the Project Site and the immediate surroundings.

The Project Site is currently developed with office buildings that total 929,585 square feet of floor area. Under the proposed Project all existing on-site uses would remain and no Project development (i.e., no increase in square feet of development) is proposed south of Holly Street. The North Development Area, located north of Holly Street (100 W. Walnut Street), is currently developed with the 12-story Parsons tower constructed in 1974 and

three 4-story wings (referred to by the occupants of the building as “pods”) that connect to the 12-story tower, as shown in Figure III-4 in Section III, Project Description, as well as surface parking lots. The existing buildings in the North Development Area provide a total of 408,590 square feet of floor area and the existing 12-story tower is 193 feet in height. Existing on-site development is concentrated in the center of the North Development Area and is surrounded by large areas of surface parking providing a total of 1,361 surface parking spaces. The portion of the Project Site located south of Holly Street (75 N. Fair Oaks Avenue) is currently developed with two 8-story buildings, constructed in 1977 and 1981 with each building supported by an above-grade parking structure. These two buildings provide a combined total of 520,995 square feet of floor area and both buildings are 116 feet in height. No development activity is proposed to occur within this portion of the Project Site. The existing buildings in the North Development Area are occupied by Parsons Corporation, a multi-service engineering and consulting company, whereas the existing buildings to the south of Holly Street are occupied primarily by office and related uses, including a small credit union. The existing on-site buildings and the current main Parsons Corporation entrance off of Walnut Street would remain in place with the proposed Project.

The Project Site has a relatively level topography with a slight slope of 6 to 8 feet from Walnut Street on the north to Holly Street on the south. As a result of this slope, surface water currently flows across the site in a southerly direction. A total of approximately 4.7 acres of open space and landscaping is currently found within the Project Site. These 4.7 acres are primarily comprised of the landscaped medians within the North Development Area’s surface parking lots. Additional open space and landscaping is found within the pedestrian plaza located between Walnut Street and the 12-story tower, as well as open space and landscaping located around the perimeter of the on-site buildings. A total of approximately 450 trees are located on the Project Site. There are no Native or Landmark Trees on the property that meet the minimum size requirements necessary for protection under the City’s Tree Protection Ordinance. The trees include primarily parking lot and building perimeter trees that complement the existing on-site development.

The Project Site is located within the Central District of Pasadena, which is an area developed with mostly commercial uses. East of the Project Site on the east side of Fair Oaks Avenue is a gas station at the southeast corner of Fair Oaks Avenue and Walnut Street, south of the gas station is the Marriott Courtyard Hotel and a small surface parking lot is located at the northeast corner of Fair Oaks Avenue and Holly Street. Between the parking lot and the Marriott Courtyard are one- and two-story commercial buildings that are mostly vacant. On the east side of Fair Oaks Avenue south of Holly Street, retail and restaurant uses are located on the ground floor of predominantly two-story buildings, with various commercial uses occupying the second floor of these buildings. South of the

Project Site across Union Street are various retail and restaurant uses that are part of Old Pasadena. West of the Project Site across Pasadena Avenue is the 710 Freeway right-of-way. North of the Project Site across Walnut Street, at the corner of Fair Oaks Avenue, is the site of the proposed Marriott Residence Inn project with an existing restaurant and two-story office building located to the west.

## C. Project Objectives

Section III, Project Description, of this Draft EIR sets forth the following list of Project Objectives for the proposed Project:

- To create an urban campus for the City of Pasadena by transforming a suburban style campus defined by centralized buildings and large expanses of surface parking to a pedestrian-oriented development with a mix of uses.
- Increase patronage for Old Pasadena businesses by increasing on-site employment and introducing permanent residents to the Project Site.
- Stem the loss of existing large companies and employers that leave the City by increasing the inventory of Class “A” office space, particularly within the Central District.
- Develop sufficient Class “A” office space at the Project Site to attract new companies to the City, particularly in the technology, creative office, and other growth sectors as they emerge.
- To facilitate travel across the Project Site by improving and extending Holly Street as a traffic and pedestrian corridor connecting Fair Oaks Avenue to Pasadena Avenue.
- To restore Holly Street in accordance with the intent of the original Bennett Plan by visually linking City Hall to the proposed Project.<sup>1</sup>
- To establish an urban design framework for the Project Site that responds to on-site conditions and creates a positive interface with the surrounding community.

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<sup>1</sup> *The Bennett Plan was published in 1925 and included architectural concepts and strategies that included a grand civic center Beaux-Arts Axial plan and ceremonial western entrance, a formal arrangement of civic buildings; an overall plan for the extension, widening, and landscaping of key axial streets and boulevards, and an implementing zoning ordinance. Currently, the most visible portion of the Bennett Plan is the Civic Center, a collection of ten historic buildings, a park and several newer compatible developments.*

- To integrate the existing Parsons buildings into a larger revitalized urban fabric.
- To expand upon the adjacent mixed use fabric of the City.
- To develop open space systems that support an environmentally integrated development, e.g., building orientations that promote the use of passive solar systems.
- To create linkages between the Project Site and Old Pasadena.
- To implement a Project design that responds to the local climate and weather through the use of passive design strategies (e.g., building orientation, exterior shading, daylighting, and natural ventilation).
- To create a pedestrian oriented environment defined by a hierarchy of public spaces and pathways.
- To create new buildings and open spaces that are compatible with the rich architectural history found in Old Pasadena and the existing Parsons building.

## **D. Project Characteristics**

PPF OFF 100 West Walnut, LP, the Project Applicant, is proposing the 100 West Walnut development (the “Project”) on a 22.67-acre site bounded by Fair Oaks Avenue on the east, Union Street on the south, Pasadena Avenue on the west and Walnut Street on the north (the “Project Site”). The proposed Project is a mixed-use development that seeks to transform the Project Site from a single-function office complex with over 900,000 square feet, which features the 12-story Parsons Corporation tower, to a mixed-use office campus and residential community. The proposed Project includes adding the following uses and buildings to the site:

- 620,000 square feet of office uses, of which up to 30,000 square feet could be used for ancillary retail uses;
- 10,000 square feet of restaurant uses; and
- 475 residential units, which include work/live units along a portion of the Fair Oaks Avenue frontage.

The Project Site is divided by Holly Street into two areas, with the new development proposed on the surface parking areas located north of Holly Street (the “North Development Area”).

Parking for the proposed Project, as well as replacement parking for the existing on-site surface parking that would be displaced by the proposed Project, would be provided via a multi-level subterranean parking structure. The Project also includes improving and extending Holly Street as a traffic and pedestrian corridor connecting Fair Oaks Avenue to Pasadena Avenue. Streetscape improvements are also proposed for Holly Street, as well as Leonard J. Pieroni Street, between Holly Street and Union Street, to facilitate pedestrian travel and enhance pedestrian connections between the Project Site and Old Pasadena. North of Holly Street the proposed Project also includes a network of interconnected open spaces, with the largest open space being “Holly Plaza,” a multi-purpose publicly accessible plaza located at the northwest corner of Holly Street and Leonard J. Pieroni Street.

The Project is proposed to be developed in two phases. Phase 1 development (east of the existing Parsons Corporation tower) consists of 210,000 square feet of office uses, 10,000 square feet of restaurant space, and all proposed residential and work/live units. Phase 2 development consists of 410,000 square feet of office uses, of which up to 30,000 square feet could be developed with ancillary retail uses. Phase 1 development is proposed to be completed in 2016, and Phase 2 development (west of the existing Parsons Corporation tower) is proposed to be completed in 2020. Based on current market conditions, Phase 2 construction would start after Phase 1 construction has been completed.

The Project is proposed to be implemented via a PD (Planned Development) Permit pursuant to the requirements set forth in Section 17.26.020.C of the Pasadena Municipal Code (PMC).

## E. Alternatives to the Project

CEQA requires that an environmental impact report (EIR) describe a range of reasonable alternatives to a proposed project that could feasibly avoid or lessen any significant environmental impacts, while attaining the basic objectives of the project. Comparative analysis of the impacts of these alternatives is required. A general description of these Alternatives is provided below. Please refer to Section V, Alternatives, of this Draft EIR for a more detailed description of these alternatives and a comparative analysis of the impacts of these alternatives with those of the Project.

