

4.0 IMPACT OVERVIEW

This chapter provides an overview of the environmental effects of the proposed project, including significant unavoidable adverse impacts, impacts not found to be significant, cumulative impacts, significant irreversible environmental changes, and growth-inducing impacts. Cross-references are made throughout this chapter to other sections of the EIR where more detailed discussions of the impacts of the proposed project can be found.

4.1 SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS

This section is prepared in accordance with Section 15126.2(b) of the CEQA Guidelines, which requires the discussion of any significant environmental effects that cannot be avoided if a project is implemented. These include impacts that can be mitigated but cannot be reduced to a less than significant level. An analysis of environmental impacts caused by the proposed project has been conducted and is contained in this EIR. Eight issue areas were analyzed in detail in Chapter 3.0. According to the environmental impact analysis presented in Chapter 3.0, the proposed project would result in significant unavoidable impacts to historic resources.

As described in Chapter 3.4, Cultural Resources construction of the proposed project would involve removal of 4 historic structures that contribute to the National Register-eligible historic district. Even with implementation of mitigation measures, the removal of these structures would result in a significant and unavoidable impact.

4.2 EFFECTS NOT FOUND TO BE SIGNIFICANT

Section 15128 of the CEQA Guidelines requires the identification of impacts of a project that were determined not to be significant and that were not discussed in detail in the impact section of the EIR. These issues were eliminated from further review during the Initial Study process (see Appendix A). Therefore, the following section presents a brief discussion of environmental issues that were not found to be significant for this project, including agricultural resources, energy, geology and soils, hazards and hazardous materials, land use and planning, mineral resources, population and housing, and recreation.

4.2.1 AGRICULTURAL RESOURCES

The proposed project site is located in a developed, urban area of the City of Pasadena. The project site is developed with institutional uses and is not classified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. There are no Williamson Act contracts associated with the project site (California Department of Conservation 2005). The project site is zoned PS (Public and Semi-Private) and would not convert agriculturally zoned land to non-agricultural uses. Implementation of the proposed project would have no impact on agricultural resources.

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4.2.2 ENERGY

The proposed intensity of the proposed project would be within the intensity allowed by the Zoning Code and envisioned in the City's approved General Plan, for which energy supply has been allocated. The project would comply with the energy standards in the California Energy Code, Part 6 of the California Building Standards Code (Title 24). Measures to meet these performance standards may include high-efficiency Heating Ventilation and Air Conditioning and hot water storage tank equipment, lighting conservation features, higher than required rated insulation, and double-glazed windows. However, because the proposed project includes more than 25,000 square feet of new non-residential construction, the project would be required to comply with the City's Green Building Ordinance (City of Pasadena 2006). As such, the proposed project would be required to obtain the services of a LEED Accredited Professional to demonstrate that the proposed new facilities meet the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) standards prior to obtaining a building permit. LEED standards are based on sustainable site planning, safeguarding water and water efficiency, energy efficiency and renewable energy, conservation of materials and resources, and indoor environmental quality. Compliance with the City's Green Building Ordinance would ensure a less than significant impact.

4.2.3 GEOLOGY AND SOILS

The project site is located within a seismically active region (Southern California). Primary ground rupture or fault rupture is defined as surface displacement, which occurs along the surface of a fault during an earthquake. The project site is not located within an Alquist-Priolo Fault Zone and no known faults cross the site (City of Pasadena 2002). The nearest known fault is the Raymond (Hill) Fault Special Study Zone located approximately 0.75 miles south of the project site. The Raymond Fault is considered to be active, and the site would be subject to strong seismic groundshaking in the event of an earthquake. Compliance with Uniform Building Code Seismic Zone 4 requirements would ensure that proposed structures can withstand the expected worst-case seismic groundshaking (City of Pasadena 2004). The City's plan check and building inspection procedures would ensure that the project is constructed according to these standards. The impacts would be less than significant,

The proposed project is not located on known unstable soils or geologic units, and therefore, would not cause on- or off-site landslides, lateral spreading, subsidence, liquefaction or collapse. The project site is not located in a liquefaction or landslide zone, as delineated in the General Plan Safety Element (City of Pasadena 2002). Further, modern engineering practices and compliance with established building standards, including the California Building Code, would ensure the proposed project would not cause any significant impacts from unstable geologic units or soils.

