EXECUTIVE SUMMARY

INTRODUCTION

The purpose of the executive summary is to provide a clear and simple description of the project and its potential environmental impacts. Section 15123 of the *California Environmental Quality Act (CEQA) Guidelines*[1] requires the executive summary to identify each significant effect with proposed mitigation measure(s) and alternatives that would minimize or avoid that effect. The summary is also required to identify areas of controversy known to the Lead Agency, including issues raised by agencies and the public, and issues to be resolved, including the choice among alternatives and whether or how to mitigate the significant effects.

PROJECT LOCATION AND SETTING

The City of Pasadena is located approximately 10 miles northeast of the City of Los Angeles in the County of Los Angeles (**Figure 2.0-1 Regional Location**). Regional access to the City is provided by State Route 134 (SR 134), Interstate 210 (I-210), Interstate 110 (I-110), and Interstate 710 (I-710). The Rose Bowl Stadium is located at 1001 Rose Bowl Drive in the City of Pasadena, on the south side of I-210 and west of SR-134. Main access points to the stadium are Rosemont Avenue, Seco Street, Salvia Canyon Road, West Washington Drive, and Rose Bowl Drive.

The stadium and associated facilities are located within the Arroyo Seco on the western edge of the City (**Figure 2.0-2, Project Vicinity**). The Arroyo Seco is a deeply cut canyon that links the San Gabriel Mountains and the Los Angeles River and is comprised of three sections, the Upper, Central, and Lower Arroyos. The Rose Bowl is located in the Central Arroyo, which extends from the Colorado Street Bridge at the south to I-210 at the north. It is generally bounded by Arroyo Boulevard and Arroyo Terrace on the east and Linda Vista Avenue on the west. The neighborhoods to the east and west are residential. The Central Arroyo comprises approximately 470 acres and is the most developed section of the Arroyo Seco. In 2009, the Central and Lower Arroyo areas were listed on the National Register of Historic Places as a district. **Figure 2.0-3, Arroyo Seco**, shows the location of the Upper, Lower and Central Arroyo Seco.

Land uses surrounding the Rose Bowl include the Brookside Golf Course immediately to the north and Brookside Park to the south. Single-family residential units are located near the stadium on the slopes of the Arroyo Seco. The residential neighborhoods surrounding the Central Arroyo are primarily single-

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1 California Environmental Quality Act, *CEQA Guidelines*, Section 15123.

family residential and within a hillside development district. The southeast edge of the Central Arroyo along Arroyo Terrace contains some small areas zoned for multi-family uses.

Access and Circulation

Currently, the Central Arroyo can accommodate approximately 20,280 vehicles. During major events at the Rose Bowl, parking is provided on adjacent surface parking lots located to the east, west, and south of the stadium, on Brookside Golf Course located north of the stadium, and off-site parking provided at the existing Parsons complex located at 100 West Walnut Street (via an existing shuttle program to/from the Rose Bowl Stadium). The paved parking lots to the east of the stadium are Lots B and D and the paved lots to the west are Lots F, K, L, and M. Lot I is also paved and is located south of the stadium just south of Seco Street (see **Figure 2.0-6,** in **Section 2.0, Project Description**). Area H is a turf area that is used primarily for recreational activities (i.e., soccer, kite flying, etc.) and on special event days, parking is provided in this area. The fairways of the two 18-hole Brookside Park golf courses north of the stadium are also divided into areas used for parking for major events. Parking is also provided near Brookside Park, located just east of Lot I. Based on information provided by the RBOC, approximately 20,280 total parking spaces are made available on both paved and turf areas. For large events like the Rose Bowl Game, with current attendance well over 80,000 people, the total parking supply can be increased to approximately 23,310 spaces with multiple stack parking configurations on certain lots. Parking configurations (i.e., two or three stack configurations) are determined on an event-by-event basis, based on the type of event and the number of attendees. It should be noted that although multiple stack parking results in a significantly higher parking supply, it also results in increased delays and less convenience for event patrons.