- **Alternative 1: No Project Alternative (Continuation of Existing On-Site Use)**

In accordance with the CEQA Guidelines, the No Project Alternative for a development project consists of the circumstance under which the proposed Project does not proceed. Section 15126.6(e)(3)(B) of the CEQA Guidelines states that “in certain

instances, the No Project Alternative means ‘no build’ wherein the existing environmental setting is maintained.” The purpose of examining such an alternative is to allow decision makers to compare the effects of approving the Project with the effects of not approving the Project. Accordingly, for purposes of this analysis, Alternative 1, the No Project—Continuation of Existing On-Site Use Alternative assumes the Project would not be approved, no new permanent development would be introduced within the Project Site, and the existing environment would be maintained.

- **Alternative 2: Reduced Density Alternative (33 percent reduction)**

The Reduced Density Alternative would reduce the density of the development that would otherwise be constructed under the proposed Project. Nonetheless, the Reduced Density Alternative would still redevelop the Project Site and substantially increase on-site development and activity with mixed uses. Under the proposed Project, 475 residential units, 620,000 square feet of office uses, and 10,000 square feet of restaurant floor area would be developed. Under the Reduced Density Alternative, development would decrease by 33 percent, resulting in a development program consisting of 318 residential units, 415,400 square feet of office uses, and 6,700 square feet of restaurant floor area. While development would be reduced, this reduction would occur by reducing building heights by 33 percent. The extent of site coverage under Alternative 2, including landscaping and open space, would remain the same as the proposed Project. The subterranean parking structure would also be constructed under the Reduced Density Alternative including replacement parking for the existing surface parking lots, although a commensurate reduction in parking spaces is expected due to reduced project development. Similar to the proposed Project, the Reduced Density Alternative includes improving and extending Holly Street as a traffic and pedestrian corridor connecting Fair Oaks Avenue to Pasadena Avenue. Additionally, streetscape improvements would be constructed along Holly Street and Leonard J. Pieroni Street, between the new on-site segment of Holly Street and Union Street.

- **Alternative 3: Alternative Land Use (All residential)**

The Alternative Land Use Alternative assumes that residential units, including work/live units along Fair Oaks Avenue, would replace the proposed commercial office uses on the Project Site. Alternative 3 would develop the Project Site with 1,396 residential units.<sup>2</sup> The 10,000 square feet of restaurant floor area proposed as part of the Project

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<sup>2</sup> *The 1,396 residential units that would be provided under the Alternative Land Use Alternative was determined by dividing the Project’s proposed commercial office square footage (620,000 square feet) by the average residential unit size under the Project (673 square feet), and adding that number (921 units) to the proposed 475 residential units.*

would remain under this alternative. Landscaping and open space would be modified to provide for a mostly residential community. Additionally, the number of parking spaces in the subterranean parking garage would be modified and provided according to the number of proposed residential units, restaurant space, and replacement parking to support the existing on-site commercial uses. Similar to the proposed Project, Alternative 3 includes improving and extending Holly Street as a traffic and pedestrian corridor connecting Fair Oaks Avenue to Pasadena Avenue. In addition, streetscape improvements would be constructed along Holly Street and Leonard J. Pieroni Street, between the new on-site segment of Holly Street and Union Street.

- **Alternative 4: Alternative Design (Flip Residential/Commercial Land Uses on Fair Oaks Avenue)**

Under this Alternative Design Alternative, the development proposed within Development Areas A and B would be reversed so that the 620,000 square feet of commercial office uses and 10,000 square feet of restaurant floor area would be located on the south end of the Project Site along Fair Oaks Avenue and Holly Street and the 475 residential units would be located on the north end of the Project Site along Fair Oaks Avenue and Walnut Street. Although the location of these uses would be reversed, the square footage and the number of residential units would remain the same as under the proposed Project. Additionally, landscaping, open space, parking, and circulation would remain the same as under the proposed Project. Similar to the proposed Project, Alternative 4 includes improving and extending Holly Street as a traffic and pedestrian corridor connecting Fair Oaks Avenue to Pasadena Avenue. In addition, streetscape improvements would be constructed along Holly Street and Leonard J. Pieroni Street, between the new on-site segment of Holly Street and Union Street.

- **Alternative 5: Alternative Design (Vertical Mixed-Use)**

Alternative 5 considers a different configuration for the street front uses along Fair Oaks Avenue within Development Area A. Specifically, under Alternative 5, the Project's proposed restaurant uses would replace the proposed work/live units and the residential amenity area fronting Fair Oaks Avenue in Development Area A. Residential uses, as is the case with the proposed Project, would be developed above these street front uses, thereby creating a vertical mixed-use configuration for this portion of the Project Site. With the relocation of the restaurant uses from Development Area B to Development Area A under this alternative, Development Area B would be developed with office uses only. Under Alternative 5, no changes are proposed for Development Area C. Additionally, landscaping, open space, parking, and circulation would remain the same as under the proposed Project. Similar to the proposed Project, Alternative 5 includes improving and extending Holly Street as a traffic and pedestrian corridor connecting Fair Oaks Avenue to

Pasadena Avenue. In addition, streetscape improvements would be constructed along Holly Street and Leonard Pieroni Street, between the new on-site segment of Holly Street and Union Street.

## **F. Areas of Interest Identified in NOP Comment Letters**

The State CEQA Guidelines require a Draft EIR to identify areas of controversy known to the lead agency, including issues raised by other agencies and the public. Comments were received from public agencies and interested parties in response to the circulated NOP. In compliance with State CEQA Guidelines, the City held two scoping meetings one on April 12, 2012 and a second scoping meeting on April 14, 2012, before the City Planning Commission at City Hall to solicit comments and to inform the public of the proposed EIR. Comments received in response to the published Notice of Preparation (NOP) (provided in Appendix A-3) identified environmental topics that local and regional agencies and City residents recommended for analysis in the Draft EIR. A brief summary of the NOP comment letters has been prepared.

The NOP comment letters identified a range of issues that should be addressed in the Draft EIR. Within the range of issues addressed, the most common issue raised focused on transportation related issues and the Project's traffic study. Specific transportation and traffic comments requested that the traffic study analyze Project impacts to nearby local and State roadways and freeway facilities based on daily and peak hour conditions and identify appropriate mitigation measures including roadway improvements. The facilities to be analyzed should include freeway mainline, as well as on- and off-ramp conditions based on daily and peak hour conditions including future growth without the Project. In addition, the traffic study should address roadway and transit conditions per Los Angeles County Congestion Management Plan (CMP) methodologies, identify Project construction affects existing bus routes. It was also requested that the EIR analyze the impacts of the Project with regard to the Rose Bowl event shuttle program during Project construction and operations.

Comments from Pasadena Heritage included their support for the proposal to extend Holly Street and suggested eliminating the extra southbound lane on Fair Oaks Avenue. Pasadena Heritage also requested that the Project design consider impacts to views and the character of the adjoining Old Pasadena National Register Historic District, including identifying mitigation for all significant historic resource impacts. In addition, the Native American Heritage Commission (NAHC) commented that Native American issues must be addressed, that the analysis needs to include a records search, and the Project's archaeology study should be coordinated with the NAHC and with identified Native American contacts along with suggestions for an archaeological mitigation program.

Regarding the Project design and architecture, comments included a request to apply a Streamline Moderne architectural style to the Project, for the Project to build to LEED Platinum standards, and provide as much green open space as possible.

Comments were also provided with regard to analyzing the Project in terms of the Southern California Association of Governments' (SCAG) Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) including consideration of SCAG's regional growth forecasts and that the EIR include a complete and legally adequate cumulative analysis. Regarding impacts to public schools, specific concerns included the ability of Pasadena Unified School District (PUSD) to accommodate Project students and that the City should provide a forecast of the Project's student generation.

Specific comments regarding the sewer system include a request that sewage flow be analyzed at connections to County Sanitation District facilities, and indications that Project wastewater would be treated at the Whittier Narrows and Los Coyotes facilities and that the Project applicant would need to pay connection fees. Regarding methodology in analyzing impacts to the sewer system, it was requested that SCAG growth forecasts be considered and incorporated. The following identifies where in the Draft EIR the issues identified above are analyzed:

- Traffic issues are analyzed in Section IV.B, Transportation;
- Issues relating to design and architecture are analyzed in Section IV.A, Land Use; Section IV.C, Aesthetics, Visual Character, and Views; and Section IV.E.1, Cultural Resources—Historic Resources;
- Regional plans and growth projections are analyzed in Section IV.A, Land Use; Section IV.B, Transportation; and Section IV.F, Air Quality.
- Schools are analyzed in Section IV.K.3, Public Services—Schools; and
- Sewer-related issues are analyzed in Section IV.L.2, Utilities and Service Systems—Sewer.