The relatively flat nature of the project site precludes it from being readily susceptible to erosion. However, construction of the proposed project would result in ground surface disruption during grading and trenching that could create the potential for erosion to occur. The construction contractor would prepare and comply with a SWPPP, which would feature erosion control measures (UBC Title 33 Section 101-607 2002). In addition, the construction contractor would comply with the Storm Water

Construction Activities General Permit and obtain a NPDES permit (EPA 2007). Further, the proposed project would be required to prepare a SUSMP, as enforced by the City's Stormwater Management and Discharge Control. The City of Pasadena requires water erosion during construction to be minimized by limiting construction to dry weather, covering exposed excavated dirt during periods of rain and protecting excavated areas from flooding with temporary berms. Soil erosion after construction would be controlled by implementation of an approved landscape and irrigation plan. Erosion caused by strong wind, excavation, and earth moving operations would be minimized by watering during construction and by covering earth to be transported in trucks to or from the site. This plan would be submitted to the Zoning Administrator (or the appropriate staff) for review and approval prior to the issuance of a building permit. The City also requires that projects involving more than 250 cubic yards of cut or fill must have an erosion and sediment transport control plan as part of the applicant's grading plan. The grading plan must be approved by the Building Official and the Public Works Department prior to the issuance of any building permits. Adherence to existing regulations and implementation of standard construction practices would ensure that soil erosion would be reduced to a less than significant level.

4.2.4 HAZARDS AND HAZARDOUS MATERIALS

Grading and construction activities may involve the limited transport, storage, use, or disposal of hazardous materials, such as remodeling/demolition debris, lead and asbestos containing materials, in the fueling or servicing of construction equipment on-site, or the removal and export of contaminated soils. However, these activities would be minimal, short-term, or one-time in nature, and would be subject to federal, state and local health and safety requirements. Therefore, impacts would be less than significant. Long term operation of the proposed project would involve very little transport, storage, use or disposal of hazardous materials associated with janitorial, maintenance, and repair activities (i.e., commercial cleaners, lubricants, and paints), and household cleaning supplies. Use of these hazardous materials would be very limited, and transport, storage, use and disposal of these materials would be subject to federal, state and local health and safety requirements. Impacts would be less than significant.

A Phase I Environmental Site Assessment was prepared for the project site. The project site and the vicinity are not listed on local, state, or federal records of hazardous materials sites or sites contaminated with hazardous materials. There was no evidence of contaminated soils or hazardous materials found during the site visit (USA Environmental 2004). However, due to the age of the structures to be removed during construction, there is the potential for ACM and LBP to be encountered. A preconstruction survey would be required to determine the presence of ACM and LBP. All ACM and LBP must be removed prior to the start of demolition in accordance with DTSC requirements for LBP and the SCAQMD requirements for ACM. Compliance with existing regulations would ensure a less than significant impact.

The project site is not located within 2 miles of any public or private airstrip. No airport land use plan applies to the site. No impact would result.

The construction and operation of the proposed project would not place any permanent or temporary physical barriers on any existing public streets. To ensure compliance with zoning, building and fire

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codes, the applicant is required to submit appropriate plans for plan review prior to the issuance of a building permit. Further, the proposed project includes upgrades of the internal site circulation system to meet emergency access standards. Adherence to these requirements ensures that the proposed project would not have an impact on emergency response and evacuation plans.

The proposed project site and surrounding area are largely developed and no wildland fire hazard risk exists. On-site landscaping would be controlled through trimming and watering so as to reduce fire hazard impacts. Therefore, no impact would result.

4.2.5 LAND USE AND PLANNING

Implementation of the proposed project would not physically divide an existing community. The proposed new development would occur entirely within the approximately 24.7-acre Las Encinas Hospital campus. Currently, there is no adopted habitat conservation plan or natural community conservation plan within the City of Pasadena. There are also no approved local, regional or state habitat conservation plans (City of Pasadena 2004). No impact would occur. The proposed project site is designated Institutional in the General Plan Land Use Element and zoned PS (Public and Semi-Public). Hospitals, life/care services, and medical offices are conditionally permitted within the PS zone (City of Pasadena 2004). Life/care services include independent living units, residential care facilities, and continuing care, Alzheimer and related facilities. With approval of the 2007 Master Development Plan by the City, the proposed project would be consistent with the zoning and land use designation. The impacts would be less than significant.