On-site Recreation

The Rose Bowl Stadium and associated facilities are located at 1001 Rose Bowl Drive and encompass 30 of 470 acres within the Central Arroyo. Recreational resources at the project site include an interchangeable football and soccer stadium, and open field/park amenities are provided by adjacent, associated facilities. The Rose Bowl Stadium provides recreational-viewing opportunities to the public, while associated facilities, such as Brookside Park, provide recreational use opportunities by the general public. The Rose Bowl Stadium is used throughout the year for concerts and at the 4th of July for a fireworks display. **Figure 2.0-7, Rose Bowl Recreation Facilities**, shows the recreational areas surrounding the Rose Bowl Stadium.

The Rose Bowl Operating Company and Existing Lease Agreements

The Rose Bowl Stadium, golf course, and clubhouse are managed by the Rose Bowl Operating Company (RBOC), a California non-profit, public benefit corporation, founded in 1995 by an act of the City Council. Areas it manages include the Rose Bowl Stadium and Brookside Golf Course. Board members are appointed by the City Council. The purpose of the RBOC is to enhance the economic and civic value of the Rose Bowl as a world-class stadium and the Brookside Golf Course as a professional-quality course. The other areas of the Central Arroyo – Area H and Brookside Park - are managed directly by the City of Pasadena through its Public Works Department.

PROJECT OBJECTIVES

The following are the City's objectives for the Temporary Use of the Rose Bowl by the NFL project:

- Generate revenue to fund City services and offset the costs associated with the Rose Bowl renovation project.
- Promote economic development in the project area and greater Pasadena through increased event activity and tourism.
- Conserve resources and avoid environmental impacts by utilizing existing infrastructure and parking facilities.
- Utilize the existing parking supply and establish a parking management plan to distribute parking consistent with arrival and departure directions to efficiently disperse project traffic, facilitate access to and from the site, and reduce traffic in the immediate vicinity to minimize potential pedestrian/vehicular conflicts.

PROJECT CHARACTERISTICS

The Rose Bowl is currently limited by the Arroyo Seco Public Lands Ordinance of the City of Pasadena Municipal Code to no more than 12 displacement events (attendance exceeding 20,000) per year. Such events occur primarily on the weekends, although concerts, football championship (BCS) games, and soccer events are often held during the week. The proposed project would amend the Ordinance to allow an additional 13 displacement events to occur annually at the Rose Bowl Stadium for a total of 25 displacement events. Approximately seven events would continue to be reserved for UCLA football games and up to two post-season collegiate games, including the Rose Bowl Game. Up to 13 events would be reserved for the NFL with up to two games held on weeknights. The Rose Bowl would continue to host other displacement events such as concerts and international soccer games with the total number of displacement events not to exceed 25. This amendment would specifically be aimed at

allowing the NFL to use the Rose Bowl for a period of up to five years beginning no sooner than the 2013-2014 season. The use of the Rose Bowl by the NFL would be temporary until a new NFL stadium is selected and built in the Los Angeles area, or until the completion of a five-year lease term, whichever comes first.

In addition to displacement events, the monthly swap meet and flea market would continue to be held, as would soccer and other games held in Lot H outside the stadium. There would be no change in the number of minor events that could be held. Currently, approximately 30 events (including the monthly flea market) with attendance between 2,000 and 20,000 are held each year.

The proposed project does not include any physical changes to the Rose Bowl Stadium or any of the surrounding features. It would not increase or decrease the seating available at the stadium, or associated parking. It does not include any ground disturbing or excavation activities, any interior or exterior renovation to the Rose Bowl, or any new structures on the project site.

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. In response to the significant impacts associated with the proposed project, the City of Pasadena developed and considered several alternatives to the project. These alternatives include:

- **Alternative 1** – No Project Alternative

  The No Project Alternative assumes that an amendment to the Arroyo Seco Public Lands Ordinance would not occur and that the number of displacement events allowed annually at the Rose Bowl Stadium would continue to be 12.