## **G. Issues to Be Resolved**

The State CEQA Guidelines require an EIR to present issues to be resolved by the lead agency. The major issues to be resolved by the City of Pasadena's decision-makers, as the lead agency may include the following:

- The Project's significant unavoidable impacts with regard to traffic conditions at the intersection of Fair Oaks Avenue/Walnut Street, regional air quality emissions during construction and operations, and construction noise;
- Whether the recommended mitigation measures should be adopted or modified;
- Whether additional mitigation measures need to be applied to the Project; and
- Whether the Project or an alternative should be approved.

## **H. Summary of Project Impacts**

A summary of the environmental impacts associated with implementation of the Project, mitigation measures included to avoid or lessen the severity of potentially significant impacts, and residual impacts, is provided in Table I-1, Summary of Project Impacts, Mitigation Measures, and Residual Impacts, on page I-11.

**Table I-1  
Summary of Project Impacts, Mitigation Measures, and Residual Impacts**

| Significance Threshold and Project Impacts   | Mitigation Measures  | Residual Impact             |
|--|--|-----------------------------|
| <b>Land Use</b>  |  |                             |
| With approval of the proposed PD Permit, the Project would not conflict with the City’s General Plan, Central District Specific Plan, Zoning Code, or other adopted land use plan that applies to the Project Site and was adopted for the purpose of avoiding or mitigating an environmental effect.              | No mitigation required   | Less than significant       |
| The Project would not result in substantial adverse alterations to the built character of the Project area, create areas of incompatible land uses, or increase the potential for conflicts between land uses.   | No mitigation required   | Less than significant       |
| <b>Transportation</b>  |  |                             |
| The Project would have less than significant impacts on freeway mainline conditions, as well as at on-ramp and off-ramp locations.   | No mitigation required   | Less than significant       |
| The Project would result in a significant impact at the intersection of Fair Oaks Avenue/Walnut Street on weekdays with Phase 1 and Phase 2 development. All other intersection impacts on weekdays and all intersection impacts on Saturdays with Phase 1 and Phase 2 development would be less than significant. | <p><b>Mitigation Measure B.1-1:</b> Transportation Demand Management Program.</p> <p>The Project Applicant, or successor in interest, shall develop a TDM Program that includes a combination of the following strategies, or equivalent measures, as approved by the City’s Department of Transportation:</p> <ul style="list-style-type: none"> <li>• Flexible work schedules, telecommuting programs and alternative work schedules;</li> <li>• Participation in an existing or formation of a new Transportation Management Association (TMA);</li> <li>• Pedestrian/bicycle-friendly environment;</li> <li>• Pedestrian Improvements;</li> <li>• Bike Share Program including public bike share kiosk;</li> <li>• Bicycle amenities (bicycle racks, etc.);</li> <li>• Rideshare/carpool/vanpool promotion and support;</li> </ul> | Significant and unavoidable |

**Table I-1 (Continued)**  
**Summary of Project Impacts, Mitigation Measures, and Residual Impacts**

| Significance Threshold and Project Impacts | Mitigation Measures  | Residual Impact |
|--|--|-----------------|
|  | <ul style="list-style-type: none"> <li>• Transportation Information Center (TIC) including education and information on alternative transportation modes and on-site transit kiosk;</li> <li>• Guaranteed Ride Home (GRH) program;</li> <li>• On-site flex cars; and</li> <li>• Transit passes (i.e. Bus Passes, EZ Pass, TAP cards) for residents and employees.</li> </ul> <p><b>Mitigation Measure B.1-2:</b> Transportation Management Association.</p> <p>The Project Applicant, or successor in interest, shall facilitate the formation of a new on-site TMA or become part of an existing TMA in the Study Area. The TMA's objective shall be to create Transportation Management Plans (TMPs) and promote awareness of the available TDM strategies among employees, residents and patrons and potentially the broader public in the Study Area. The TMA initiatives shall include the following:</p> <ul style="list-style-type: none"> <li>• Online Rideshare matching and Carpool/Vanpool Program;</li> <li>• Bike and walk to work promotions;</li> <li>• On-site Flex Car;</li> <li>• Guaranteed ride home;</li> <li>• Preferential load/unload or parking location for high occupancy vehicles (HOV); and</li> <li>• Transportation Information Center.</li> </ul> <p><b>Mitigation Measure B.1-6:</b> The Project Applicant, or successor in interest, shall provide pedestrian lighting on both sides of the street along Holly Street from the Project Site to the Memorial Park Metro Gold Line Station (Arroyo Parkway). The location of this improvement is identified in Figure IV.B.1-20 on</p> |                 |

**Table I-1 (Continued)**  
**Summary of Project Impacts, Mitigation Measures, and Residual Impacts**

| Significance Threshold and Project Impacts | Mitigation Measures   | Residual Impact |
|--|---|-----------------|
|  | <p>page V.B.1-82.</p> <p><b>Mitigation Measure B.1-7:</b> The Project Applicant, or successor in interest, shall provide sidewalk improvements such as repairing cracks and uneven sections adjacent to the Project Site. The location of the area subject to this mitigation measure is shown in Figure IV.B.1-20 on page IV.B.1-82.</p> <p><b>Mitigation Measure B.1-8:</b> The Project Applicant, or successor in interest, shall provide audio tactile pedestrian heads for vision-impaired pedestrians and provide pavement treatments (i.e. special pavement textures, paint designs) at crosswalks at the intersections of Corson Street/Walnut Street, Pasadena Avenue/Union Street, De Lacey Avenue/Union Street, Fair Oaks Avenue/Walnut Street, Fair Oaks Avenue/Holly Street, and Fair Oaks Avenue/Union Street. The location of these improvements is shown in Figure IV.B.1-20 on page IV.B.1-82.</p> <p><b>Mitigation Measure B.1-9:</b> The Project Applicant, or successor in interest, shall improve the north leg of the intersection of Fair Oaks Avenue and Union Street to shorten the pedestrian crossing distance.</p> <p><b>Mitigation Measure B.1-10:</b> The Project Applicant, or successor in interest, shall provide a crosswalk on the north leg of the intersection at Fair Oaks Avenue and Holly Street to improve pedestrian connections in the vicinity of the Project Site. This proposed improvement is shown in Figure IV.B.1-20 on page IV.B.1-82.</p> <p><b>Mitigation Measure B.1-11:</b> The Project Applicant, or successor in interest, shall provide an on-site pedestrian way-finding program to enhance pedestrian movement between the Project Site and its surroundings. This system could include real-time</p> |                 |

**Table I-1 (Continued)**  
**Summary of Project Impacts, Mitigation Measures, and Residual Impacts**

| Significance Threshold and Project Impacts | Mitigation Measures   | Residual Impact |
|--|---|-----------------|
|  | <p>transit information as well as pedestrian way-finding information. The system could have digital media display as well as projected images on to the improved sidewalks within the Project Site. An example of such a system could be the TransitScreen's SmartWalk system. The SmartWalk system involves projecting the real-time dashboard of information to the sidewalks, plazas or other public spaces embedding not only transit information but also way-finding options with think arrows pointing the public in the direction of buses, train station, bike share stations and other relevant places of interest. This improvement is shown in Figure IV.B.1-20 on page IV.B.1-82.</p> <p><b>Mitigation Measure B.1-12:</b> The Project proposes to provide a bicycle lane along Holly Street between Fair Oaks Avenue and Pasadena Avenue connecting the Project component uses and other bicycle infrastructure on-site to the existing bicycle lane along Pasadena Avenue. The Project Applicant, or successor in interest, shall implement a Bike Share Program with two on-site kiosks containing 10 bikes at each location to encourage more employees, residents and visitors to ride bicycles. Bike sharing programs loan or rent bicycles for short trips, providing a convenient, affordable way to get around without a car.</p> <p><b>Mitigation Measure B.1-13:</b> The Project Applicant, or successor in interest, shall provide bike racks at convenient locations throughout the Project Site, where feasible to facilitate the safe storage of bicycles and provide convenient bicycle access to all facilities on the Project Site.</p> <p><b>Mitigation Measure B.1-14:</b> The Project shall implement a system-wide signal system upgrade within the Study Area by upgrading the signal</p> |                 |