4.2.6 MINERAL RESOURCES

No active mining operations exist in the City of Pasadena. There are 2 areas in Pasadena that may contain mineral resources. These 2 areas are Eaton Wash, which was formerly mined for sand and gravel, and Devils Gate Reservoir, which was formerly mined for cement concrete aggregate. The project is not located in these areas. The City's 2004 General Plan Land Use Element does not identify any mineral recovery sites within the City. No active mining operations exist in the City of Pasadena and mining is not currently allowed within any of the City's designated land uses (City of Pasadena 2004). Therefore, no impact would occur.

4.2.7 POPULATION AND HOUSING

The 2004 General Plan Revision determined a potential for 32,786 net new residential units and 44,002,095 square feet of net new nonresidential development outside of the specific plan areas (City of Pasadena 2004). The 2007 Master Development Plan would involve the discontinuation of 3 single-family residences to provide 227 net new residential units and 77,138 square feet of net new nonresidential square footage. Therefore, the proposed project would not displace existing housing or people, necessitating the construction of replacement housing elsewhere. Further, the proposed project would have the beneficial impact of providing approximately 227 new residential units for assisted living and independent living. As such, the proposed project is within the growth parameters of residential and

nonresidential development for the General Plan. The overall increase is considered consistent with existing City and regional policies regarding population and businesses. In addition, the proposed project does not include the extension of roads or infrastructure. Thus, development of the proposed project would not require extending or improving infrastructure in a manner that would facilitate off-site growth. Furthermore, the proposed project is located in a developed urban area with an established roadway network and in-place infrastructure. The impacts would be less than significant.

4.2.8 RECREATION

The proposed project would provide a total of 227 net new residential units and 77,138 square feet of net new medical office and psychiatric uses. The campus includes recreational facilities, such as pools, a recreation room, and open space. The proposed development would convert an existing residential building into a recreational center for the independent living units. A pool and common facilities would be added to the project site. As such, the residents of the project site are not anticipated to use recreational resources outside of the project boundaries. However, in accordance with Ordinance No. 6252, the City collects a park impact fee for each residential unit constructed and for non-residential projects. These fees are used to fund the City's park maintenance and improvement program (City of Pasadena 2004). The impacts to recreation and parks would be less than significant.

4.3 CUMULATIVE IMPACTS

According to Section 15355 of the CEQA Guidelines, cumulative impacts refer to:

“Two or more individual effects which, when considered together are considerable or which compound or increase other environmental effects. The individual effects may be changes resulting from a single project or a number of separate projects. The cumulative impact from several projects is the change in the environment that results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.”

Section 15130(a) of the CEQA Guidelines states that:

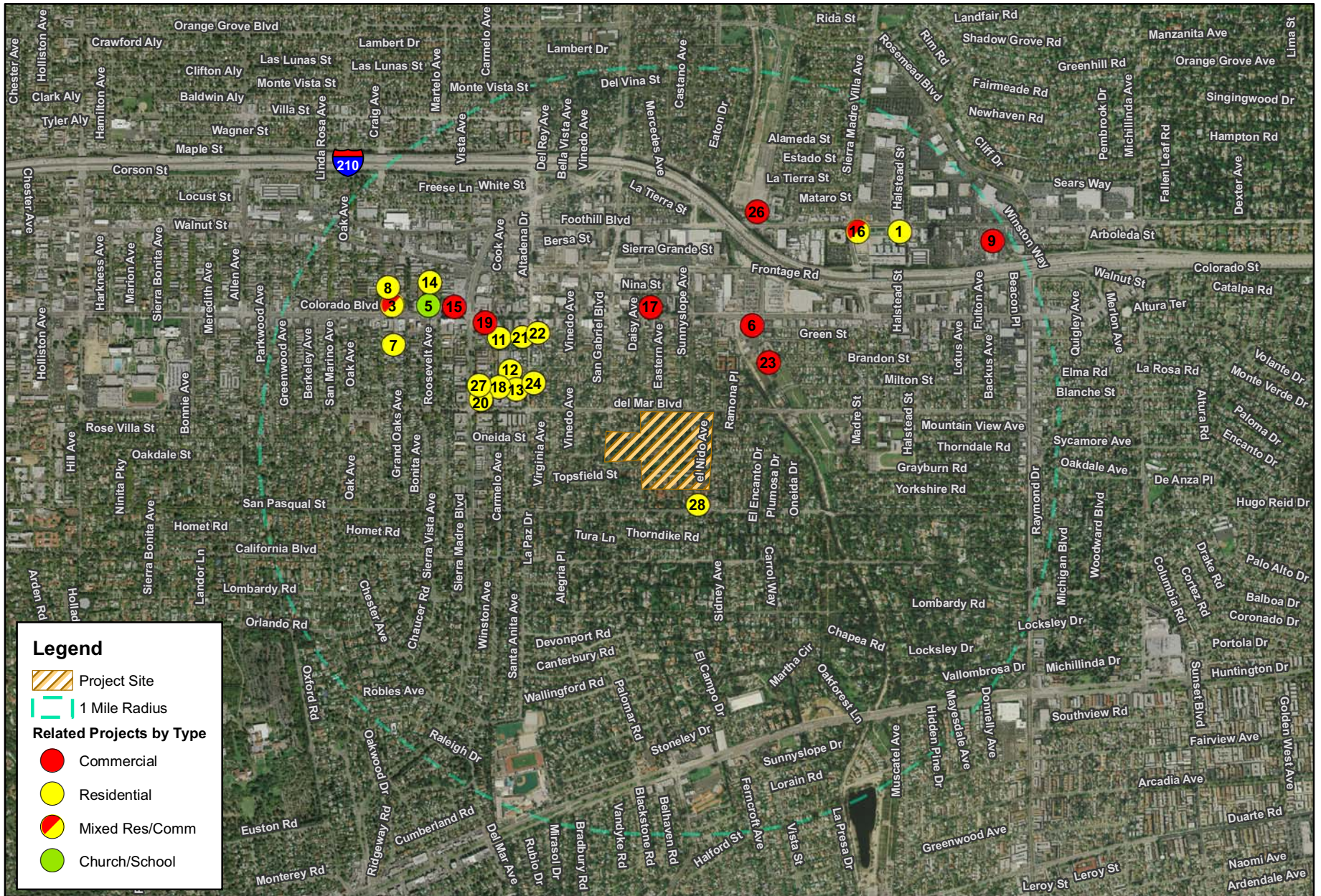
“An EIR shall discuss cumulative impacts of a project when the project's incremental effect is cumulatively considerable.... When the combined cumulative impact associated with the project's incremental effect and the effects of other projects is not significant, the EIR shall briefly indicate why the cumulative impact is not significant and is not discussed in further detail in the EIR.... An EIR may determine that a project's contribution to a significant cumulative impact will be rendered less than cumulatively considerable and thus is not significant. A project's contribution is less than cumulatively considerable if the project is required to implement or fund its fair share of a mitigation measure or measures designed to alleviate the cumulative impact.”

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According to Section 15130 (b)(1)(A) of the CEQA Guidelines, a list of past, present, and probable future projects producing related or cumulative impacts may be used as the basis of the cumulative impacts analysis. The “list” approach was used for the cumulative impacts discussion in this EIR. The scale or geographic scope of related projects varies for each impact category. For instance, cumulative geology and soils or aesthetics impacts are considered localized, while cumulative traffic and transportation and air quality impacts are considered regionally. Table 4-1 includes all of the approved, under construction, or proposed development projects within a 1-mile radius of the project site. Figure 4-1 shows the location of the related projects.

