1. Executive Summary

1.1 INTRODUCTION

This Draft Environmental Impact Report (DEIR) addresses the environmental effects associated with the implementation of the proposed Lincoln Avenue Specific Plan. The California Environmental Quality Act (CEQA) requires that local government agencies, prior to taking action on projects over which they have discretionary approval authority, consider the environmental consequences of such projects. An Environmental Impact Report (EIR) is a public document designed to provide the public and local and State governmental agency decision-makers with an analysis of potential environmental consequences to support informed decision-making. This document focuses on those impacts determined to be potentially significant as discussed in the Initial Study completed for this project (see Appendix A).

This DEIR has been prepared pursuant to the requirements of CEQA, and the City of Pasadena's CEQA procedures. The City of Pasadena, as the lead agency, has reviewed and revised as necessary all submitted drafts, technical studies, and reports to reflect its own independent judgment, including reliance on applicable City technical personnel from other departments and review of all technical subconsultant reports.

Data for this DEIR was obtained from on-site field observations, discussions with affected agencies, analysis of adopted plans and policies, review of available studies, reports, data and similar literature, and specialized environmental assessments (air quality, greenhouse gas emissions, historic resources, hazards and hazardous materials, noise, and transportation and traffic).

1.2 ENVIRONMENTAL PROCEDURES

This DEIR has been prepared pursuant to CEQA to assess the environmental effects associated with implementation of the proposed project, as well as anticipated future discretionary actions and approvals. The six main objectives of this document as established by CEQA are listed below:

1) To disclose to decision makers and the public the significant environmental effects of proposed activities.

2) To identify ways to avoid or reduce environmental damage.

3) To prevent environmental damage by requiring implementation of feasible alternatives or mitigation measures.

4) To disclose to the public reasons for agency approval of projects with significant environmental effects.

5) To foster interagency coordination in the review of projects.

6) To enhance public participation in the planning process.

An EIR is the most comprehensive form of environmental documentation identified in CEQA and the CEQA Guidelines and provides the information needed to assess the environmental consequences of a proposed project, to the extent feasible. EIRs are intended to provide an objective, factually supported, full-disclosure

analysis of the environmental consequences associated with a proposed project that has the potential to result in significant, adverse environmental impacts.

An EIR is also one of various decision-making tools used by a lead agency to consider the merits and disadvantages of a project that is subject to its discretionary authority. Prior to approving a proposed project, the lead agency must consider the information contained in the EIR, determine whether the EIR was properly prepared in accordance with CEQA and the CEQA Guidelines, determine that it reflects the independent judgment of the lead agency, adopt findings concerning the project's significant environmental impacts and alternatives, and adopt a Statement of Overriding Considerations if the proposed project would result in significant impacts that cannot be avoided.

1.2.1 EIR Format

This DEIR has been formatted as described below.

Section 1. Executive Summary: Summarizes the project description, the format of this EIR, project alternatives, any critical issues remaining to be resolved, and the potential environmental impacts and mitigation measures identified for the project.

Section 2. Introduction: Describes the purpose of this EIR, background on the project, the Notice of Preparation, the use of incorporation by reference, and Final EIR certification.

Section 3. Project Description: A detailed description of the project, the objectives of the proposed project, the project area and location, approvals anticipated to be included as part of the project, the necessary environmental clearances for the project, and the intended uses of this EIR.

Section 4. Environmental Setting: A description of the physical environmental conditions in the vicinity of the project as they existed at the time the Notice of Preparation was published, from both a local and regional perspective. The environmental setting provides baseline physical conditions from which the lead agency determines the significance of environmental impacts resulting from the proposed project.

Section 5. Environmental Analysis: Provides, for each environmental parameter analyzed, a description of the thresholds used to determine if a significant impact would occur; the methodology to identify and evaluate the potential impacts of the project; the existing environmental setting; the potential adverse and beneficial effects of the project; the level of impact significance before mitigation; the mitigation measures for the proposed project; the level of significance of the adverse impacts of the project after mitigation is incorporated and the potential cumulative impacts associated with the proposed project and other existing, approved, and proposed development in the area.

Section 6. Significant Unavoidable Adverse Impacts: Describes the significant unavoidable adverse impacts of the proposed project.

Section 7. Alternatives to the Proposed Project: Describes the impacts of the alternatives to the proposed project, including the No Project Alternative, and a Reduced Intensity Alternative.

Section 8. Impacts Found Not to Be Significant: Briefly describes the potential impacts of the project that were determined not to be significant by the Initial Study and were therefore not discussed in detail in this EIR.

Section 9. Significant Irreversible Changes Due to the Proposed Project: Describes the significant irreversible environmental changes associated with the project.

Section 10. Growth-Inducing Impacts of the Project: Describes the ways in which the proposed project would cause increases in employment or population that could result in new physical or environmental impacts.

Section 11. Organizations and Persons Consulted: Lists the people and organizations that were contacted during the preparation of this EIR for the proposed project.

Section 12. Qualifications of Persons Preparing EIR: Lists the people who prepared this EIR for the proposed project.

Section 13. Bibliography: A bibliography of the technical reports and other documentation used in the preparation of this EIR for the proposed project.

Appendices. The appendices for this document (presented in PDF format on a CD attached to the front cover) contain the following supporting documents:

- Appendix A: Notice of Preparation (NOP) and Initial Study
- Appendix B: NOP Comments
- Appendix C: Air Quality and GHG Emission Modeling Data
- Appendix D: Hazardous Materials Data (EDR Report)
- Appendix E: Noise Modeling Data
- Appendix F: Traffic Impact Analyses
- Appendix G: Service Letters

1.2.2 Type and Purpose of This DEIR

This DEIR has been prepared as a Program EIR in accordance with CEQA, the State CEQA Guidelines, and the City's Rules for the Implementation of CEQA. In accordance with Section 15121(a) of the State CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3):

> An EIR is an informational document which will inform public agency decision-makers and the public generally of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project.