**Table I-1 (Continued)  
Summary of Project Impacts, Mitigation Measures, and Residual Impacts**

| Significance Threshold and Project Impacts | Mitigation Measures  | Residual Impact |
|--|--|-----------------|
|  | <p>controller systems and installing CCTV cameras along key travel corridors at the following 33 locations:</p> <ul style="list-style-type: none"> <li>• Intersection #9—Orange Grove Boulevard/SR-134 Freeway Eastbound Off-Ramp;</li> <li>• Intersection #13—I-210 Freeway Eastbound Off-Ramp/Maple Street;</li> <li>• Intersection #14—St. John Avenue/Walnut Street;</li> <li>• Intersection #15—St. John Avenue/Union Street;</li> <li>• Intersection #16—St. John Avenue/Colorado Boulevard;</li> <li>• Intersection #17—St. John Avenue/Green Street;</li> <li>• Intersection #18—St. John Avenue/Del Mar Boulevard;</li> <li>• Intersection #19—Pasadena Avenue/Walnut Street;</li> <li>• Intersection #20—Corson Street/Walnut Street;</li> <li>• Intersection #21—Pasadena Avenue/Union Street;</li> <li>• Intersection #22—Pasadena Avenue/Colorado Boulevard;</li> <li>• Intersection #23—Pasadena Avenue/Green Street;</li> <li>• Intersection #24—Pasadena Avenue/Del Mar Boulevard;</li> <li>• Intersection #30—Fair Oaks Avenue/Orange Grove Boulevard;</li> <li>• Intersection #31—Fair Oaks Avenue/Villa Street;</li> <li>• Intersection #32—Fair Oaks Avenue/Maple Street;</li> <li>• Intersection #33—Fair Oaks Avenue/Corson Street;</li> <li>• Intersection #34—Fair Oaks Avenue/Walnut Street;</li> <li>• Intersection #35—Fair Oaks Avenue/Holly Street;</li> <li>• Intersection #36—Fair Oaks Avenue/Union Street;</li> <li>• Intersection #37—Fair Oaks Avenue/Colorado</li> </ul> |                 |

**Table I-1 (Continued)**  
**Summary of Project Impacts, Mitigation Measures, and Residual Impacts**

| Significance Threshold and Project Impacts | Mitigation Measures  | Residual Impact |
|--|--|-----------------|
|  | <p>Boulevard;</p> <ul style="list-style-type: none"> <li>• Intersection #38—Fair Oaks Avenue/Green Street;</li> <li>• Intersection #39—Fair Oaks Avenue/Valley Street;</li> <li>• Intersection #40—Fair Oaks Avenue/Del Mar Boulevard;</li> <li>• Intersection #41—Fair Oaks Avenue/California Boulevard;</li> <li>• Intersection #43—Raymond Avenue/Walnut Street;</li> <li>• Intersection #46—Raymond Avenue/Colorado Boulevard;</li> <li>• Intersection #47—Raymond Avenue/Green Street;</li> <li>• Intersection #53—Arroyo Parkway/Colorado Boulevard;</li> <li>• Intersection #61—Marengo Avenue/Maple Street;</li> <li>• Intersection #62—Marengo Avenue/Corson Street;</li> <li>• Intersection #63—Marengo Avenue/Walnut Street; and</li> <li>• Intersection #66—Marengo Avenue/Colorado Boulevard.</li> </ul> <p>The intersections in the Study Area where signal controller and other equipment upgrades are proposed are shown in Figure IV.B.1-20 on page IV.B.1-80.</p> <p><b>Mitigation Measure B.1-15:</b> Intersection #13—I-210 Freeway Eastbound Off-Ramp/Maple Street. The following improvement shall be implemented at this intersection: (1) install a traffic signal at this location subject to the review and approval of the City of Pasadena and Caltrans.</p> |                 |

**Table I-1 (Continued)**  
**Summary of Project Impacts, Mitigation Measures, and Residual Impacts**

| <b>Significance Threshold and Project Impacts</b>   | <b>Mitigation Measures</b>   | <b>Residual Impact</b>      |
|---|--|-----------------------------|
| The Project would result in significant impacts to street segments on weekdays and Saturdays.   | <b>Mitigation Measure B.1-16:</b> The Project Applicant, or its successor in interest, shall contribute funds to the City's Neighborhood Traffic Management Capital Improvement Program Fund. The funds would be used to implement traffic management measures to protect neighborhoods potentially influenced by the Project's traffic.   | Significant and unavoidable |
| Implementation of the proposed project would result in less than significant impacts to CMP monitoring locations (freeway mainline, intersection, and segments) | No mitigation required   | Less than significant       |
| The Project would have less than significant transit system impacts   | <p><b>Mitigation Measure B.1-3:</b> Transit Passes. The Project Applicant, or successor in interest, shall provide all eligible employees and residents monthly transit passes such as the EZ Transit TAP card or a modified version of the same to allow access to all transit lines including the Pasadena ARTS.</p> <p><b>Mitigation Measure B.1-4:</b> Re-Routing of Pasadena ARTS Line 40. The Project Applicant, or successor in interest, shall coordinate with the City to re-route ARTS Line 40 via Holly Street to provide direct access to the transit line to and from the Project Site.</p> <p><b>Mitigation Measure B.1-5:</b> On-Site Transit Kiosk. The Project Applicant, or successor in interest, shall provide an on-site transit kiosk that may include "Next Bus" or a similar Transit System Real-Time Information system. "Next Bus" Real-Time information regarding bus location and status shall be available over the internet and at bus stops. The buses shall be equipped with GPS (global positioning system) or other vehicle tracking system devices and communications systems in order to be able to provide the "Next Bus" location and status input and</p> | Less than significant       |

**Table I-1 (Continued)**  
**Summary of Project Impacts, Mitigation Measures, and Residual Impacts**

| Significance Threshold and Project Impacts   | Mitigation Measures  | Residual Impact       |
|--|--|-----------------------|
|  | to respond to calls from the extended service areas in real-time.  |                       |
| Construction of the proposed Project may adversely affect key elements of the transportation infrastructure in the Project area  | <p><b>Mitigation Measure B.1-17:</b> The Project Applicant, or its successor in interest, shall prepare a Construction Traffic Management Plan to the satisfaction of the City of Pasadena Department of Transportation at the time of final design. This Construction Traffic Management Plan shall include, at a minimum, the following key elements:</p> <ul style="list-style-type: none"> <li>• Final haul routes, dust control, noise control and the methods demonstrating compliance with City regulations;</li> <li>• Measures to be used to ensure that the construction activities and workers follow the provisions of the Project's Construction Traffic Management Plan; and</li> <li>• Provide details of activities planned on-site at the time of final design, prior to commencement of construction.</li> </ul> <p><b>Mitigation Measure B.1-18:</b> The Project driveway along Pasadena Avenue shall be closed during the periods of construction when this section of Pasadena Avenue is used for construction staging.</p> | Less than significant |
| <b>Parking</b>   |  |                       |
| The Project would provide replacement parking for all existing parking spaces displaced by Project construction. The Project's proposed parking facilities would provide parking to meet the Project's Pasadena Municipal Code (PMC) parking requirements. | <p><b>Mitigation Measure B.2-1:</b> The Construction Traffic Management Plan required by Mitigation Measures B.1-17, shall include provisions to address construction worker parking requirements during Phase 1 construction (e.g., use parking within the on-site parking structures located south and east of Leonard J. Pieroni Street, off-site City-operated parking structures within the Project area, off-site remote parking, off-site remote parking facilities with</p>  | Less than significant |

**Table I-1 (Continued)**  
**Summary of Project Impacts, Mitigation Measures, and Residual Impacts**

| Significance Threshold and Project Impacts  | Mitigation Measures  | Residual Impact       |
|---|--|-----------------------|
|   | shuttles to the Project Site, etc.).   |                       |
| <b>Aesthetics, Visual Character, and Views</b>  |  |                       |
| <p>The Project represents a substantial change in the visual character of the Project Site by replacing the existing surface parking lots with a mixed-use development. Implementation of the Project's proposed site layout, development standards, and design guidelines (including the incorporation of the Citywide Design Principles and Central District Design Guidelines), the Project would not substantially detract from the visual character of the area.</p> | No mitigation required.  | Less than significant |
| <p>Project construction would adversely affect the visual appearance of the Project Site due to the removal of the existing surface parking area and landscaping, as well as by construction activities including site preparation, grading, and excavation; the staging of construction equipment and materials; and during building construction, as well as during the proposed improvements to Holly Street and Leonard J. Pieroni Street.</p>                        | <p><b>Mitigation Measure C.1-1:</b> Where Project construction is visible from pedestrian locations adjacent to the Project Site, temporary construction fencing shall be placed along the periphery of the development site to screen construction activity from view at the street level from off-site locations.</p> <p><b>Mitigation Measure C.1-2:</b> The Applicant shall ensure through appropriate postings and daily visual inspections that no unauthorized materials are posted on any temporary construction barriers or temporary pedestrian walkways that are accessible/visible to the public, and that such temporary barriers and walkways are maintained in a visually attractive manner throughout the construction period.</p> | Less than significant |
| <b>Light, Glare, and Shading</b>  |  |                       |
| <p>The Project would not create a new source of substantial light and glare which would adversely affect day or nighttime views in the area.</p>  | No mitigation required   | Less than significant |
| <p>The Project would not shade shadow-sensitive uses by Project-related structures for more than three hours at any time.</p>   | No mitigation required   | Less than significant |