TABLE 4-1 RELATED PROJECTS (1-MILE RADIUS)

Project No.	Location	Description
1	3360 East Foothill Boulevard	188-unit apartment building
3	2191 East California Boulevard	44-unit live/work, 3,900 sf retail
5	2215 East Colorado Boulevard	9,000 sf church, 7,905 sf school expansion
6	3020 East Colorado Boulevard	24,400 sf research & development, 24,400 sf retail
7	54 South Craig Avenue	13-unit condominium
8	96-110 North Craig Avenue	18-unit condominium
9	3600 East Foothill Boulevard	71,000 sf car dealership
11	2425 Mohawk Street	7-unit condominium
12	2445 Oswego Street	9-unit condominium
13	2448 Oswego Street	8-unit condominium
14	78-92 North Roosevelt Avenue	22-unit condominium
15	East Colorado Boulevard Specific Plan	750-unit apartment building, 650,000 sf commercial
16	Sierra Madre Villa Avenue/Foothill Boulevard	212-unit apartment building, 45,000 sf theater
17	2801 East Colorado Boulevard	80-student day care center
18	2405 Oswego Street	14-unit apartment building
19	2370 East Colorado Boulevard	13,967 sf pharmacy
20	200 South Sierra Madre Boulevard	71-unit condominium
21	2490 Mohawk Street	18-unit apartment building
22	54 South Altadena Drive	12-unit condominium
23	140 South Kinneloa Avenue	139,328 sf self-storage
24	2460 Oswego Street	28-unit condominium
26	3051 East Foothill Boulevard	7-unit condominium
27	2420 Oswego Street	7-unit condominium
28	2889 San Pasqual Street	91-bed congregate care facility, 16-bed assisted living, 40-bed nursing home
Source: Linscott, Law and Greenspan Engineers 2008		



Data Source: Linscott, Law & Greenspan, March 2008
 Aerial Source: DigitalGlobe, Jan. 3, 2008, 1:3000 Color Aerial accessed via GlobeExplorer

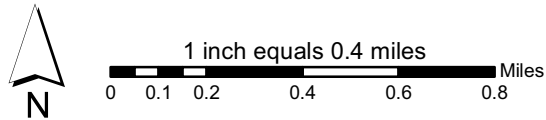


Figure 4-1
Related Projects

AESTHETICS

The project site directly abuts single-family residential uses and a senior living community that ranges from 1- to 2-stories in height. The project site is in an area of the City with long-range views of the San Gabriel Mountains to the north. Views of the San Gabriel Mountains are generally unobstructed from the northern boundary of the project site as a result of the single-story single-family residential uses located on the north side of Del Mar Boulevard. This would not change as a result of the proposed project. All new development would occur south of Del Mar Boulevard. As such, motorists and pedestrians traveling on Del Mar Boulevard would experience the same view of the San Gabriel Mountains as under current conditions. Similarly, no construction or road closures would occur along El Nido Avenue or San Gabriel Boulevard that would alter current views of motorists and pedestrians traveling north on these roads.

The proposed project would replace selected existing buildings and construct additional structures ranging from 1- to 3-stories. The proposed project has been redesigned to maintain the existing view corridors and would not be expected to block views of the San Gabriel Mountains from residents and public vantage points. As such, the proposed project would not substantially damage scenic resources by blocking views of the San Gabriel Mountains from public vantage points or from the adjacent uses. The impact would be less than significant. In accordance with section 17.61.030 of the City's Zoning Code, the design of this project, including its obstruction of any scenic vista or view, would be reviewed by the Design Commission. Although the proposed project would not significantly impact views of the San Gabriel Mountains, this regulatory procedure provides the City with additional layer of review for aesthetics, and an opportunity to incorporate additional conditions to increase the aesthetic value of the project.

The only designated state scenic highway near the City of Pasadena is the Angeles Crest Highway (State Highway 2), which is located north of Arroyo Seco Canyon in the extreme northwest portion of the City (Caltrans 2008). The project site, and other listed projects, are not within the viewshed of the Angeles Crest Highway, and thus, would have no impact on a state scenic highway. Further, the project site is not located near any locally-designated scenic routes. As such, the project site would not be within the viewshed of these locally designated routes and would not have an incremental effect that could be cumulatively considerable.