As provided in Section 15168 of the State CEQA Guidelines, a Program EIR may be prepared on a series of actions that may be characterized as one large project that are related either 1) geographically; 2) as logical parts of a chain of contemplated events; 3) in connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program; or 4) as individual activities carried out under the same authorizing statutory or regulatory authority and have generally similar environmental effects that can be mitigated in similar ways. The CEQA Guidelines (Section 15168[b]) encourages the use of Program EIRs, citing five advantages:

1. Provide an occasion for a more exhaustive consideration of effects and alternatives than would be practical in an EIR or an individual action

2. Ensure consideration of cumulative impacts that might be slighted in a case-by-case analysis

3. Avoid duplicative reconsideration of basic policy considerations

4. Allow the Lead Agency to consider broad policy alternatives and programwide mitigation measures at an early time when the agency has greater flexibility to deal with basic problems or cumulative impacts

5 Allow reduction in paperwork

Although the legally required contents of a Program EIR are the same as those of a Project EIR, Program EIRs are typically more conceptual and may contain a more general discussion of impacts, alternatives, and mitigation measures than a Project EIR. Once a Program EIR has been prepared, subsequent activities within the program must be evaluated to determine whether an additional CEQA document needs to be prepared. However, if the Program EIR addresses the program's effects as specifically and comprehensively as possible, many subsequent activities could be found to be within the Program EIR scope and additional environmental documents may not be required (Guidelines Section 15168[c]). When a Program EIR is relied on for a subsequent activity, the lead agency must incorporate feasible mitigation measures and alternatives developed in the Program EIR into the subsequent activities (Guidelines Section 15168[c][1]). If a later activity would have effects that were not examined in the Program EIR, a new Initial Study would need to be prepared leading to either an EIR or a Negative Declaration. In this case, the Program EIR still serves a valuable purpose as the first-tier environmental analysis.

1.3 PROJECT OBJECTIVES

The following objectives have been established for the Lincoln Avenue Specific Plan project and will aid decision makers in their review of the project and associated environmental impacts:

- Create a neighborhood "main street' that will serve as the focal point for the neighborhoods surrounding Lincoln Avenue.
- Preserve and enhance existing residential areas.
- Provide new opportunities for all types of housing along the corridor.
- Facilitate opportunities for catalytic developments that provide desired neighborhood-oriented retail and service businesses, local employment opportunities, and a link to the community.
- Provide for the gradual phasing out of industrial uses that create conflicts with surrounding neighborhoods.
- Support design that contributes to the enhanced character of the City and Northwest Pasadena in particular.
- Enrich the pedestrian environment along Lincoln Avenue through well-designed and appropriately scaled projects and pleasing streetscapes.
- Invite pedestrian activity through a cohesive and improved streetscape corridor.
- Encourage investment, maintenance, and pride in the Lincoln Avenue Specific Plan area.
- Enhance public safety

1.4 PROJECT LOCATION

The Lincoln Avenue Specific Plan is in the City of Pasadena within the area known as Northwest Pasadena. The City of Pasadena is in central Los Angeles County, approximately 10 miles northeast of downtown Los Angeles and in the northwest San Gabriel Valley, which is part of the larger Los Angeles Basin that occupies much of southern and central Los Angeles County. The Lincoln Avenue Specific Plan area consists of approximately 50 acres of properties fronting a 1.3 mile section of Lincoln Avenue, a primary north/south corridor, from the northern City boundary near Vermont Street to the north to Forest Avenue to the south. Washington Boulevard and Mountain Street are the major east/west roads that intersect Lincoln Avenue. Two I-210 freeway entrance/exit ramps provide local access: one at Mountain Street on the southern end and one north of Howard Street where the freeway bisects the plan area.

1.5 PROJECT SUMMARY

The City of Pasadena, as lead agency and project applicant, is processing the Lincoln Avenue Specific Plan, General Plan Amendment, and Zone Change Amendment. The Lincoln Avenue Specific Plan is available for review at the City of Pasadena, Permit Center, 175 North Garfield Avenue, Pasadena, California 91101 and on the City of Pasadena web site at: www.cityofpasadena.net/Nothwest/Lincoln_Avenue_Specific_Plan/

Implementation of the Lincoln Avenue Specific Plan would gradually convert existing industrial and auto-related land uses to a neighborhood-serving district. Buildout of the specific plan would allow for an additional 500,000 square feet of commercial/office/retail uses and 91 additional residential units. Mixed-use opportunities (commercial/residential) would also be introduced along the corridor. Table 1-1 summarizes the existing, project buildout and proposed change (net new) land use statistical summary.

Table 1-1
Lincoln Avenue Specific Plan Land Use Statistical Summary

	Existing Uses		Proposed Uses (Buildout)		Proposed Project (Net New)	
Land Use	**TSF**	**Units**	**TSF**	**Units**	**TSF**	**Units**
Specialty Retail	115		595		480	
Office	23		343		320	
Education/Religious/Institutional	41		0		-41	
General/Light Industrial	259		0		-259	
Multi-Family		133		205		72
SFR		77		96		19
Total	438	210	938	301	500	91

Source: City of Pasadena and The Planning Center|DC&E0
TSF = Thousand Square Feet

A number of significantly underutilized sites exist along the corridor, especially on the west side of Lincoln Avenue, south of the freeway. Catalytic sites and projects were analyzed to identify areas that could facilitate high quality development to encourage new development and redevelopment pursuant to the specific plan (see Lincoln Avenue Specific Plan, Chapter 3 *Revitalization Strategy)*. A key catalytic site was identified, "Lincoln/Washington Site A," and consists of several large properties at the northeast corner of Lincoln Avenue and Washington Boulevard, with 12 parcels and slightly over six acres. Uses include a variety of businesses related to the construction industry, including concrete, lumber, and window sales and sheet metal establishments. This area is highly visible, with easy access to I-210 and the Lincoln Avenue and Washington Boulevard intersection. The site is envisioned to be transformed into a coordinated retail center with a public

gathering space, a high level of design detail, and businesses that meet the community's needs. Design orientation would focus parking to the rear of the project area, providing building interest and gathering spaces along the corridor.

A detailed project description is provided in Section 3.3.2, *Description of the Project*, of this EIR.

1.6 SUMMARY OF PROJECT ALTERNATIVES

The CEQA Guidelines (Section 15126.6[a]) state that an EIR must address "a range of reasonable alternatives to the project, or to the location of the project, which could feasibly attain the basic objectives of the project, but would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives." The alternatives were based, in part, on their potential ability to reduce or eliminate the following impacts determined to be significant and unavoidable for the proposed project. The following four alternatives have been determined to represent a reasonable range of alternatives which have the potential to feasibly attain most of the basic objectives of the project but which may avoid or substantially lessen any of the significant effects of the project. These alternatives are analyzed in detail in the following sections.

- No Project/Existing 2004 General Plan Alternative
- Increased Residential/Reduced Retail Development Alternative
- Increased Office/Reduced Retail Development Alternative
- Reduced Intensity Alternative

Each alternative's environmental impacts are compared to the proposed project and determined to be environmentally superior, neutral, or inferior. However, only those impacts found significant and unavoidable are used in making the final determination of whether an alternative is environmentally superior or inferior to the proposed project. Impacts involving air quality, GHG emissions, noise, and traffic were found to be significant and unavoidable. Section 7.7 identifies the Environmentally Superior Alternative

1.6.1 No-Project/Existing 2004 General Plan Alternative

The No Project alternative assumes that the Lincoln Avenue Specific Plan would not be adopted and the existing onsite buildings would remain. Pursuant to CEQA Guidelines Section 15126.6(e)(3)(A), where a project is the revision of an existing regulatory plan the "no project" alternative assumes continuation of the existing plan, policy or operation into the future. Therefore, this alternative assumes that new development and redevelopment would continue to occur in the project area consistent with the existing (2004) General Plan Land Use Element designations, the current zoning map designations and the provisions of the Design Standards and Guidelines for Neighborhood Commercial & Multi-family Districts.