**Table I-1 (Continued)**  
**Summary of Project Impacts, Mitigation Measures, and Residual Impacts**

| Significance Threshold and Project Impacts  | Mitigation Measures   | Residual Impact        |
|---|---|------------------------|
| <b>Cultural Resources—Historic Resources</b>  |   |                        |
| The Project would not cause an adverse change in the significance of a historic resource, as defined in Section 15064.5 of the State CEQA Guidelines, including those eligible for listing on the National Register of Historic Places, the California Register of Historical Resources, and/or the local register of historical resources. | No mitigation required  | Less than significant  |
| <b>Cultural Resources—Archaeological and Paleontological Resources</b>  |   |                        |
| The Project has the potential to cause a substantial adverse change in the significance of an archaeological resource.  | <p><b>Mitigation Measure D.2-1:</b> A qualified Principal Archaeologist meeting the Secretary of the Interior's Qualification Standards for Archaeology shall be retained prior to the start of excavation. The Principal Archaeologist shall prepare and implement a monitoring plan to reduce potential Project effects on unanticipated discoveries of buried prehistoric archaeological resources. The plan should include the professional qualifications required of key staff, monitoring protocols, provisions for evaluating and treating sites discovered during ground-disturbing activities, and reporting requirements. The monitoring protocols could include the following:</p> <ol style="list-style-type: none"> <li>1) Prior to construction in any given area, the Principal Archaeologist shall evaluate the extent to which construction activities have the potential to unearth cultural resources;</li> <li>2) Activities with a high potential for unearthing cultural resources shall be monitored continuously during ground-disturbing activities. Areas with a moderate potential shall be monitored on a part-time basis. Areas with a low potential shall be monitored on a periodic basis. Areas evaluated as having no potential require no monitoring. The</li> </ol> | Less than significant. |

**Table I-1 (Continued)**  
**Summary of Project Impacts, Mitigation Measures, and Residual Impacts**

| Significance Threshold and Project Impacts | Mitigation Measures   | Residual Impact |
|--|---|-----------------|
|  | <p>Principal Archaeologist shall be empowered to change the status rating of any given area based on field observations.</p> <p>3) If cultural resources are discovered during construction that may be eligible for listing in the CRHR, all ground disturbing activities in the immediate vicinity of the find shall be halted until the find can be evaluated by the Principal Archaeologist. If the find is recommended eligible by the Project Archaeologist, the project proponent and City of Pasadena shall be notified and a treatment plan developed and implemented to reduce project effects on the newly discovered resource to a less than significant level.</p> <p>4) If human remains are discovered, all ground-disturbing activities shall cease in the immediate area and the Los Angeles County Coroner shall be contacted. Disposition of human remains and any associated grave goods, if encountered, shall be treated in accordance with procedures and requirements set forth in California Health and Safety Code Section 7050.5 and PRC 5097.91 and 5097.98, as amended.</p> <p>The monitoring plan would also include a provision for Native American monitoring during ground-disturbing activities.</p> <p><b>Mitigation Measure D.2-2:</b> Prior to construction, an inventory and a testing plan shall be prepared to identify and evaluate the buried historical-period archaeological deposits suspected to exist within the North Development Area. The testing plan shall include: a summary of pertinent background information, including the environmental and cultural settings of the Project area; a research design, to</p> |                 |

**Table I-1 (Continued)  
Summary of Project Impacts, Mitigation Measures, and Residual Impacts**

| Significance Threshold and Project Impacts  | Mitigation Measures   | Residual Impact       |
|---|---|-----------------------|
|   | guide the testing program; proposed field and laboratory methods; reporting methods; plans for curation of collected materials; and a schedule for completing the proposed work.  |                       |
| Earthmoving activities associated with construction of the Project have the potential to directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. | <p><b>Mitigation Measure D.2-3:</b> A qualified Principal Paleontologist approved by the City of Pasadena shall be retained prior to the start of excavation to implement the following mitigation measures during or following excavation, as appropriate. The Paleontologist shall have an M.S. or Ph.D. degree in paleontology or geology and shall be familiar with paleontological salvage or mitigation procedures and techniques.</p> <p><b>Mitigation Measure D.2-4:</b> The Principal Paleontologist shall examine bore logs of the Project Site to determine if the strata underlying the site are sufficiently fine grained to contain fossilized remains and, if so, what level of paleontological monitoring shall be implemented during excavation.</p> <p><b>Mitigation Measure D.2-5:</b> If it is determined that the strata underlying the Project Site are sufficiently fine grained to contain fossilized remains, the Principal Paleontologist shall develop a written storage agreement with a recognized museum repository such as the LACM regarding the permanent storage and maintenance of any such remains recovered as a result of implementing these mitigation measures.</p> <p><b>Mitigation Measure D.2-6:</b> If the review of the bore logs, per Mitigation Measure IV.D.2.4, reveals that monitoring is appropriate, the Principal Paleontologist and/or his Field Supervisor shall be present at a preconstruction meeting to consult with appropriate City of Pasadena and Construction Contractor staff. During the meeting, the Paleontologist and/or the</p> | Less than significant |

**Table I-1 (Continued)**  
**Summary of Project Impacts, Mitigation Measures, and Residual Impacts**

| Significance Threshold and Project Impacts | Mitigation Measures   | Residual Impact |
|--|---|-----------------|
|  | <p>Field Supervisor shall conduct an employee environmental awareness training session for all personnel who will be involved in excavation.</p> <p><b>Mitigation Measure D.2-7:</b> If the review of the bore logs, per Mitigation Measure IV.D.2-4, reveals that monitoring is appropriate, a Paleontological Monitor, under the direction of the Principal Paleontologist or the Field Supervisor, shall be on site to inspect new exposures created by excavation once that earth-moving activity has reached a depth 5 feet below the current ground surface. Monitoring will allow for the recovery of fossil remains that might be uncovered by excavation.</p> <p><b>Mitigation Measure D.2-8:</b> If fossil remains are discovered, the monitor shall recover them. If necessary, excavation at the fossil locality shall be halted or diverted temporarily around the locality until the remains have been recovered. The Paleontological Monitor shall be equipped to allow for the timely recovery of such remains. If necessary to reduce the potential for a delay of excavation, additional personnel shall be assigned to the recovery of an unusually large or productive fossil occurrence. Following the discovery of the remains, monitoring shall be raised to full time if full-time monitoring is not already in effect. On the other hand, if too few or no fossil remains have been found once 50 percent of the base of the excavation has been exposed, the Principal Paleontologist can recommend that monitoring be reduced.</p> <p><b>Mitigation Measure D.2-9:</b> If appropriate, bulk samples of fine-grained sediment shall be recovered and processed to allow for the recovery of micro vertebrate remains. The total weight of those samples</p> |                 |

**Table I-1 (Continued)**  
**Summary of Project Impacts, Mitigation Measures, and Residual Impacts**

| Significance Threshold and Project Impacts | Mitigation Measures   | Residual Impact |
|--|---|-----------------|
|  | <p>shall not exceed 6,000 pounds. Splits of the samples will be submitted to commercial laboratories for microfossil or radiometric dating analysis.</p> <p><b>Mitigation Measure D.2-10:</b> Recovered fossil remains shall be prepared to the point of identification, identified by knowledgeable paleontologists, curated, and cataloged in compliance with designated museum repository requirements.</p> <p><b>Mitigation Measure D.2-11:</b> The entire fossil collection (along with associated specimen data and corresponding geologic and geographic locality data and copies of pertinent field notes, photos, and maps) shall be transferred to the repository for permanent storage and maintenance. Associated specimen data and corresponding geologic and geographic locality data shall be archived at the repository and, along with the fossil specimens, shall be made available to paleontologists for future study.</p> <p><b>Mitigation Measure D.2-12:</b> A final report of findings that summarizes the results of the work conducted under these mitigation measures shall be prepared by the Principal Paleontologist and submitted to the City of Pasadena. A copy of the report shall be filed at the museum repository. Submission of the report shall signify completion of the mitigation program.</p> <p><b>Mitigation Measure D.2-13:</b> If human remains are encountered during ground-disturbing activities, work in the affected area and the immediate vicinity shall be halted immediately. The construction manager at the Project Site shall be notified, and shall notify the Native American Heritage Commission and the County Coroner pursuant to procedures and requirements set forth in California Health and Safety Code Section 7050.5. Disposition of the human</p> |                 |