The construction of the proposed project would involve both the demolition of existing structures and removal of trees. The majority of construction activity would take place within the site interior and would not be visible from adjacent uses or public vantage points due to the perimeter walls that surround the site and trees that mask the site uses from adjacent residences and public vantage points. Construction areas would be busier than at present, with truck movements carrying materials on- and off-site, and work crews and construction equipment moving around the site. This short-term condition would create a temporary visual distraction typically associated with construction activities lasting approximately 12 to 14 months. It would not substantially degrade the existing visual character or quality of the site and its surroundings. The construction impact would be less than significant.

Approximately 250 trees would be removed during project construction and 26 trees would be relocated elsewhere on the project site (refer to Chapter 3.3 Biological Resources for a complete discussion of impacts related to tree removal). This would affect approximately 24 percent of the tree population on the project site (Carlberg 2008). The majority of the trees to be removed are located in the interior of the site. All of the existing perimeter trees would be retained and additional perimeter trees would be planted to continue to screen the site's interior. As such, there would not be a substantial visual change at the project site. The site would continue to appear to contain numerous mature trees of all varieties and would continue to look wooded from public vantage points. Tree removal during construction would not substantially degrade the existing visual quality of the site and its surroundings. The impact would be less than significant.

Long-term impacts would be associated with the massing and design of the buildings after completion of construction. The proposed project would introduce a higher density of use at the project site than currently occurs. However, the majority of new construction would occur in the site's interior and would not be visible from the surrounding uses or public vantage points. Thus, construction of the proposed project would represent a change in the visual environment, but it would not be out of character with the existing and surrounding uses and it would not substantially degrade the existing visual quality of the site. The impact would be less than significant.

AIR QUALITY

Cumulative air quality impacts are considered on a regional basis. As such, Table 3.2-7 is used in the analysis of cumulative construction air quality impacts. The proposed project would not exceed SCAQMD construction mass daily emission thresholds for criteria pollutants during construction with implementation of mitigation measures. Because construction emissions would be short-term, would cease upon completion of construction, and would not exceed SCAQMD daily emissions thresholds, the SCAQMD does not consider construction related air quality to be cumulatively considerable.

Operational air quality impacts would be primarily attributed to the increase in vehicle trips associated with the proposed project. As discussed in Chapter 3.2, criteria pollutant emissions would not exceed the SCAQMD daily thresholds even when project-related traffic is combined with cumulative traffic. Accordingly, the proposed project would not result in a significant long-term (operational) impact on cumulative regional and local air quality and attainment goals for criteria pollutants.

As discussed in Chapter 3.2, there is no agreement among air quality experts, or guidance at the state level, regarding the level at which an individual project's incremental greenhouse gas effects is cumulatively considerable. Given the emerging level of experience within the air quality industry with greenhouse gas analyses, coupled with the fact that the policies implementing the state goal of reducing greenhouse gas emission in California to 1990 levels by 2020, as set forth in the timetable established in the California Global Warming Solutions Act of 2006 (Assembly Bill 32) have not been adequately defined, there is no way to state within reasonable scientific certainty that the proposed project would conflict with these policies. However, the proposed project would not be classified as a major source of greenhouse gas emissions. Further, the proposed project would be required to comply with the City's

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Green Building Ordinance, would have the option of purchasing energy produced from renewable resources and install energy saving features, and comply with the City's transportation demand management requirements. Compliance with City regulations would further reduce the greenhouse gas emissions generated by the proposed project during operation. The cumulative impact to global climate change would be less than significant.

BIOLOGICAL RESOURCES

The related projects located within the 1-mile cumulative project radius adequately capture the past, present, and probable future projects that would potentially contribute to cumulative biological resource impacts. As discussed in Chapter 3.3, the project site and the related projects are located in an urban and developed area within the City of Pasadena. The project site and surrounding areas do not contain habitat or support sensitive wildlife species because they are developed urban sites. The proposed project and any related impact involving tree removal would have the potential to adversely impact migratory bird species. As such, all projects would be required to comply with the Migratory Bird Treaty Act (MBTA). Similarly, any project involving tree removal would be subject to the City of Pasadena Trees and Tree Protection Ordinance. Compliance with existing regulations would ensure that the project's incremental effect is not cumulatively considerable.