- **Alternative 2** – Reduced Attendance Alternative

  The Reduced Attendance Alternative would reduce per event attendance by approximately one-third, thereby allowing a maximum of 50,000 patrons at each event.

- **Alternative 3** – Reduced Non-NFL Displacement Event Alternative

  The Reduced Non-NFL Displacement Event Alternative would reduce the number of additional displacement events from 13 to 9 for a five-year period and would be restricted to non-NFL events. These displacement events could be sports related, concerts, or other activities that have a maximum attendance of 75,000 patrons.

The *State CEQA Guidelines* require that an environmentally superior alternative be identified from the alternatives considered in an EIR. Both the Reduced Attendance Alternative (Alternative 2) and the Reduced Non-NFL Alternative (Alternative 3), would reduce impacts associated with greenhouse gas emissions and land use. Alternative 2, the Reduced Attendance Alternative, would reduce significant impacts at intersections and street segments (compared to the proposed project). Alternative 2 would also reduce particulate matter 10 microns or less in diameter (PM10) impacts associated with the proposed project. Therefore, Alternative 2 is the environmentally superior alternative.

AREAS OF KNOWN CONTROVERSY

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, at the Rose Bowl 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 1.0**) identified environmental topics that local and regional agencies and City residents recommended for analysis in the Draft EIR. These topics include:

- Air Quality
- Greenhouse Gases
- Land Use
- Public Services
- Recreation
- Noise
- Transportation, Circulation and Parking

ISSUES TO BE RESOLVED

The *State CEQA Guidelines* require an EIR to present issues to be resolved by the lead agency. These issues include the choice between alternatives and whether or how to mitigate potentially significant impacts. The major issues to be resolved by the City of Pasadena, as the Lead Agency for the project include the following:

- 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.

SUMMARY OF PROJECT IMPACTS

A summary of the environmental impacts associated with implementation of the proposed project, mitigation measures included to avoid or lessen the severity of potentially significant impacts, and residual impacts, is provided in **Table ES-1, Summary of Project Impacts, Mitigation Measures, and Residual Impacts**, below.

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

Significance Threshold and Project Impacts	Mitigation Measures	Residual Impact
Air Quality		
Impact 3.1-1: The project would not conflict with or obstruct implementation of the applicable air quality plan	No mitigation is required	Less than significant
Impact 3.1-2: The project would generate total criteria pollutant emissions during construction or operation (direct and indirect) in excess of the thresholds given in **Table 3.1-4**, SCAQMD Regional Emissions Significance Thresholds	See Traffic **Mitigation Measure MM 3.7-1** and **MM 3.7-2**,	Significant and unavoidable
Impact 3.1-3: The project would result in a cumulatively considerable net increase of criteria pollutants for which the project region is non-attainment under an applicable federal or state ambient air quality standard.	See Traffic **Mitigation Measure MM 3.7-1** and **MM 3.7-2**,	Significant and unavoidable
Impact 3.1-4: The project would not expose sensitive receptors to substantial pollutant concentrations.	No mitigation is required	Less than significant
Greenhouse Gases		
Impact 3.2-1: The proposed project would generate greenhouse gas emissions as a result of the increased number of events at the Rose Bowl Stadium but these emissions would not exceed the threshold of 4.8 $MTCO_2e$ per SP per year.	No mitigation is required	Less than significant
Land Use		
Impact 3.3.1 The proposed project would not physically divide an established community.	No mitigation is required	Less than significant
Impact 3.3.2 The proposed project would not conflict with applicable land use plans.	No mitigation is required	Less than significant