1.6.2 Increased Residential/Reduced Retail Development Alternative

The Increased Residential/Reduced Retail Development Alternative would increase the total number of residential units by 25 percent with a corresponding decrease in retail development by 25 percent. This alternative would allow for a net increase of 23 multifamily residential units and a decrease of 120,000 square feet of specialty retail as compared to the project. This results in a total net increase of 380,000 square feet of commercial uses and 114 residential units. The 300,000 square foot reduction in industrial, educational and institutional uses would remain the same as the project.

1.6.3 Increased Office/Reduced Retail Development Alternative

The Increased Office/Reduced Retail Development Alternative would change the proposed mix of commercial development. This alternative would have the same net increase in residential units (91 units) and non-

residential development (500,000 square feet) as the project, but would allow for a total of 480,000 square feet of office and 320,000 square feet of specialty retail. The 300,000 square foot reduction in industrial, educational and institutional uses would remain the same as the proposed project.

1.6.4 Reduced Intensity Alternative

The Reduced Intensity Alternative would reduce development intensity by 50 percent by reducing the allowable development of new and removed buildings for each proposed use by half. Compared to the proposed project, this alternative would result in a reduction of 46 residential units and 270,000 square feet of commercial development compared to the project. Buildout of this alternative would allow 160,000 sf of office, 240,000 sf of specialty retail, 46 residential units, and a corresponding decrease of 130,000 sf of industrial uses.

1.7 ISSUES TO BE RESOLVED

Section 15123(b)(3) of the CEQA Guidelines requires that an EIR contain issues to be resolved including the choice among alternatives and whether or how to mitigate significant impacts. With regard to the proposed project, the major issues to be resolved include decisions by the lead agency as to the following:

1. Whether this DEIR adequately describes the environmental impacts of the project.
2. Whether the benefits of the project override those environmental impacts which cannot be feasibly avoided or mitigated to a level of insignificance.
3. Whether the proposed land use changes are compatible with the character of the existing area.
4. Whether the identified goals, policies, or mitigation measures should be adopted or modified.
5. Whether there are other mitigation measures that should be applied to the project besides the mitigation measures identified in the DEIR.
6. Whether there are any alternatives to the project that would substantially lessen any of the significant impacts of the proposed project and achieve most of the basic project objectives.

1.8 AREAS OF CONTROVERSY

Two EIR scoping meetings were held on to determine the environmental concerns of interested parties regarding the Lincoln Avenue Specific Plan. The meetings were held at: 1) May 9, 2012 at the City of Pasadena City Hall during a regularly scheduled Planning Commission Hearing and 2) May 24, 2012 at the Northwest Commission, 1020 N. Fair Oaks Avenue, Pasadena. These and other environmental issues are fully addressed in Chapter 5 of this DEIR. No other areas of controversy are known to the Lead Agency. Issues raised during the scoping meetings included, aesthetics, air quality, pedestrian and traffic circulation, land use compatibility, and parking.

1.9 SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Table 1-2 summarizes the conclusions of the environmental analysis contained in this EIR. Impacts are identified as significant or less than significant and for all significant impacts mitigation measures are identified. The level of significance after imposition of the mitigation measures is also presented.

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Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.1 AESTHETICS			
5.1-1: The proposed project would alter the visual appearance of the Lincoln avenue corridor	Less than significant	No mitigation measures are required.	Less than significant
5.2 AIR QUALITY			
5.2.1: The Lincoln Avenue Specific Plan is a regionally significant project whose operational phase emissions would substantially contribute to air pollutant emissions in the South Coast Air Basin and potentially conflict with the assumptions in the Air Quality Management Plan.	Significant	Existing Regulations and Standard Conditions CARB Rule 2480 (13 CCR 2480): Airborne Toxics Control Measure to Limit School Bus Idling and Idling at Schools: limits nonessential idling for commercial trucks and school buses within 100 feet of a school. • CARB Rule 2485(13 CCR 2485): Airborne Toxic Control Measure to Limit Diesel-Fuel Commercial Vehicle Idling: limits nonessential idling to five minutes or less for commercial trucks. • CARB Rule 2449(13 CCR 2449): In-Use Off-Road Diesel Idling Restricts: limits nonessential idling to five minutes or less for diesel-powered off-road equipment. • Building Energy Efficiency Standards (Title 24) • Appliance Energy Efficiency Standards (Title 20) • Motor Vehicle Standards (AB 1493) • SCAQMD Rule 201: Permit to Construct • SCAQMD Rule 402: Nuisance Odors • SCAQMD Rule 403: Fugitive Dust • SCAQMD Rule 1403: Asbestos Emissions from Demolition/Renovation Activities • SCAQMD Rule 1186: Street Sweeping • City of Pasadena Zoning Code Chapter 17.46.320, Bicycle Parking Standards. Sets required number of bicycle spaces for any new structure, or an addition to any existing structure that exceeds 15,000 square feet in gross floor area. • City of Pasadena Municipal Code Chapter 14.04, Green Building Standards Code. Makes select voluntary components of CALGreen mandatory. • All buildings required to be constructed to achieve 15 percent more energy efficiency than the 2008 Building and Energy Efficiency	Significant and Unavoidable

Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation

		standards (Section 14.04.508) and include access for solar systems (i.e., solar readiness).
		• Buildings required to comply with Tier 1, as amended (Section 14.04.504):
		  • Municipal buildings of 5,000 square feet or more of new construction
		  • Non-residential buildings with 25,000 square feet or more of new construction.
		  • Tenant improvements of 25,000 square feet or more mixed-use and multi-family residential buildings four stories in height or more.
		Buildings are required to have a 20 percent reduction in energy use (Section 14.04.540) and include prerequisite and elective measures to achieve an equivalent 40 Leadership in Energy Efficiency and Design (LEED) points including: installation of cool roofs, installation of dual plumbing where recycled water is available, and have 10 percent parking capacity designated for fuel efficient vehicles, and 65 percent reduction in construction waste.
		• Buildings required to comply with Tier 2, as amended (Section 14.04.504):
		  • New municipal buildings.
		  • Municipal renovations of 15,000 square feet or more.
		  • Commercial buildings over 50,000 square feet.
		Buildings are required to have a 30 percent reduction in energy use (Section 14.04.540) and include prerequisite and elective measures to achieve an equivalent 50 LEED points including: installation of cool roofs, installation of dual plumbing where recycled water is available, and have 12 percent parking capacity designated for fuel efficient vehicles, and 80 percent reduction in construction waste.
		