**Table I-1 (Continued)**  
**Summary of Project Impacts, Mitigation Measures, and Residual Impacts**

| Significance Threshold and Project Impacts  | Mitigation Measures   | Residual Impact             |
|---|---|-----------------------------|
|   | remains and any associated grave goods shall also be in accordance with this regulation and Public Resources Code Sections 5097.91 and 5097.98, as amended. The archaeologist and the Native American monitor, with the concurrence of the City, shall determine the area of potential impact and the timing when construction activities can resume.   |                             |
| The Project has the potential to disturb human remains during construction.   | <b>Mitigation Measure D.2-13:</b> If human remains are encountered during ground-disturbing activities, work in the affected area and the immediate vicinity shall be halted immediately. The construction manager at the Project Site shall be notified, and shall notify the Native American Heritage Commission and the County Coroner pursuant to procedures and requirements set forth in California Health and Safety Code Section 7050.5. Disposition of the human remains and any associated grave goods shall also be in accordance with this regulation and Public Resources Code Sections 5097.91 and 5097.98, as amended. The archaeologist and the Native American monitor, with the concurrence of the City, shall determine the area of potential impact and the timing when construction activities can resume. | Less than significant       |
| <b>Air Quality</b>  |   |                             |
| The Project would result in regional construction emissions that exceed SCAQMD prescribed threshold levels as follows: (1) emissions of nitrogen oxides (NOx) during Phase 1 construction, and (2) emissions of volatile organic compounds (VOC) and NOx during Phase 2 construction. | <b>Mitigation Measure F.1-1:</b> All off-road construction equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during any portion of Phase 1 or Phase 2 construction activities for the proposed Project shall meet Tier 3 standards where commercially available per SCAQMD.. The Project Applicant shall make available to the lead agency and the South Coast Air Quality Management District a comprehensive inventory of equipment subject to this mitigation  | Significant and unavoidable |

**Table I-1 (Continued)**  
**Summary of Project Impacts, Mitigation Measures, and Residual Impacts**

| Significance Threshold and Project Impacts  | Mitigation Measures  | Residual Impact       |
|---|--|-----------------------|
|   | <p>measure. The inventory shall include the horsepower rating, engine production year, and certification of the specified Tier standard. A copy of each unit's certified tier specification, Best Available Control Technology documentation, and California Air Resources Board or Air Quality Management District operating permit shall be available onsite at the time of mobilization of each applicable unit of equipment.</p> <p><b>Mitigation Measure F.1-2:</b> All construction equipment shall be properly tuned and maintained in accordance with the manufacturer's specifications.</p> <p><b>Mitigation Measure F.1-3:</b> Petroleum powered construction activity shall utilize electricity from power poles rather than temporary diesel power generators and/or gasoline power generators unless use of electricity from power poles would present a safety concern to the general public or construction personnel.</p> <p><b>Mitigation Measure F.1-4:</b> Architectural coatings for interiors shall meet super-compliant architectural coating requirements as identified by the SCAQMD (<a href="http://www.aqmd.gov/prdas/brochures/Super-Compliant_AIM.pdf">www.aqmd.gov/prdas/brochures/Super-Compliant_AIM.pdf</a>).</p> |                       |
| The Project would not result in regional operational emissions as a result of Phase 1 and Phase 2 development that exceed SCAQMD prescribed threshold levels. | No mitigation required   | Less than significant |
| The Project would not result in localized emissions during Phase 1 and Phase 2 construction and operations that exceed SCAQMD prescribed threshold levels.    | No mitigation required   | Less than significant |

**Table I-1 (Continued)**  
**Summary of Project Impacts, Mitigation Measures, and Residual Impacts**

| <b>Significance Threshold and Project Impacts</b>   | <b>Mitigation Measures</b>  | <b>Residual Impact</b>  |
|---|---|---|
| The Project would not result in emissions of toxic air contaminants during Phase 1 and Phase 2 construction and operations that exceed SCAQMD prescribed threshold levels.  | No mitigation required  | Less than significant   |
| The Project does not include any uses identified by the SCAQMD as being associated with odors   | No mitigation required  | Less than significant   |
| Project development is consistent with the policies and objectives of the SCAQMD's Air Quality Management Plan and City of Pasadena policies pertaining to air quality.   | No mitigation required  | Less than significant   |
| <b>Greenhouse Gas Emissions (GHG)</b>   |   |   |
| The Project would not result in GHG emissions that are less than 16 percent below the "business-as-usual" significance threshold and as a result Project development would be consistent with the requirements of AB 32.  | No mitigation required  | Less than significant   |
| The Project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.   | No mitigation required  | Less than significant   |
| <b>Noise</b>  |   |   |
| Project construction within the boundaries of the Project Site would not generate noise levels that exceed 85 dBA at 100 feet from the source. Off-site construction truck travel attributable to the Project would generate less than significant noise levels, although cumulative off-site construction truck travel may result in significant impacts for the noise sensitive receptors located on and near Corson Street leading to Marengo Avenue on-ramp to the I-210 freeway. | <p><b>Mitigation Measure H-1:</b> No person shall operate any pile driver, power shovel, pneumatic hammer, derrick power hoist, forklift, cement mixer or any other similar construction equipment at any time other than as listed below:</p> <ol style="list-style-type: none"> <li>1. From 7:00 A.M. to 7:00 P.M. Monday through Friday;</li> <li>2. From 8:00 A.M. to 5:00 P.M. on Saturday;</li> <li>3. Operation of any of the listed construction equipment is prohibited on Sundays and holidays.</li> </ol> <p>The prohibitions set forth above shall not apply to the performance of emergency work as defined in Section</p> | Project impacts less than significant; cumulative impacts significant |

**Table I-1 (Continued)**  
**Summary of Project Impacts, Mitigation Measures, and Residual Impacts**

| <b>Significance Threshold and Project Impacts</b>  | <b>Mitigation Measures</b>   | <b>Residual Impact</b> |
|--|--|------------------------|
|  | 9.36.030 of the Pasadena Municipal Code.<br>For purposes of this section, holidays are New Year's Day, Martin Luther King Jr. Day, Lincoln's Birthday, Washington's Birthday, Memorial Day, Independence Day, Labor Day, Veteran's Day, Thanksgiving Day, Day after Thanksgiving, and Christmas. |                        |
| Project noise sources including on-site mechanical equipment, parking facilities, and service areas, as well as off-site motor vehicle noise would not create noise that exceeds established levels.             | No mitigation required   | Less than significant  |
| Project sources of vibration during construction and operations would not result in building damage or human annoyance.  | No mitigation required   | Less than significant  |
| <b>Hydrology</b>   |  |                        |
| The Project would not directly pollute a public water source or indirectly result in the degradation of the water quality of a public water source.  | No mitigation required   | Less than significant  |
| The Project would not reduce the beneficial uses of receiving waters.  | No mitigation required   | Less than significant  |
| The Project would not result in a net extraction of known groundwater resources or involve excavation within an active groundwater recharge area.  | No mitigation required   | Less than significant  |
| The Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, resulting in substantial erosion or siltation. | No mitigation required   | Less than significant  |
| The Project would not alter the existing drainage pattern of the site or area, increasing the rate or amount of surface water runoff in a manner that could result in flooding on- or off-site.                  | No mitigation required   | Less than significant  |