CULTURAL RESOURCES

The 1-mile cumulative project radius adequately captures the past, present, and probable future projects that would potentially contribute to cumulative cultural resource impacts. The proposed project would not result in cumulative impacts to historic resources in the area. Four of the existing site structures that are proposed to be removed qualify for listing as historic resources and contribute to the National Register-eligible historic district located at Las Encinas Hospital. This district is confined to the project site. Thus, removal of historic structures associated with the related projects would not impact the significance of the Las Encinas Hospital district. As such, the construction of the proposed project in conjunction with other projects in the area would not create a cumulatively considerable impact to historic resources.

Portions of the project site contain strong surface and historical evidence that there may be archaeological sites of historic significance located within the project site. These sites are expected to be contained entirely within the boundaries of the project site and recovery of materials would be required prior to the start of project construction. As with the proposed project, all related projects in the vicinity would be required to comply with CEQA Section 15064.5. These sites would be studied for their potential to contain archaeological resources and mitigation measures similar to those imposed on the proposed project would be required. As such, the proposed project would not contribute to a significant cumulative impact to archaeological resources.

HYDROLOGY AND WATER QUALITY

The 1-mile cumulative project radius adequately captures the past, present, and probable future projects that would potentially contribute to cumulative hydrology and water quality impacts. Impacts to

hydrology and water quality from the proposed project would be less than significant because the proposed project would be required to comply with local and state standards regulating storm water drainage and water quality. The related projects listed in Table 4-1 would likewise have to comply with local and state standards. Although the proposed project would increase the amount of impervious surfaces on-site, the rate and amount of runoff discharged from the project site would be carefully controlled through storm water control measures. The related projects identified in Table 4-1 would also be required to control with storm water volume and pollution control measures during construction and operation. Accordingly, the proposed project's incremental impacts would not be cumulatively considerable when analyzed in conjunction with the related projects.

NOISE

Due to the localized nature of noise impacts, the analysis of cumulative noise impacts focuses on the related projects in Table 4-1 located within a 1/4-mile radius of the project site. There is 1 related project located less than 1/4-mile from the project site at Monte Vista Grove Homes that directly abuts the proposed project site. Construction of Phase II of the Monte Vista Grove project is expected to overlap with construction of the Phase 3 of the proposed project. Construction at the project site would primarily be located on the portion of the site off of San Gabriel Boulevard and would not be in areas directly abutting Monte Vista Grove. Given the distance of the construction site and the decrease in noise levels with distance, construction activities associated with the related projects when considered together within the proposed project would not be cumulatively considerable. Further, the proposed project and construction at Monte Vista Grove would be required to comply with the City of Pasadena Noise Ordinance, which establishes limits to noise during construction.

Vibration impacts associated with construction activities are extremely localized because they are groundborne. Ground vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. As such, ground vibration associated with the proposed project would not be heightened due to the related projects because of the distance between them. Consequently, no cumulative impacts from vibration would result.

As discussed in Chapter 3.6, traffic generated by the proposed project would increase traffic on adjacent streets. It is assumed that the related projects would generate an increase in the amount of traffic on local roads as well. Thus, the future noise levels discussed in Chapter 3.6 consider the noise levels produced by ambient growth plus the proposed project's and the related projects' traffic. When considered together, the proposed project and the related projects would not create a significant cumulative impact on permanent ambient noise levels in the vicinity of the proposed project area.

PUBLIC SERVICES AND UTILITIES

The proposed project and each cumulative project listed in Table 4-1 would incrementally increase demand for police and fire protection services within the City and could potentially increase emergency response times. As discussed in Chapter 3.7, the Pasadena Fire Department evaluates its service needs on an annual basis to keep pace with projected growth. Similarly, the Pasadena Police Department evaluates staffing and resources on an annual basis. Each project is evaluated as it is proposed. Based on a review

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of this project and other projects, it was determined that new or expanded police or fire facilities would not be required. As such, the proposed project and the related projects would not result in substantial adverse physical impacts associated with the provision of new or physically altered facilities