Significance Threshold and Project Impacts	Mitigation Measures	Residual Impact
Noise		
Impact 3.4.1 The proposed project would expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.	See Traffic **Mitigation Measure MM 3.7-1** and **MM 3.7-2**,	Significant and unavoidable
Impact 3.4.2 The proposed project would not create a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.	No mitigation is required	Less than significant
Impact 3.3-3 The proposed project would create a substantial temporary or periodic increase in ambient noise levels in the project vicinity that would exceed the City's standards.	See Traffic **Mitigation Measure MM 3.7-1** and **MM 3.7-2**,	Significant and unavoidable
Public Services		
Impact 3.5.1-1 The proposed project could increase demand for fire protection services, but would not require the construction of new or physically altered governmental facilities to accommodate the increased demand and maintain acceptable fire flows.	No mitigation is required	Less than significant
Impact 3.5.2-1 The proposed project could affect police levels on major event days, but would not require the construction of new or physically altered police facilities to accommodate increased demand.	No mitigation is required	Less than significant
Recreation		
Impact 3.6-1 The proposed project would not result in the physical deterioration of neighborhood or regional parks, or require the construction of new parks to accommodate demand.	**MM 3.6-1** The RBOC or their designees shall be responsible for timely repair (within one day) of damaged Brookside Golf Course turf areas as a result of parking during displacement events.	With implementation of **MM 3.6-1,** impacts would be less than significant
Impact 3.6-2 The proposed project would significantly interfere with existing recreational facilities in the Central Arroyo.	**MM 3.6-2** The RBOC shall maintain access to the loop, trails, and other recreational uses during NFL and other displacement events. **MM 3.6-3** RBOC shall notify residents and neighborhood associations of upcoming NFL games. A schedule of games shall be provided to nearby residents, neighborhood associations and interested parties prior to the start of each NFL season. **MM. 3.6-4** The City and the NFL shall ensure, through provisions in the lease agreement, that the Tournament of Roses and Rose Bowl game activities will be accommodated in a manner consistent with the traditional operating circumstances, needs, and locations of Tournament activities.	Passive recreational users and certain active recreation users would continue to be displaced from the Rose Bowl area on event days. Impacts associated with disruption of recreational use within the Central Arroyo would remain significant and unavoidable.
Impact 3.6-3 The proposed project would expand recreational use at the Rose Bowl by adding additional events, including NFL games.	No mitigation is required	Beneficial

Significance Threshold and Project Impacts	Mitigation Measures	Residual Impact
Transportation, Circulation and Parking		
Impact 3.7-1 Implementation of the proposed project would result in significant impacts to intersections during weekday and weekend events.	**MM 3.7-1** The following 22 significantly impacted intersections are projected to operate at LOS C or better during both arrival (prior to event) and departure (post-event) under both the weekday or/and weekend Existing With Project and Future With Project scenarios: Intersection 1: San Rafael Avenue & SR-134 Freeway EB Ramps Intersection 4: West Drive and Seco Street Intersection 5: Rosemont Avenue and Washington Boulevard Intersection 11: I-210 Freeway EB Ramps & Howard Street Intersection 12: Lincoln Avenue & I-210 Freeway WB Ramps Intersection 19: I-210 Freeway WB Ramps & Berkshire Place Intersection 20: Linda Vista Avenue & Highland Drive Intersection 21: Linda Vista Avenue & Oak Grove Drive Intersection 23: North Arroyo Boulevard/Windson Avenue & Woodbury Road Intersection 24: Arroyo Boulevard & Lower Arroyo Park Entrance Intersection 25: Arroyo Boulevard & California Boulevard Intersection 30: St. John Avenue & Colorado Boulevard Intersection 31: Pasadena Avenue & Union Street Intersection 32: Pasadena Avenue & Colorado Boulevard Intersection 39: Lincoln Avenue & Woodbury Road Intersection 40: Fair Oaks Avenue & Woodbury Road Intersection 41: Lincoln Avenue & Washington Boulevard Intersection 45: St. John Avenue/I-210 Eastbound Off-Ramp & Walnut Street Intersection 46: Pasadena Avenue/I-210 Westbound On-Ramp & Walnut Street Intersection 50: Arroyo Parkway & Union Street Intersection 61: St. John Avenue & Del Mar Boulevard Intersection 62: Pasadena Avenue & Del Mar Boulevard	Significant and unavoidable