		Mitigation Measures
		Mitigation measures applied for Impact 5.2-2 and Impact 5.2-3 would reduce the project's regional construction-related and operational phase criteria air pollutant emissions to the extent feasible.	

Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.2-2: Short-term construction emissions generated by development within the Lincoln Avenue Specific Plan would result in emissions that exceed South Coast Air Quality Management District's regional significance thresholds and cumulatively contribute to the ozone, particulate matter, and nitrogen dioxide nonattainment designations of the SoCAB.	Significant	2-1 Applicants for new development projects within the Lincoln Avenue Specific Plan shall require the construction contractor to use equipment that meets the United States Environmental Protection Agency (EPA)-Certified emissions standards according to the following schedule. • From the end of 2011 to December 31, 2014, all project-related off-road diesel-powered construction equipment greater than 50 horsepower shall meet Tier 3 off-road emissions standards. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine, as defined by CARB regulations. • After January 1, 2015, all off-road diesel-powered construction equipment greater than 50 horsepower shall meet the Tier 4 emission standards. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 4 diesel emissions control strategy for a similarly sized engine, as defined by CARB regulations. Prior to construction, the project engineer shall ensure that all demolition and grading plans clearly show the requirement for EPA Tier 3 or higher emissions standards for construction equipment over 50 horsepower. During construction, the construction contractor shall maintain a list of all operating equipment in use on the project site for verification by the Building Official or their designee. The construction equipment list shall state the makes, models, and numbers of construction equipment onsite. Equipment shall properly service and maintain construction equipment in accordance with the manufacturer's recommendations. Construction contractors shall also ensure that all nonessential idling of construction equipment is restricted to five minutes or less in compliance with California Air Resources Board's Rule 2449. 2-2 Applicants for new development projects within the Lincoln Avenue Specific Plan shall require the construction contractor to prepare a dust	Significant and Unavoidable

Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		control plan and implement the following measures during ground-disturbing activities in addition to the existing requirements for fugitive dust control under South Coast Air Quality Management District Rule 403 to further reduce PM10 and PM2.5 emissions. The Building Official or their designee shall verify compliance that these measures have been implemented during normal construction site inspections. • Following all grading activities, the construction contractor shall reestablish ground cover on the construction site through seeding and watering. • During all construction activities, the construction contractor shall sweep streets with Rule 1186–compliant, PM10-efficient vacuum units on a daily basis if silt is carried over to adjacent public thoroughfares or occurs as a result of hauling. • During all construction activities, the construction contractor shall maintain a minimum 24-inch freeboard on trucks hauling dirt, sand, soil, or other loose materials and tarp materials with a fabric cover or other cover that achieves the same amount of protection. • During all construction activities, the construction contractor shall water exposed ground surfaces and disturbed areas a minimum of every three hours on the construction site and a minimum of three times per day. • During all construction activities, the construction contractor shall limit onsite vehicle speeds on unpaved roads to no more than 15 miles per hour.	
		2-3 Applicants for new development projects within the Lincoln Avenue Specific Plan shall require the construction contractor to use coatings and solvents with a volatile organic compound (VOC) content lower than required under Rule 1113 (i.e., super compliant paints). All architectural coatings shall be applied either by (1) using a high-volume, low-pressure spray method operated at an air pressure between 0.1 and 10 pounds per square inch gauge to achieve a 65 percent application efficiency; or (2) manual application using a paintbrush, hand-roller, trowel, spatula,	

Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		dauber, rag, or sponge, to achieve a 100 percent applicant efficiency. The construction contractor shall also use precoated/natural colored building materials, where feasible. Use of low-VOC paints and spray method shall be included as a note on architectural building plans and verified by the Building Official or their designee during construction.	
5.2-3: Land uses associated with redevelopment of the Lincoln Avenue Specific Plan would generate criteria air pollutant emissions that exceed South Coast Air Quality Management District's regional significance thresholds and would significantly contribute to the ozone, particulate matter, and nitrogen dioxide nonattainment designations of the SoCAB.	Significant	The City of Pasadena's Green Building Practices Ordinance (Municipal Code Chapter 14.90) ensures new buildings are more energy efficient than the current building code. The following additional measures would encourage use of nonmotorized or alternative modes of transportation and energy-efficient appliances and reduce both criteria air pollutant and greenhouse gas emissions. 2-4 Residential developments that include garage parking shall be electrically wired to accommodate electric vehicle charging. The location of the electrical outlets shall be specified on building plans and proper installation shall be verified by the Building Division prior to issuance of a Certificate of Occupancy. 2-5 Applicant-provided appliances shall be Energy Star appliances (dishwashers, refrigerators, clothes washers, and dryers). Installation of Energy Star appliances shall be verified by the Building Division during plan check.	Significant and Unavoidable
5.2-4: Construction activities associated with the Lincoln Avenue Specific Plan could expose sensitive receptors to substantial pollutant concentrations	Significant	Mitigation measures applied for Impact 5.2-2 would also reduce the project's localized construction-related criteria air pollutant emissions to the extent feasible.	Significant and Unavoidable
5.2-5: Operation of the proposed project would not expose off-site sensitive receptors to substantial concentrations of air pollutants	Less than significant	No mitigation measures are required.	Less than significant

Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.2-6: The Lincoln Avenue Specific Plan may result in placement of sensitive land uses proximate to major sources of air pollution	Significant	2-6 The Project Applicant for residential or residential mixed-use projects within: 1) 1,000 feet from the truck bays of an existing distribution centers that accommodate more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units, or where transport refrigeration unit operations exceed 300 hours per week; 2) 1,000 feet of an industrial facility which emits toxic air contaminants; or 3) 500 feet of Interstate 210 (I-210) shall submit a health risk assessment (HRA) prepared in accordance with policies and procedures of the state Office of Environmental Health Hazard Assessment (OEHHA) and the South Coast Air Quality Management District (SCAQMD). The HRA shall be submitted to the Zoning Administrator prior to approval of any future discretionary residential or residential mixed-use project. If the HRA shows that the incremental cancer risk exceeds one in one hundred thousand (1.0E-05), or the appropriate noncancer hazard index exceeds 1.0, the HRA shall identify the level of high-efficiency Minimum Efficiency Reporting Value (MERV) filter required to reduce indoor air concentrations of pollutants to achieve the cancer and/or noncancer threshold. The Applicant shall be required to install high efficiency MERV filters in the intake of residential ventilation systems, consistent with the recommendations of the HRA. Heating, air conditioning and ventilation (HVAC) systems shall be installed with a fan unit power designed to force air through the MERV filter. To ensure long-term maintenance and replacement of the MERV filters in the individual units, the following shall occur: a) Developer, sale, and/or rental representative shall provide notification to all affected tenants/residents of the potential health risk for affected units. b) For rental units, the owner/property manager shall maintain and replace MERV filters in accordance with the manufacture's recommendations. The property owner shall inform renters of increased risk of exposure to diesel particulates when windows are	Less than significant

Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		open. c) For residential owned units, the Homeowner's Association (HOA) shall incorporate requirements for long-term maintenance in the Covenant Conditions and Restrictions and inform homeowners of their responsibility to maintain the MERV filter in accordance with the manufacturer's recommendations. The HOA shall inform homeowners of increased risk of exposure to diesel particulates when windows are open. d) Outdoor active-use public recreational areas associated with development projects shall be located more than 500 feet from the nearest lane of traffic on the Interstate 210.	
5.3 ENERGY			
5.3-1: Development of the project would not conflict with an adopted energy conservation plan.	Less than significant	Existing Regulations and Standard Conditions • Title 20 California Code of Regulations (Appliance Energy Efficiency Standards). Establishes energy efficiency requirements for appliances. • Renewable Portfolio Standards (SB 1078). Requires electric corporations to increase the amount of energy obtained from eligible renewable energy resources to 20 percent by 2010 and 33 percent by 2020. (California Code of Regulations, Title 24: Energy Efficiency Standards) • City of Pasadena Municipal Code Chapter 14.04, Green Building Standards Code. Makes select voluntary components of CALGreen mandatory. Mitigation Measures No mitigation measures are required.	Less than significant
5.3-2: Development of the project would not cause inefficient and wasteful use of nonrenewable resources.	Less than significant	Refer to Existing Regulations and Standard Conditions, above. No mitigation measures are required.	Less than significant

Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.4 GREENHOUSE GAS EMISSIONS			
5.4-1: New commercial, office, and residential land uses would result in a substantial increase in GHG emissions in the Lincoln Avenue Specific Plan Area.	Significant	Existing Regulations and Standard Conditions • AB 32: California Global Warming Solutions Act • Executive Order S-3-05: Greenhouse Gas Emission Reduction Targets • Pavley Fuel Efficiency Standards (AB1493). Establishes fuel efficiency ratings for new cars. • Title 24 California Code of Regulations, Part 6 (Building and Energy Efficiency Standards). Establishes building energy efficiency standards for residential and nonresidential development. • Title 24 California Code of Regulations, Part 11 (California Green Building Code). Establishes sustainability criteria to reduce building energy use and water use for new residential and non-residential development. • Title 20 California Code of Regulations (Appliance Energy Efficiency Standards). Establishes energy efficiency requirements for appliances. • Title 17 California Code of Regulations (Low Carbon Fuel Standard). Requires the carbon content of fuel sold in California to be 10 percent less by 2020. • California Water Conservation in Landscaping Act of 2006 (AB 1881). Requires local agencies to adopt the Department of Water Resources updated Water Efficient Landscape Ordinance or equivalent by January 1, 2010 to ensure efficient landscapes in new development and reduced water waste in existing landscapes. • Statewide Retail Provider Emissions Performance Standards (SB 1368). Requires energy generators to achieve performance standards for GHG emissions. • Renewable Portfolio Standards (SB 1078). Requires electric corporations to increase the amount of energy obtained from eligible renewable energy resources to 20 percent by 2010 and 33 percent by 2020.California Code of Regulations, Title 24: Energy Efficiency Standards. • City of Pasadena Zoning Code Chapter 17.46.320, Bicycle Parking Standards. Sets required number of bicycle spaces for any new structure, or an addition to any existing structure that exceeds 15,000 square feet in gross floor area.	Significant and Unavoidable

Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		• City of Pasadena Municipal Code Chapter 14.04, Green Building Standards Code. Makes select voluntary components of CALGreen mandatory. All buildings required to be constructed to achieve 15 percent more energy efficiency than the 2008 Building and Energy Efficiency standards (Section 14.04.508) and include access for solar systems (i.e., solar readiness). Buildings required to comply with Tier 1, as amended (Section 14.04.504): • Municipal buildings of 5,000 square feet or more of new construction • Non-residential buildings with 25,000 square feet or more of new construction. • Tenant improvements of 25,000 square feet or more mixed-use and multi-family residential buildings four stories in height or more. Buildings are required to have a 20 percent reduction in energy use (Section 14.04.540) and include prerequisite and elective measures to achieve an equivalent 40 Leadership in Energy Efficiency and Design (LEED) points including: installation of cool roofs, installation of dual plumbing where recycled water is available, and have 10 percent parking capacity designated for fuel efficient vehicles, and 65 percent reduction in construction waste. Buildings required to comply with Tier 2, as amended (Section 14.04.504): • New municipal buildings. • Municipal renovations of 15,000 square feet or more. • Commercial buildings over 50,000 square feet. Buildings are required to have a 30 percent reduction in energy use (Section 14.04.540) and include prerequisite and elective measures to achieve an equivalent 50 LEED points including: installation of cool roofs, installation of dual plumbing where recycled water is available, and have 12 percent parking capacity designated for fuel efficient vehicles, and 80 percent reduction in construction waste	

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Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		Mitigation Measures The City of Pasadena's Green Building Practices Ordinance (Municipal Code Chapter 14.90) ensures new buildings are more energy efficient than the current building code. The following additional measures would encourage use of nonmotorized or alternative modes of transportation and energy-efficient appliances and reduce both criteria air pollutant and greenhouse gas emissions. 2-4 Residential developments that include garage parking shall be electrically wired to accommodate electric vehicle charging. The location of the electrical outlets shall be specified on building plans and proper installation shall be verified by the Building Division prior to issuance of a Certificate of Occupancy. 2-5 Applicant-provided appliances shall be Energy Star appliances (dishwashers, refrigerators, clothes washers, and dryers). Installation of Energy Star appliances shall be verified by the Building Division during plan check. 4-1 Applicants for non-residential projects within the Lincoln Avenue Specific Plan or applicable designee (e.g., building manager), that employ 20 of more people—which is equivalent to 16,000 square feet of retail space or 10,000 square feet of office space—shall implement an employee commute trip reduction (CTR) program. The CTR program shall identify alternative modes of transportation to the project, including transit schedules, bike and pedestrian routes, and carpool/vanpool availability. Information regard these programs shall be readily available to employees and clients. The project applicant or designee shall consider the following incentives for commuters as part of the CTR program: • Ride-matching assistance (e.g., subsidized public transit passes) • Vanpool assistance or employer-provided vanpool/shuttle • Car-sharing program (e.g., Zipcar) • Bicycle end-trip facilities, including bike parking and lockers.	

Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.4-2: The proposed project would not conflict with plans adopted for the purpose of reducing GHG emissions.	Less than significant	No mitigation measures are required.	Less than significant
5.5 HAZARDS AND HAZARDOUS MATERIALS			
5.5-1: Project grading and construction activities, involving the demolition of existing buildings, could disturb known or potential hazardous materials onsite, such as Asbestos-containing material or lead-based paint.	Significant	5-1 Before issuance of a grading permit for any new development within the specific plan area, the project applicant shall conduct an asbestos survey if the project involves the demolition or renovation of structures constructed prior to 1978. If ACM is present, the removal, transport, and disposal of the ACM shall be conducted in accordance with SCAQMD Rule 1403. 5-2 Before issuance of a grading permit for any new development within the Specific Plan area, the project applicant shall determine whether lead-based paint is present for projects involving the demolition or renovation of structures constructed prior to 1978. A LBP survey shall be conducted for any painted surfaces, and the removal, transport, and disposal of LBP shall be undertaken in accordance with California Health & Safety Code Sections 17920.10 and 105255.	Less than significant
5.5-2: Project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment	Less than significant	No mitigation measures are required.	Less than significant
5.5-3: There is the potential for exposure to construction personnel or the public to hazardous substances with new development on properties that are listed on government databases.	Significant	5-3 Prior to issuance of grading permits for new development within the Specific Plan area, the applicant shall review the most current records available for the subject site and adjacent properties to determine if they are listed on federal and/or state databases as having potential or historic contamination. The applicant shall complete a Phase I Environmental Site Assessment (ESA) to identify environmental conditions and determine whether contamination is present. The Phase I ESA shall be prepared by a Registered Professional Engineer and in accordance with the American Society for Testing and Materials (ASTM) Standard E 1527.05, *Standard*	Less than significant

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Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process. If the Phase I ESA determines the need for additional sampling and testing, a Phase II ESA shall be completed. Should contamination be found at significant levels, the applicant shall complete site remediation in accordance with state and local agency requirements (DTSC, RWQCB, Pasadena Fire Department, etc.). A report documenting the completion, results, and any follow-up (remediation on the recommendations, if any, shall be provided to the Building Official and the Pasadena Fire Department Hazardous Material Specialist prior to the issuance of grading permits within the project area.	
5.6 HYDROLOGY AND WATER QUALITY			
5.6-1: Implementation of the project would not substantially deplete groundwater supplies or interfere with groundwater recharge	Less than significant	No mitigation measures are required.	Less than significant
5.6-2: Implementation of the project would not substantially alter the existing drainage pattern or result in substantial erosion	Less than significant	No mitigation measures are required.	Less than significant
5.6-3: Projects developed pursuant to the specific plan would not substantially increase the amount of impervious surfaces on the site and would not substantially increase surface water flows into drainage systems within the watershed.	Less than significant	No mitigation measures are required.	Less than significant
5.6-4: Construction of projects developed pursuant to the specific plan could result in short-term increases in pollutant concentrations from the site.	Significant	Existing Regulations and Standard Conditions • Clean Water Act/National Pollution Discharge Elimination System permits (CWA 33, USC 1251 to 1387, and 40 CFR 122 and 124) • Porter-Cologne Water Quality Act • SWRCB NPDES General Permit for Storm Water Discharges Associated with Construction Activity (Water Quality Order 2009-0009-DWQ/NPDES Permit No.	Less than significant

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Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		CAS000002), September 2, 2009. • Los Angeles RWQCB Final Standard Urban Storm Water Mitigation Plan for Los Angeles County and Cities in Los Angeles County, March 8, 2000. • Los Angeles RWQCB Waste Discharge Requirements for Municipal Storm Water and Urban Runoff Discharges in the County of Los Angeles, and the Incorporated Cities Therein, Except the City of Long Beach (Los Angeles County MS4 Permit) (NPDES Permit No. CAS004001), December 13, 2001, last amended April 14, 2011. Mitigation Measures 6-1 Notice of Intent (NOI). Prior to the issuance of a grading permit for construction sites with a disturbed area of one or more acres, the project applicant shall provide the City Engineer with evidence that a NOI has been filed with the State Water Resources Control Board. Such evidence shall consist of a copy of the NOI stamped by the State Water Resources Control Board or Regional Water Quality Control Board, or a letter from either agency stating that the NOI has been filed. 6-2 Storm Water Pollution Prevention Plan (SWPPP). Prior to the issuance of grading permits for construction sites with a disturbed area of one or more acres, the project applicant shall prepare a SWPPP that will: • Require implementation of best management practices (BMPs) designed with a goal of preventing a net increase in sediment load in stormwater discharges relative to preconstruction levels; • Prohibit during the construction period, discharges of stormwater or non-storm water at levels which would cause or contribute to an exceedance of applicable water quality standards contained in the Basin Plan; • Discuss in detail the BMPs planned for the project related to control of sediment and erosion, nonsediment pollutants, and potential pollutants in non-storm water discharges; • Describe postconstruction BMPs for the project;	

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Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		• Explain the maintenance program for the project's BMPs; • During construction, require reporting of violations to the Regional Board; and • List the parties responsible for SWPPP implementation and BMP maintenance during and after grading. The project proponent shall implement the SWPPP and will modify the SWPPP as directed by the Storm Water Permit.	
5.6-5: Operation of projects developed pursuant to the specific plan have the potential to result in long-term increases in pollutant concentrations due to runoff from the site.	Significant	6-3 Water Quality Management Plan (WQMP). Project-specific WQMPs/SUSMPs must be submitted to the City for approval as part of project submittal packet for projects that meet the SUSMP thresholds. A conceptual WQMP shall be reviewed and approved prior to any entitlement approval. A Final WQMP shall be submitted for review prior to issuance of any building permit approved by the Building Department. The WQMP shall identify the best management practices (BMPs) that will be used on the site to control predictable pollutant runoff. More specifically, the WQMP shall: • Describe the routine and special postconstruction BMPs to be used at the proposed development site (including both structural and non-structural measures); • Describe responsibility for the initial implementation and longterm maintenance of the BMPs; • Provide narrative with the graphic materials as necessary to specify the locations of the structural BMPs; • Certify that the project applicant will seek to have the WQMP carried out by all future successors or assigns to the property.	Less than significant