The proposed project and the related projects would be expected to increase demand for water in the City, as is projected in the City's Urban Water Management Plan. PWP is planning to supply approximately 41,291 af/yr in 2015 through a combination of 24,741 af/yr of imported water and 16,935 af/yr groundwater and water extracted through spreading credits (PWP 2005). The water supply is intended to meet future projected water demand of 41,291 af/yr needed throughout the City, an increase of 6,199 af/yr compared to existing water demand/supply. Future water demand is based on population projections at buildout of the City's General Plan. Because the proposed project and the related projects are within the development capacity of the General Plan, PWP has accounted for this increased development. With implementation of mitigation, no new or expanded entitlements would be needed to supply water to the proposed project. Further, the related projects would be required to implement similar water conservation measures to reduce new demand for potable water supplies. With mitigation, the cumulative impact to water supply would be less than significant. However, as with the proposed project, strict water conservation measures may be imposed on the related projects in light of drought conditions.

The proposed project and the related projects would be required to pay the City's Sewer Facility Charge and other connection fees in order to offset the increased demand for wastewater services. The sewer facility charge and connection fees are used to construct incremental expansions to the local and regional wastewater system. The cumulative impact to the wastewater system would be less than significant.

TRANSPORTATION AND TRAFFIC

As discussed in Chapter 3.8, the future traffic conditions take into account 28 related projects that would potentially affect traffic circulation in the study area. The related projects list for traffic takes into account all projects currently approved, under construction, or pending approval in the City of Pasadena. The related project list for traffic is provided in Table 3.8-6, located in Chapter 3.8, Transportation and Traffic. The proposed project combined with the related projects would not create significant impacts at any of the study intersections. With implementation of mitigation measures TRANS-A through TRANS-C, the proposed project traffic combined with the related projects would not create significant cumulative impacts at any of the study roadway segments. Further, the proposed project would not exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways. As such, the cumulative impacts of the proposed project to transportation and traffic would be less than significant.

4.4 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

Public Resources Code section 21100(b)(2)(B) and section 15126.2(c) of the CEQA Guidelines require that an EIR analyze the extent to which the proposed project's primary and secondary effects would impact the environment and commit nonrenewable resources to uses that future generations will not be able to reverse.

Construction and operation of the proposed project would result in the use of nonrenewable resources during construction, including fossil fuels, natural gas, and water and building materials such as concrete and steel. As described in Chapter 2.0, Project Description, building materials would be recycled to the maximum extent possible. In addition, the proposed project would be constructed to LEED standards as per the City of Pasadena Green Building Ordinance. The proposed project is not anticipated to consume substantial amounts of energy in a wasteful manner, and it would not result in significant impacts from consumption of utilities. Although irreversible environmental changes would result from the proposed project, such changes would not be considered significant.

4.5 GROWTH-INDUCING IMPACTS

According to Section 15126.2 (d) of the CEQA Guidelines, growth-inducing impacts of the proposed project shall be discussed in the EIR. Growth-inducing impacts are those effects of the proposed project that might foster economic or population growth or the construction of new housing, either directly or indirectly, in the surrounding environment. According to CEQA, increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects.

Induced growth is any growth that exceeds planned growth and results from new development that would not have taken place without the implementation of the proposed project. Typically, the growth-inducing potential of a project would be considered significant if it results in growth or population concentration that exceeds those assumptions included in pertinent master plans, land use plans, or projections made by regional planning authorities. However, the creation of growth-inducing potential does not automatically lead to growth, whether it would be below or in exceedance of a projected level. The environmental effects of induced growth are secondary or indirect impacts of the proposed project. Secondary effects of growth could result in significant, adverse environmental impacts, which could include increased demand on community or public services, increased traffic and noise, degradation of air and water quality, and conversion of agricultural land and open space to developed uses.

Implementation of the proposed project would induce growth by providing approximately 160 new senior living apartment units. In addition, the expanded psychiatric care, residential treatment and chemical dependency programs, and increased number of assisted living beds would create job growth. However, the overall increase is considered consistent with existing City and regional policies regarding population and businesses. The amount of residential and nonresidential development is within the development parameters established by the General Plan (City of Pasadena 2004). In addition, the proposed project does not include the extension of roads or infrastructure.

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