Significance Threshold and Project Impacts	Mitigation Measures	Residual Impact
Transportation, Circulation and Parking (continued)		
	MM 3.7-1 (continued) Proposed Project Feature: Out of the aforementioned 22 intersections, the following 11 intersections will either be supplemented with a traffic control officer (TCO) to prioritize event traffic flow through the intersection or will operate under an optimized traffic signal timing plan to prioritize peak event traffic flow: **Traffic Control Office Post*** Intersection 1: San Rafael Avenue & SR-134 Freeway EB Ramps Intersection 4: West Drive and Seco Street Intersection 5: Rosemont Avenue and Washington Boulevard Intersection 24: Arroyo Boulevard & Lower Arroyo Park Entrance Intersection 25: Arroyo Boulevard & California Boulevard Intersection 41: Lincoln Avenue & Washington Boulevard **Traffic Signal Optimization** Intersection 31: Pasadena Avenue & Union Street Intersection 32: Pasadena Avenue & Colorado Boulevard Intersection 41: Lincoln Avenue & Washington Boulevard Intersection 45: St. John Avenue/I-210 Eastbound Off-Ramp & Walnut Street Intersection 46: Pasadena Avenue/I-210 Westbound On-Ramp & Walnut Street **Appendix A of the traffic study includes details of changes in lane configuration at some of the intersection where a TCO is deployed during arrival or/and departure of event traffic.*	

Significance Threshold and Project Impacts	Mitigation Measures	Residual Impact
Transportation, Circulation and Parking (continued)		
	MM 3.7-1 (continued) **Mitigation Measures for intersections operating at LOS D, E, and F** The following 38 significantly impacted intersections are projected to operate at LOS D, E or F during either/both arrival (prior to event) and departure (post-event) under the weekday or/and weekend Existing With Project and Future With Project scenarios: Intersection 2: San Rafael Avenue & SR-134 Freeway WB Ramps Intersection 3: West Drive and Salvia Canyon Road Intersection 6: Rosemont Avenue and Seco Street Intersection 7: Orange Grove Boulevard & Holly Street/I-210 Freeway WB Off-Ramp and EB On-Ramp Intersection 8: Orange Grove Boulevard & SR-134 Freeway EB Off-Ramp and WB On-Ramp/ Colorado Boulevard Intersection 9: North Arroyo Boulevard & I-210 Freeway WB Ramps Intersection 10: North Arroyo Boulevard & I-210 Freeway EB Ramps Intersection 13: I-210 Freeway EB Ramps & Mountain Street Intersection 14: I-210 Freeway WB Ramps & Mountain Street Intersection 18: I-210 Freeway EB Ramps & Berkshire Place Intersection 26: Orange Grove Boulevard & California Boulevard Intersection 27: Arroyo Parkway & California Boulevard Intersection 28: Pasadena Avenue & California Boulevard Intersection 29: St. John Avenue & California Boulevard Intersection 34: Fair Oaks Avenue & Walnut Street Intersection 35: Fair Oaks Avenue & Union Street Intersection 36: Pasadena Avenue & Colorado Boulevard Intersection 37: Fair Oaks Avenue & Green Street Intersection 38: Arroyo Parkway & Colorado Boulevard Intersection 43: Lincoln Avenue & Mountain Street/Seco Street Intersection 44: Fair Oaks Avenue & Mountain Street Intersection 47: Fair Oaks Avenue & Orange Grove Boulevard Intersection 48: Fair Oaks Avenue & Maple Street/I-210 Westbound Ramps/SR 134 Westbound Ramps	