**Table I-1 (Continued)**  
**Summary of Project Impacts, Mitigation Measures, and Residual Impacts**

| Significance Threshold and Project Impacts  | Mitigation Measures  | Residual Impact        |
|---|--|------------------------|
| The Project would not create runoff that exceeds the capacity of existing storm water facilities.   | No mitigation required   | Less than significant  |
| <b>Hazards and Hazardous Materials</b>  |  |                        |
| The Project has the potential to 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. | <p><b>Mitigation Measure J-1:</b> Prior to the start of Project construction, the Applicant shall conduct a Phase 2 ESA in the portion of the Project Site formerly occupied by possible dry cleaners and gasoline station to assess the potential for the presence of on-site contaminated materials. The Phase 2 ESA shall be reviewed and approved by the Pasadena Fire Department. In the event that on-site contamination is identified, treatment options may include, but are not be limited to, excavation and off-site disposal, soil vapor extraction, or other in-situ remedial measures. All treatment options shall be conducted in accordance with all applicable regulations and in accordance with the requirements of the Pasadena Fire Department and any other regulatory agency with jurisdiction.</p> <p><b>Mitigation Measure J-4:</b> If excavation is expected to occur in the vicinity of the natural gas transmission pipeline, a plan shall be developed detailing protective measures for the pipeline. This plan shall be submitted to the Pasadena Fire Department for review and approval prior to any Project excavation activities.</p> <p><b>Mitigation Measure J-5:</b> Prior to the issuance of any building permit in proximity to the natural gas transmission pipeline, the Applicant shall coordinate with the Pasadena Fire Department during their review of site plans to include consideration of the potential risks associated with line failure emergencies on the proposed structure, including, but not limited to, specific setback changes and/or other</p> | Less than significant. |

**Table I-1 (Continued)**  
**Summary of Project Impacts, Mitigation Measures, and Residual Impacts**

| Significance Threshold and Project Impacts   | Mitigation Measures  | Residual Impact        |
|--|--|------------------------|
|  | recommendations to decrease any potential risks.<br>In addition, see <b>Mitigation Measure J-2</b> above.  |                        |
| The Project has the potential to create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials. | <p><b>Mitigation Measure J-2:</b> A Soil Management Plan shall be prepared and implemented, by the Applicant, that establishes the protocol to manage the environmental conditions that may be encountered during construction, including soil contamination, as well as underground features such as an underground storage tank, septic tank, clarifier, etc. The Soil Management Plan shall be reviewed and approved by the Pasadena Fire Department. The Soil Management Plan shall include protocols for the following:</p> <ul style="list-style-type: none"> <li>• Obtaining necessary permits (e.g., South Coast Air Quality Management District Rules 1166, 402, and 403);</li> <li>• Identifying impacted soil and underground features;</li> <li>• Notification to the appropriate regulatory agencies (e.g., Regional Water Quality Control Board, Pasadena Fire Department) if environmental contamination is encountered;</li> <li>• Removal of underground storage tank(s) by licensed professionals;</li> <li>• Excavation of impacted soil;</li> <li>• Approval for backfilling and proceeding with the construction;</li> <li>• Segregation of potentially impacted material;</li> <li>• Loading and transportation;</li> <li>• Potential disposal options;</li> <li>• Monitoring and mitigation (if required) of volatile organic compounds (if encountered) and fugitive dust in workers breathing zone, as well as the</li> </ul> | Less than significant. |

**Table I-1 (Continued)**  
**Summary of Project Impacts, Mitigation Measures, and Residual Impacts**

| Significance Threshold and Project Impacts   | Mitigation Measures   | Residual Impact        |
|--|---|------------------------|
|  | perimeter of the Project; and <ul style="list-style-type: none"> <li>• Reporting to the appropriate agency or agencies.</li> </ul> <b>Mitigation Measure J-3:</b> During Project construction in areas of the Project Site with suspected contaminated soils, there shall be an environmental contractor on-site to monitor for contamination when construction occurs in those areas. During Project construction in areas where contaminated soils are not suspected, the environmental contractor shall be on call and available in the event that unanticipated contamination is found. If contamination is found, it would be handled in accordance with applicable regulations. |                        |
| The Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.   | No Mitigation Required  | Less than significant  |
| The Project is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 ("CORTESE List") and as a result, would create a significant hazard to the public or the environment. | No Mitigation Required  | Less than significant  |
| The Project would not impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan.  | See <b>Mitigation Measure K.1-1</b> in Section IV.K.1, Public Services—Police, and <b>Mitigation Measure K.2-4</b> in Section IV.K.2, Public Services—Fire Protection.  | Less than significant. |
| <b>Public Services—Police Protection</b>   |   |                        |
| The Project has the potential to result in a temporary increase in criminal activities and increased traffic congestion and possible lane closures during construction which could increase the demand for PPD services and affect response times.       | <b>Mitigation Measure K.1-1:</b> The Applicant shall include provisions in the Project's construction management plan that addresses emergency vehicle access to the Project Site, particularly during the period of time that the on-site segments of Holly  | Less than significant. |

**Table I-1 (Continued)  
Summary of Project Impacts, Mitigation Measures, and Residual Impacts**

| Significance Threshold and Project Impacts | Mitigation Measures  | Residual Impact |
|--|--|-----------------|
|  | <p>Street and Leonard Pieroni Street are under construction. This portion of the Project's construction management plan shall be subject to the review and approval of the PPD. The construction management plan may include the following measures:</p> <ul style="list-style-type: none"> <li>• Dedicated compliance from the construction company with the project's construction hours with 24-hour contact phone numbers for PPD and other city departments;</li> <li>• Development of an incident management program so that the construction company can keep the city aware of issues;</li> <li>• Develop investigative process for all theft losses which includes police reporting procedures and steps taken prior to reporting;</li> <li>• Ensure a security walk-thru with the city prior to the start of Project construction;</li> <li>• An agreement between the city and the construction company regarding agreed upon security measures;</li> <li>• Monitoring compliance through regular meetings with the construction company and the City;</li> <li>• Commitment to establish a traffic mitigation plan with the City to include street closures, acceptable levels of traffic flow through the construction area, &amp; minimize traffic delays;</li> <li>• Use of the appropriate number of construction employees for road closures and temporary traffic stops</li> <li>• Development of alternate traffic routes; and</li> <li>• A commitment to install temporary or portable lighting in specific areas to reduce break-in, thefts,</li> </ul> |                 |

**Table I-1 (Continued)**  
**Summary of Project Impacts, Mitigation Measures, and Residual Impacts**

| Significance Threshold and Project Impacts | Mitigation Measures  | Residual Impact |
|--|--|-----------------|
|  | <p>and other criminal activity.</p> <p><b>Mitigation Measure K.1-2:</b> The Applicant shall consult with the PPD prior to and during Project construction and operation to ensure that adequate security measures are incorporated into Phase 1 and Phase 2 of the Project. During this consultation, the Applicant will be required to submit site circulation plans for PPD review. Security measures incorporated into the Project may include the following:</p> <ul style="list-style-type: none"> <li>• On site uniformed security that is visible during critical times such as during the night hours;</li> <li>• The posting and use of surveillance cameras at strategic points and in areas with higher risk of break-ins;</li> <li>• Use of lighting for darkened areas and other sections storing inventory;</li> <li>• Use of local security companies familiar with Pasadena;</li> <li>• Trespass letters on file with the PPD to help expedite trespass arrests when needed;</li> <li>• Limiting the number of hardwired appliances to reduce theft;</li> <li>• Signage posting of warnings, hazards, and trespassing;</li> <li>• Identifiable and easily seen markings on equipment (reduce thefts);</li> <li>• Reduce access to equipment storage areas to designated workers; and</li> <li>• Tools and store depots should be permanently staffed during the day to reduce opportunity for thefts.</li> </ul> |                 |

**Table I-1 (Continued)**  
**Summary of Project Impacts, Mitigation Measures, and Residual Impacts**

| <b>Significance Threshold and Project Impacts</b>   | <b>Mitigation Measures</b>   | <b>Residual Impact</b> |
|---|--|------------------------|
| There is the potential for increased criminal activity which could result in an increase in demand for police protection services during operation of the Project.                                | See Mitigation Measure K.1-1 and K.1-2.  | Less than significant. |
| <b>Public Services—Fire Protection</b>  |  |                        |
| The Project would not require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain acceptable service levels.                    | No mitigation required   | Less than significant  |
| The Project would not exceed the staff and equipment capabilities of the Pasadena Fire Department stations serving the Project Site or other performance objectives for fire protection services. | <p><b>Mitigation Measure K.2-1:</b> Upon the issuance of the first building permit for Phase 1 and Phase 2 development, respectively, the Applicant shall enter into an agreement with the City to reimburse the City for all of the costs of a City Fire Department Inspector (e.g., include travel time, inspection, research time, vehicle and/or mileage, materials, and supplies) who shall be assigned to the Project during Phase 1 and Phase 2 construction.</p> <p><b>Mitigation Measure K.2-2:</b> The reconstruction of Holly and Leonard J. Pieroni Streets shall occur in the following sequence prior to the commencement of any construction within the North Development Area. First, the new section of Holly Street, between Leonard J. Pieroni Street and Pasadena Avenue, shall be constructed with an all weather surface to the satisfaction of the PFD. Once this portion of the overall Holly Street improvement is completed, construction may commence on either the eastern portion of Holly Street (between Leonard J. Pieroni Street and Fair Oaks Avenue) or Leonard J. Pieroni Street (between Holly Street and Union Street). At all times, at least two out of the three street segments that comprise the on-site segment of Holly Street and Leonard J. Pieroni Street shall be available for PFD</p> | Less than significant. |