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Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.7 LAND USE AND PLANNING			
5.7-1: Project implementation would not conflict with an applicable land use plan, policy, or regulation.	Less than significant	Existing Regulations and Standard Conditions • The proposed project shall be designed in accordance with all relevant development standards and regulations set forth by the City of Pasadena Municipal Code and General Plan, except where amendments to those regulations are included in the proposed project. Mitigation Measures No mitigation measures are required.	Less than significant
5.8 NOISE			
5.8-1: Implementation of the specific plan would not cause a substantial increase in noise related to additional vehicular traffic	Less than significant	No mitigation measures are required.	Less than significant
5.8-2: Interior noise levels at new residential habitable rooms would have the potential to exceed the 45 dBA Ldn noise standard.	Significant	Existing Regulations and Standard Conditions • City of Pasadena General Plan, Noise Element, Standard Mitigation Packages. • City of Pasadena Municipal Code, Section 9-36, Noise Restrictions. • City of Pasadena Municipal Code, Section 8.60.205, Times of Collection. • City of Pasadena Municipal Code, Section 17.40.150, Screening. • California Building Code, Title 24, Part 2, California Code of Regulations • California Green Building Standards, Title 24, Part 11, California Code of Regulations. Mitigation Measures 8-1 Prior to issuance of a building permit, applicants for new residential development in the Lincoln Avenue Specific Plan shall submit an acoustic report prepared to the satisfaction of the Building Official or their designee	Less than significant

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Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		to ensure that all habitable rooms would meet the 45 dBA Ldn interior noise standard. These noise studies would need to be submitted after the precise grading and architectural plans are prepared, but prior to issuance of building permits. The study reports shall demonstrate that interior noise levels in habitable rooms shall not exceed 45 dBA Ldn. The required reduction can be accomplished with enhanced construction design or materials such as upgraded dual-glazed windows and/or upgraded exterior wall assemblies. These features shall be shown on all building plans and incorporated into construction of the project. City inspectors shall verify compliance of the building with the acoustic report's recommendations prior to issuance of a Certificate of Occupancy.	
5.8-3: The development of commercial/office/retail uses would have the potential to introduce stationary noise sources that could exceed the noise regulation limits in the Municipal Code.	Significant	Existing Regulations and Standard Conditions Refer to Existing Regulations and Standard Conditions, above. Mitigation Measures 8-2 Prior to issuance of a building permit, applicants for new commercial, office, or retail developments in the Lincoln Avenue Specific Plan shall submit an acoustic report prepared to the satisfaction of the Zoning Administrator and Building Official or their designee to ensure that the operation of stationary noise sources (i.e., HVAC units, drive-thru speakerphones??, truck deliveries) would not cause a noise increase over 5 dBA over the ambient noise levels to any adjacent property. These noise studies would need to be submitted after the precise grading and architectural plans are prepared, but prior to issuance of building permits. This requirement can be accomplished with selection of quieter equipment, judicious site layouts and equipment positioning, and/or equipment enclosures, sound screening, or parapet walls. These features shall be shown on all building plans and incorporated into the construction of the project. City inspectors shall verify compliance of the building with the acoustic report's recommendations prior to issuance of a Certificate of Occupancy.	Less than significant

Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.8-4: Construction activities would have the potential to cause vibration that would have the potential to cause architectural damage to historic homes and annoyance to sensitive receptors in the vicinity of the specific plan.	Significant	Existing Regulations and Standard Conditions Refer to Existing Regulations and Standard Conditions, above. Mitigation Measures 8-3 Prior to issuance of a building permit, applicants for projects within the specific plan that involve high-vibration construction activities, such as pile driving or vibratory rolling/compacting, shall be evaluated for potential vibration impacts to nearby sensitive receptors. The project developer shall submit a vibration report prepared to the satisfaction of the City of Pasadena Building Official or their designee to determine if the use of pile driving and/or vibratory rolling/compacting equipment would exceed the Federal Transit Administration's (FTA's) vibration-annoyance criteria of 78 VdB during the daytime or FTA's vibration-induced architectural damage PPV criteria of 0.2 inches/second for wood-framed structures or 0.5 inches/second for reinforced masonry buildings. The construction contractor shall require the use of lower-vibration-producing equipment and techniques. Examples of lower vibration equipment and techniques would include avoiding the use of vibratory rollers near sensitive areas and/or the use of drilled piles, sonic pile driving, or vibratory pile driving (as opposed to impact pile driving). 8-4 For projects to be constructed adjacent to any historic structure the project developer shall submit a vibration report prepared to the satisfaction of the City of Pasadena Building Official or their designee to determine if the use of heavy construction equipment such as bulldozer, backhoes, excavators, hoe rams, jackhammers, etc. would exceed the FTA's vibration-induced architectural damage PPV criteria of 0.2 inches/second for historical structures. The construction contractor shall require the use of lower-vibration-producing equipment and techniques. Mitigation measures could include a pre-construction survey, the use of smaller equipment and techniques (i.e., jackhammers or concrete saws as opposed to hoe rams), and vibration monitoring.	Less than significant

Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.8-5: Project construction would have the potential to cause substantial noise increases to sensitive uses along haul routes and to uses in the vicinity of the specific plan.	Significant	Existing Regulations and Standard Conditions Refer to Existing Regulations and Standard Conditions, above. Mitigation Measures 8-5 Prior to issuance of grading permits, the project applicant shall ensure the following notes are included on the grading plan cover sheet, and the construction contractor shall comply with these measures during the duration of all construction activities. • Properly maintain and tune all construction equipment to minimize noise. • Fit all equipment with properly operating mufflers, air intake silencers, and engine shrouds, no less effective than as originally equipped by the manufacturer, to minimize noise emissions. • Locate all stationary noise sources (e.g., generators, compressors, staging areas) as far from noise-sensitive receptors as possible. Material delivery, soil haul trucks, and equipment servicing shall be restricted to the hours between 7:00 AM and 7:00 PM Mondays through Fridays, and on Saturdays from 8:00 AM to 5:00 PM, and not at all on Sundays. 8-6 Prior to the issuance of grading permits, the project applicant shall prepare a construction management plan that shall be approved by the City of Pasadena Public Works and Pasadena Department of Transportation. The construction management plan shall: • Establish truck haul routes on the appropriate transportation facilities. Truck routes that avoid congested streets and sensitive land uses shall be considered. • Provide Traffic Control Plans (for detours and temporary road closures) that meet the minimum City criteria. Traffic control plans shall determine if dedicated turn lanes for movement of construction truck and equipment on- and off-site are available. • Minimize offsite road closures during the peak hours.	Significant and Unavoidable

Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		• Keep all construction-related traffic onsite at all times. • Provide temporary traffic controls, such as a flag person, during all phases of construction to maintain smooth traffic flow.	
5.9 POPULATION AND HOUSING			
5.9-1: The proposed project would not induce substantial population growth	Less than significant	No mitigation measures are required.	Less than significant
5.10 PUBLIC SERVICES			
Fire Protection and Emergency Services			
5.10-1: The proposed project would introduce new structures, residents, and workers into the Pasadena fire department service boundaries, thereby increasing the requirement for fire protection facilities and personnel	Less than significant	Existing Regulations and Standard Conditions • Pasadena Fire Prevention Code (Pasadena Municipal Code, Chapter 14.28) Mitigation Measures No mitigation measures are required.	Less than significant
Police Protection			
5.10-4: The proposed project would introduce new structures, residents, and workers into the Pasadena police department service boundaries, thereby increasing the requirement for police protection facilities and personnel.	Less than significant	Existing Regulations and Standard Conditions • The City will assess the need for additional police services as part of its annual budgeting process. • All new developments will be evaluated by the City on a project-specific basis to determine whether those developments present new or increased needs for police services Mitigation Measures No mitigation measures are required.	Less than significant
Library Services			
5.10-2: The proposed project would generate additional residences, thereby increasing the service needs for Pasadena public libraries.	Less than significant	Existing Regulations and Standard Conditions • Special Library Tax (Pasadena Municipal Code, Chapter 4.109) Mitigation Measures No mitigation measures are required.	Less than significant

Table 1-2
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Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Parks			
5.10-3: Project implementation does not propose new parks but would generate approximately 315 additional residents, increasing the service needs for local parks	Less than significant	Existing Regulations and Standard Conditions • City of Pasadena Residential Impact Fee Mitigation Measures No mitigation measures are required.	Less than significant
5.11 TRANSPORTATION/TRAFFIC			
5.11-1: The project plus existing condition and the project in combination with ambient growth and related projects would result in a significant increase in volume-to-capacity ratio for nine signalized and five unsignalized intersections.	Significant	11-1 Prior to the issuance of a building permit for a site specific development for new construction or redevelopment that meets the requirement of a traffic analysis (pursuant to Pasadena Transportation Impact Review Current Practice and Guidelines) within the Lincoln Avenue Specific Plan, the project applicant shall prepare a traffic signal warrant analysis. This traffic study will determine whether the project will impact intersection locations, identified below. The signal warrant analysis shall be subject to review and approval by the City. If the project requires a signal warrant at those intersections or exceed the performance criteria, the project applicant shall to construct the required improvement. Traffic signal warrants shall be determined for the following intersections: • Lincoln Avenue and Hammond Street (#8) • Lincoln Avenue/Prospect Boulevard & Forest Avenue (#9) • EB I-210 Ramps and Howard Street (#26) • EB I-210 Ramps and Mountain Street (#29) • WB I-210 Ramps and Mountain Street (#30)	Significant and Unavoidable

Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.11-2: Project-generated traffic volumes would exceed City performance criteria on several roadway segments.	Significant	11-2 Prior to the issuance of a building permit for new development or redevelopment within the specific plan, the project applicant shall contribute fair share funds to the Neighborhood Traffic Management Capital Improvement Program Fund Number 75210. The funds will be used to implement traffic management measures to protect neighborhoods potentially influenced by the project's traffic on the roadway segments listed below. The payment of funds shall be for the purpose of reducing impacts to the following roadway segments: • 1. Lincoln Avenue south of Woodbury Road • 2. Lincoln Avenue south of Idaho Street • 3. Lincoln Avenue south of Howard Street • 4. Lincoln Avenue south of Washington Boulevard • 5. Lincoln Avenue south of Hammond Street • 8. Woodbury Road west of Lincoln Avenue • 9. Montana Street east of Lincoln Avenue • 12. Idaho Street east of Lincoln Avenue • 13. Howard Street west of Forest Avenue • 14. Howard Street east of Lincoln Avenue • 15. Howard Street west of Lincoln Avenue • 16. Washington Boulevard east of Lincoln Avenue • 17. Washington Boulevard west of Lincoln Avenue • 19. Hammond Street west of Lincoln Avenue • 20. Hammond Street east of Lincoln Avenue	Significant and Unavoidable
5.11-3: Project-related trip generation in combination with existing and proposed cumulative development would not result in designated road and/or highways exceeding county congestion management agency service standards	Less than significant	No mitigation measures are required.	Less than significant

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Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.11-4: Implementation of the specific plan would increase parking demand in I an area with constrained parking conditions and limited additional parking supply availability	Less than significant	Existing Regulations and Standard Conditions • Zoning Code (Title 17, Municipal Code): Chapter 17.46: Parking and Loading Mitigation Measures No mitigation measures are required.	Less than significant
5.11-5: Project circulation improvements would not create potentially hazardous conditions due to a design feature (sharp curves, etc.) or incompatible uses.	Less than significant	No mitigation measures are required.	Less than significant
5.11-6: The proposed project complies with adopted policies, plans, and programs for alternative transportation.	Less than significant	No mitigation measures are required.	Less than significant
5.12 UTILITIES AND SERVICE SYSTEMS			
Water			
5.12-1: Future site specific development projects may require new infrastructure to meet the water supply demand	Significant	Existing Regulations and Standard Conditions • California Fire Code, Title 24, Part 9, Appendix BB • California Water Code Sections 10608.16–10608.44 (California 20x2020 Water Conservation Plan) • California Water Code Sections 10910–10915 (Water Supply Assessment) • City of Pasadena Municipal Code, Chapter 13.10 (Water Waste Prohibitions and Water Supply Shortage Plans) • City of Pasadena Municipal Code, Title 13, Utilities and Sewers Mitigation Measures 12-1 Prior to issuance of a grading permit for future site specific development, the project applicant shall prepare a water study and identify the sizing and location of backbone facilities necessary to service the proposed project, in accordance with City standards and submit the plan to the City's Public Works Department for review and approval. Design of the	Less Than Significant

Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		facilities that serve the project shall be sufficient to meet the projected service demands of the proposed project.	
Waste Water			
5.12-2: Future site specific development projects may require new infrastructure to meet the water supply demand.	Significant	Existing Regulations and Standard Conditions • City of Pasadena Municipal Code, Title 13, Utilities and Sewers • City of Pasadena Municipal Coad, Title 4, Revenue and Finance, Chapter 4.53 – Sewer Facility Charge Mitigation Measures 12-2 Prior to issuance of a grading permit for future site specific development, the project applicant shall prepare a sewer study and identify the sizing and location of backbone facilities necessary to service the proposed project, in accordance with City standards and submit the plan to the City's Public Works Department for review and approval. Design of the facilities that serve the project shall be sufficient to meet the projected service demands of the proposed project.	Less Than Significant
Solid Waste			
5.12-3: Existing facilities would be able to accommodate project-generated solid waste	Less Than Significant	Existing Regulations and Standard Conditions • City of Pasadena Municipal Code Section 8.62, Waste Management Plan for Certain Construction and Demolition Projects within the City of Pasadena Mitigation Measures No mitigation measures are required.	Less Than Significant

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