Significance Threshold and Project Impacts	Mitigation Measures	Residual Impact
Transportation, Circulation and Parking (continued)		
	MM 3.7-1 (continued) Intersection 49: Fair Oaks Avenue & Corson Street/SR 134 Eastbound Ramps Intersection 51: Linda Vista Avenue & Holly Street Intersection 52: Arroyo Parkway & Del Mar Boulevard Intersection 53: Fair Oaks Avenue & California Boulevard Intersection 54: Fair Oaks Avenue & Glenarm Street Intersection 55: Arroyo Parkway & Glenarm Street Intersection 56: Fair Oaks Avenue & I-110 Southbound On-Ramp/State Street Intersection 57: Fair Oaks Avenue & I-110 Northbound Off-Ramp/Grevalia Street Intersection 58: Orange Grove Avenue & I-110 Southbound Ramps Intersection 59: Orange Grove Avenue & I-110 Northbound Ramps Intersection 60: Orange Grove Avenue & Del Mar Boulevard Intersection 63: Fair Oaks Avenue & Del Mar Boulevard Intersection 64: Orange Grove Avenue & Columbia Street Intersection 65: Pasadena Avenue/Fremont Avenue & Columbia Intersection 66: Fair Oaks Avenue & Columbia Street <u>Proposed Project Feature:</u> As part of the proposed project traffic operations plan, out of the aforementioned 38 intersections, the following 23 intersections will either be deployed with a TCO to prioritize event traffic flow through the intersection or will operate under an optimized traffic signal timing plan to prioritize peak event traffic flow: **Traffic Control Office Post*** Intersection 2: San Rafael Avenue & SR-134 Freeway WB Ramps Intersection 3: West Drive and Salvia Canyon Road Intersection 6: Rosemont Avenue and Seco Street Intersection 7: Orange Grove Boulevard & Holly Street/I-210 Freeway WB Off-Ramp and EB On-Ramp Intersection 8: Orange Grove Boulevard & SR-134 Freeway EB Off-Ramp and WB On-Ramp/Colorado Boulevard	

Significance Threshold and Project Impacts	Mitigation Measures	Residual Impact
Transportation, Circulation and Parking (continued)		
	MM 3.7-1 (continued) Intersection 9: North Arroyo Boulevard & I-210 Freeway WB Ramps Intersection 10: North Arroyo Boulevard & I-210 Freeway EB Ramps Intersection 26: Orange Grove Boulevard & California Boulevard Intersection 43: Lincoln Avenue & Mountain Street/Seco Street Intersection 51: Linda Vista Avenue & Holly Street Intersection 53: Fair Oaks Avenue &California Boulevard Intersection 54: Fair Oaks Avenue & Glenarm Street Intersection 60: Orange Grove Avenue & Del Mar Boulevard Intersection 63: Fair Oaks Avenue & Del Mar Boulevard Intersection 64: Orange Grove Avenue & Columbia Street **Traffic Signal Optimization** Intersection 34: Fair Oaks Avenue & Walnut Street Intersection 35: Fair Oaks Avenue & Union Street Intersection 36: Pasadena Avenue & Colorado Boulevard Intersection 37: Fair Oaks Avenue & Green Street Intersection 44: Fair Oaks Avenue & Mountain Street Intersection 47: Fair Oaks Avenue & Orange Grove Boulevard Intersection 48: Fair Oaks Avenue & Maple Street/I-210 Westbound Ramps/SR 134 Westbound Ramps Intersection 49: Fair Oaks Avenue & Corson Street/SR 134 Eastbound Ramps **Appendix A of the traffic study includes details of changes in lane configuration at some of the intersection where a TCO is deployed during arrival or/and departure of event traffic.* In addition, it is recommended that traffic management strategies, including a program of operational improvements be employed as mitigation to help manage demand and improve traffic operations over and above the changes currently proposed as part of project's traffic operations plan. The operational improvements include priority or additional roadway capacity for certain traffic movements to or from the Rose Bowl during arrival or departure of event traffic. To quantitatively account for the benefit of proposed mitigations, additional capacity has been applied to the prioritized movements in the V/C and LOS analysis under the "with mitigations" scenarios. Reduced capacities have been applied to non-prioritized movements, reflecting the priority that would be transferred to other movements	