**Table I-1 (Continued)**  
**Summary of Project Impacts, Mitigation Measures, and Residual Impacts**

| Significance Threshold and Project Impacts  | Mitigation Measures  | Residual Impact       |
|---|--|-----------------------|
|   | <p>access.</p> <p><b>Mitigation Measure K.2-4:</b> The Project's Construction Traffic Management Plan shall include provisions to ensure PFD access along Fair Oaks Avenue between Union Street and Walnut Street throughout the Project's construction period, particularly during those periods of time when Project construction requires the closure of a travel lane along Fair Oaks Avenue. To achieve this, an assessment of roadway volumes prior to the initiation of a lane closure along Fair Oaks Avenue shall be undertaken. If it is determined by DOT and PFD that traffic volumes with the lane closure would preclude emergency vehicle access along Fair Oaks Avenue, one or more of the following options would be implemented: (1) lane closures would be prohibited during the period(s) of the day during which those impacts would occur, (2) removal of the Fair Oaks Avenue center median adjacent to the Project Site, or (3) additional measures as determined by DOT and PFD.</p> <p><b>Mitigation Measure K.2-5:</b> Traffic signals in the Project area shall be equipped with emergency vehicle traffic signal preemption systems. The specific traffic signals requiring this system shall be determined by both the PFD and DOT in conjunction with both Phase 1 and Phase 2 development.</p> |                       |
| <b>Public Services—Schools</b>  |  |                       |
| The Project would generate students that could be accommodated by existing PUSD facilities. | No mitigation required   | Less than significant |

**Table I-1 (Continued)**  
**Summary of Project Impacts, Mitigation Measures, and Residual Impacts**

| <b>Significance Threshold and Project Impacts</b>  | <b>Mitigation Measures</b>   | <b>Residual Impact</b> |
|--|--|------------------------|
| <b>Public Services—Parks and Recreation</b>  |  |                        |
| The Project would not 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.  | No mitigation required   | Less than significant  |
| <b>Public Services—Libraries</b>   |  |                        |
| The Project demand for library facilities can be met by the City's existing library facilities.  | No mitigation required   | Less than significant  |
| <b>Utilities and Service Systems—Water Supply</b>  |  |                        |
| The City of Pasadena's water supplies would adequately serve the Project.  | No mitigation required   | Less than significant  |
| The water distribution capacity would be adequate to serve the Project.  | No mitigation required   | Less than significant  |
| <b>Utilities and Service Systems—Wastewater</b>  |  |                        |
| The Project's additional wastewater flows are forecasted to be within the capacity of the facilities providing wastewater disposal and treatment operated by the Sanitation Districts of Los Angeles County.     | No mitigation required   | Less than significant  |
| The Project would not cause a measureable increase in wastewater flows at a point where, and a time when, a sewer's capacity is already constrained or that would cause a sewer's capacity to become constrained | No mitigation required   | Less than significant  |
| <b>Utilities and Service Systems—Solid Waste</b>   |  |                        |
| The Scholl Canyon landfill would have adequate permitted capacity to serve the Project.  | No mitigation required   | Less than significant  |
| The Project would comply with applicable statues and regulations related to solid waste.   | No mitigation required   | Less than significant  |
| <b>Energy</b>  |  |                        |
| The Project would avoid and reduce inefficient, wasteful, and unnecessary consumption of energy.   | The Project includes a comprehensive set of project design features and mitigation measures that address | Less than significant  |

**Table I-1 (Continued)**  
**Summary of Project Impacts, Mitigation Measures, and Residual Impacts**

| Significance Threshold and Project Impacts | Mitigation Measures  | Residual Impact |
|--|--|-----------------|
|  | <p>energy consumption. The following is a restatement of the regulatory compliance measures, project design features, and mitigation measures in other sections of the Draft EIR that apply to this section.</p> <p><b>Regulatory Compliance Measure L.3-1:</b> The Project Applicant is required to submit a Construction Waste Management Plan that would achieve a diversion of a minimum of 75 percent of the construction and demolition debris generated during Project construction in accordance with the City's Construction and Demolition Ordinance (Chapter 8.62 of the PMC).</p> <p><b>Regulatory Compliance Measure L.3-2:</b> The Project is required to comply with the applicable franchisee's recycling system in accordance with the requirements of Section 8.61.175 of the PMC.</p> <p><b>Regulatory Compliance Measure L.3-3:</b> The Project must provide adequate refuse storage facilities and recycling areas in accordance with the requirements of Section 17.40.120 of the PMC.</p> <p><b>Project Design Feature G-1:</b> The design of the new buildings shall incorporate features to be capable of achieving at least Silver certification under the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED)-CS<sup>®</sup> or LEED-NC<sup>®</sup> Rating System as of January 1, 2011. Such LEED<sup>®</sup> features shall include energy-efficient buildings, a pedestrian- and bicycle-friendly site design, and water conservation measures, among others.</p> <p><b>Project Design Feature G-2:</b> The Project would prohibit hearths (woodstove and fireplaces) installed in the residences.</p> <p><b>Project Design Feature L.1-1:</b> The Project would implement the following conservation measures or</p> |                 |

**Table I-1 (Continued)**  
**Summary of Project Impacts, Mitigation Measures, and Residual Impacts**

| Significance Threshold and Project Impacts | Mitigation Measures   | Residual Impact |
|--|---|-----------------|
|  | <p>other substituted measures of equivalent value to reduce the water demand of the Project:</p> <ul style="list-style-type: none"> <li>• Install high efficiency toilets (i.e., 1.28 gallons per flush or less, includes dual flush);</li> <li>• Install high efficiency urinals (i.e., 0.5 gallon per flush or less, includes waterless);</li> <li>• Install faucets with self-closing fixtures providing a flow rate of 0.5 gallon per minute or less in all public restrooms;</li> <li>• Install residential kitchen and restroom faucets with a flow rate of 1.5 gallons per minute or less;</li> <li>• Install low-flow residential showerheads with a flow rate of 2.0 gallons per minute or less and no more than one showerhead per stall;</li> <li>• Install high efficiency community clothes washers with a water factor of 5.0 or less;</li> <li>• Install high efficiency residential dishwashers;</li> <li>• Integrate domestic water heating systems located in close proximity to the point of use (as feasible);</li> <li>• Provide individual metering and billing for water use in all dwelling units and commercial uses where feasible;</li> <li>• Utilize efficient irrigation systems that include weather-based irrigation controllers with rain and wind shutoff;</li> <li>• Use native and drought tolerant plant materials in the landscape plan with 50 percent of landscape area (square feet) and plant count; and</li> <li>• Provide separate metering or sub-metering for irrigated landscapes of 5,000 square feet or more.</li> </ul> <p><b>Mitigation Measure F-1:</b> All off-road construction equipment, equal to or greater than 50 horsepower,</p> |                 |

**Table I-1 (Continued)**  
**Summary of Project Impacts, Mitigation Measures, and Residual Impacts**

| Significance Threshold and Project Impacts | Mitigation Measures  | Residual Impact |
|--|--|-----------------|
|  | <p>that will be used an aggregate of 40 or more hours during any portion of Phase 1 or Phase 2 construction activities for the proposed Project shall meet Tier 3 standards where commercially available per the SCAQMD. The Project Applicant shall make available to the lead agency and the South Coast Air Quality Management District a comprehensive inventory of equipment subject to this mitigation measure and incorporate any recommendations provided by the SCAQMD with regard to the operating characteristics of the on-site construction equipment. The inventory shall include the horsepower rating, engine production year, and certification of the specified Tier standard. A copy of each unit's certified tier specification, Best Available Control Technology documentation, and California Air Resources Board or Air Quality Management District operating permit shall be available onsite at the time of mobilization of each applicable unit of equipment.</p> <p><b>Mitigation Measure F-2:</b> All construction equipment shall be properly tuned and maintained in accordance with the manufacturer's specifications.</p> <p><b>Mitigation Measure F-3:</b> Petroleum powered construction activity shall utilize electricity from power poles <b>rather</b> than temporary diesel power generators and/or gasoline power generators unless use of electricity from power poles would present a safety concern to the general public or construction personnel.</p> |                 |