Significance Threshold and Project Impacts	Mitigation Measures	Residual Impact
Transportation, Circulation and Parking (continued)		
	MM 3.7-2: Unless on-the-ground conditions (e.g., traffic accidents or other unanticipated traffic events) require the Pasadena Police Department to deviate from these specific mitigation measures and implement alternative traffic control measures, the traffic operations plan shall include, and the City shall implement, the following intersection-specific mitigation measures: **Intersection #8 Orange Grove Boulevard and SR-134 Freeway EB Off-Ramp and WB On-Ramp/Colorado Boulevard** – As an additional improvement over and above the aforementioned traffic operations plan, the westbound right turns from Colorado Boulevard would be allowed to operate as free-flow with the provision of an additional receiving lane on northbound Orange Grove Boulevard using traffic cones. **Intersection #9 North Arroyo Boulevard and I-210 Freeway WB Ramps** – During the peak hour for departure traffic after a game, this intersection's signal would be placed in flash mode and manually controlled by a TCO to prioritize the northbound traffic from Rosemont Avenue onto the I-210 freeway westbound on-ramp. This intersection would be operated using way-finding signage and traffic cones to allow left turns from both the northbound left-turn lane and adjacent through lane. **Intersection #10 North Arroyo Boulevard and I-210 Freeway EB Ramps** – As an additional improvement over and above the aforementioned traffic operations plan, the northbound approach at this location would operate as two through lanes and an exclusive right-turn lane using traffic cones **Intersection 13#** I-210 Freeway EB Ramps and Mountain Street – During the peak hour for arrival traffic before a game, this intersection would be manually controlled by a TCO to prioritize westbound traffic on Mountain Street. During the peak hour for departure traffic after a game, this intersection would be operated to allow three lanes of eastbound traffic with one free flow right-turn lane onto the I-210 westbound on-ramp, one shared through/right-turn lane and one through lane using traffic cones. During egress, pedestrian movement at the intersection impacts the flow of vehicles. A TCO is recommended to control pedestrian movement and facilitate the flow of vehicular traffic. **Intersection #14** I-210 Freeway WB Ramps and Mountain Street – During the peak hour for arrival traffic before a game and departure traffic after a game, this intersection would be manually controlled by a TCO to improve traffic flow and coordinate with operations at adjacent intersection #13 – I-210 Freeway Eastbound Ramps and Mountain Avenue.	

Significance Threshold and Project Impacts	Mitigation Measures	Residual Impact
Transportation, Circulation and Parking (continued)		
	MM 3.7-2: (continued) **Intersection #34 Fair Oaks Avenue & Walnut Street** – In addition to the traffic signal optimization by the City of Pasadena Traffic Management Center (TMC) as part of the proposed Project traffic operations plan, eastbound left turns off the freeway would be allowed from both the left-turn lane and the adjacent through lane using way-finding signage and traffic cones. **Intersection #49 Fair Oaks Avenue & Corson Street/SR 134 Eastbound Ramps** – The northbound right-turn lane would operate as a free-flow right-turn lane onto the Corson Street using traffic cones. The eastbound approach would operate as one left-turn lane, one shared through/left-turn lane, and two right-turn lanes. **Intersection #53 Fair Oaks Avenue & California Boulevard** – This intersection's signal would be manually controlled by a TCO to provide additional green time to northbound traffic during the peak hour for arrival traffic before a game and southbound traffic during the peak hour for departure traffic after a game. **Intersection #54** Fair Oaks Avenue & Glenarm Street – This intersection's signal would be manually controlled by a TCO to provide additional green time to northbound traffic during the peak hour for arrival traffic before a game and southbound traffic during the peak hour for departure traffic after a game. **Intersection #56** Fair Oaks Avenue & I-110 Southbound On-Ramp/State Street – This intersection's signal would be manually controlled by a TCO to provide additional green time to northbound traffic during the peak hour for arrival traffic before a game and southbound traffic during the peak hour for departure traffic after a game. **Intersection #57** Fair Oaks Avenue & I-110 Northbound Off-Ramp/Grevalia Street – During the peak hour for arrival traffic before a game, this intersection's signal would be placed in flash mode and manually controlled by a TCO. The northbound off-ramp would operate as one left-turn lane and one shared left/through/right-turn lane onto Fair Oaks Avenue. No mitigation measure has been identified for the departure peak hour after a game.	

Significance Threshold and Project Impacts	Mitigation Measures	Residual Impact
Transportation, Circulation and Parking (continued)		
	MM 3.7-2: (continued) In addition to the operational improvements recommended in **Mitigation Measure 3.7-2**, a transportation demand management program might further reduce impacts to a small and not quantifiable extent by encouraging the use of transportation other than automobiles, encouraging ride sharing, and increasing the efficiency by which vehicles could be moved off of streets and into the Rose Bowl parking lots. Therefore, a transportation demand management program is recommended as **Additional Measure 3.7-2.1**. However, as the success of this program is neither guaranteed nor quantifiable, no credit for reducing impacts has been calculated as a result of this recommended measure and it is not considered to be mitigation. Additionally, some flexibility has been provided to coordinate measures with the future team that would play football at the Rose Bowl and to be able to adjust programs based on whether any individual incentive or implementation measure is proving successful.	
Impact 3.7-2 Implementation of the proposed project would result in significant impacts to street segments during weekday and weekend events.	No feasible mitigation exists to reduce this impact	Significant and unavoidable
Impact 3.7-3 Implementation of the proposed project would not adversely affect pedestrian and bicycle facilities during events.	No mitigation is required	Less than significant
Impact 3.7-4 Implementation of the proposed project could adversely affect transit systems on event days.	**MM 3.7-3** To mitigate the potential impact to the regional transit system, it is recommended that Metro increase transit service to meet the demand of both commuter peak hour transit ridership, as well as the demand generated from the project. Since this mitigation measure is the responsibility of another jurisdiction, it is recommended that the City of Pasadena provide information to Metro in order to determine the level of transit service that is adequate to meet game day demands	Significant and unavoidable
Impact 3.7-5 Implementation of the proposed project would result in significant impacts to CMP intersections.	**MM 3.7-4** The Rose Bowl Traffic Command Center shall coordinate with PPD, PDOT and Caltrans to place two changeable message signs along the I-210 or/and SR-134 to help facilitate ingress/egress on game days. However, given the volume of traffic that would utilize the freeways, there is no feasible operational mitigation measure that could fully mitigate the project's potential for impacts.	Significant and unavoidable

Significance Threshold and Project Impacts	Mitigation Measures	Residual Impact
Transportation, Circulation and Parking (continued)		
Impact 3.7-6 Parking demand for weekday events could exceed supply; however impacts can be mitigated.	**MM 3.7-5** Parking operators shall monitor parking demand on game days to ensure sufficient supply is available to meet parking demand around the Rose Bowl. If excess parking demand is anticipated, stacked parking will be implemented as needed in one or more of the following parking lots to ensure that there is sufficient supply to meet demand: Lot H, Lot BD 2 & 3, Lot 1 A, Lot 1, Lot 2, Lot 3, Lot 4, Lot 5, Lot 6, Lot 7, Lot 8A, Lot 9, Lot 10 The use of stacked parking at these lots can increase parking supply by up to approximately 3,000 spaces. **MM 3.7-6** Parking and traffic management staff for the Rose Bowl will implement all traffic and parking control plans for NFL game days, as are implemented for other events at the Rose Bowl to monitor and direct traffic to minimize spillover parking and other disruptions to residential neighborhoods adjacent to the Rose Bowl.	Less than significant