
APPENDICES

APPENDIX A: INITIAL STUDY

SOUTH PASADENA
UNIFIED SCHOOL DISTRICT
MISSION PLACE PROJECT
INITIAL STUDY

Prepared for:

SOUTH PASADENA UNIFIED SCHOOL DISTRICT
1020 EL CENTRO STREET
SOUTH PASADENA, CA 91030

Prepared by:

MICHAEL BAKER INTERNATIONAL
3900 KILROY AIRPORT WAY, SUITE 120
LONG BEACH, CA 90806

JULY 2015

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ENVIRONMENTAL CHECKLIST FORM

1. Project title:

Mission Place Project

2. Lead agency name/address:

South Pasadena Unified School District
1020 El Centro Street
South Pasadena, CA 91030

3. Contact person and phone number:

Dave Lubs, Assistant Superintendent of Business Services
South Pasadena Unified School District
(626) 441-5810

4. Project location:

Address/Cross Streets: 1020 El Centro Street, between Diamond and Fairview avenues, South Pasadena, California 91030

Assessor's Parcel Number: 5315-008-900

Lot Size: 82,443 square feet or 1.89 acres

Description: The project site is the surface parking area of the South Pasadena Unified School District's (SPUSD's or District's) administrative offices site. The project site is located on the south side of Mission Street between Diamond and Fairview avenues, in the Mission West Historic Business District and in the City of South Pasadena's Mission Street Specific Plan (MSSP) area. The portion of the site proposed for development (1.27 acres) is currently entirely a surface parking lot; the balance of the 1.89-acre parcel contains the SPUSD's Administration Building and Boardroom Building, which are contributing structures in the Mission West Historic Business District.

Figures: **Figure 1** provides a regional orientation of the project site and South Pasadena, and **Figure 2** identifies the project location.

5. Project sponsor's name and address:

South Pasadena Unified School District
1020 El Centro Street
South Pasadena, CA 91030

and

Legacy Partners Residential, Inc.
5141 California Avenue, Suite 100
Irvine, CA 92617

6. General Plan designation:

Mission Street Specific Plan

7. Zoning:

MSSP (Mission Street Specific Plan) District A or Core Area

8. Proposed Project Background and Description:

The proposed project consists of developing a 1.27-acre surface parking lot owned by the SPUSD with a three-story, 85,775-square-foot mixed-use project comprising two new buildings. In total, the project proposes 91 multi-family residential units (8 two-bedroom units and 83 one-bedroom units), 7,000 square feet of ground-floor commercial space fronting Mission Street, and 228 parking spaces in three levels of underground parking. **Figure 3** provides an overview of the proposed project, and **Figures 4** through **7** depict the proposed ground-floor, second-floor, third-floor, and roof plans. Cross sections of the proposed buildings are shown in **Figures 8** through **9**, and elevations are shown in **Figures 10** and **11**.

The following subsections describe the proposed layout and design; uses and operation; access, circulation, and parking; drainage and utility improvements; construction activities; and requested approvals.

Layout and Design

The proposed development consists of two new buildings (east and west buildings) that would be oriented with the District’s existing Administration Building to create a central courtyard and a north-south paseo that frames the main entry to the existing Administration Building. The proposed west building consists of 3,420 square feet of ground-floor retail space fronting Mission Street, 8 garret units (above the proposed retail space), 5 townhomes fronting Diamond Avenue, and 36 flats (above the proposed townhomes and/or facing the proposed courtyard). The proposed east building consists of 3,580 square feet of ground-floor retail space fronting Mission Street, 8 garret units (above the proposed retail space), and 34 lofts.¹

The north elevations of the proposed buildings would provide a new, block-long street frontage along Mission Street, and the proposed west building would provide a new, nearly block-long street frontage along Diamond Avenue. The proposed east building would provide a new façade along Fairview Avenue near Mission Street, which would share the Fairview Avenue block face with the District’s existing Boardroom and Administration buildings.

The proposed buildings total 85,775 square feet of habitable floor area. Both proposed buildings are three stories, with a maximum height of 45 feet and main roof lines at a height of 40 feet. Proposed architectural features include brick and glass storefront ground-floor façades with varying canopies/awnings along Mission Street, modulated brick and stucco façades in the west building along Mission Street and Diamond Avenue, varying flat and pitched rooflines with primarily mission tile roof materials, and setbacks of the top floor with

¹ A garret is a small living space at the top of a house or other building. The proposed garrets are 1-bedroom units.

dormer windows. As an option, solar panels may be installed on the rooftops of the new structures.

Proposed outdoor spaces include a publicly accessible paseo connecting Mission Street to the District's Administration Building and private outdoor areas for residents of the proposed units. The proposed paseo measures 28 feet 7 inches in width and approximately 200 feet in length. It is anticipated to be tree lined, with a central fountain. Private courtyards for residents are proposed on either side of the fountain, along with an outdoor pool area, also for private resident use. In addition to landscape improvements, the paseo and courtyards would include safety lighting and pedestrian light standards on both sides of the paseo. Building accent lighting is also proposed along the Mission Street frontage. The proposed Diamond Avenue frontage would include landscape planters and accent/safety lighting.

Uses and Operation

The project proposes 91 multi-family residential units and 7,000 square feet of ground-floor commercial space fronting Mission Street. The proposed residences are anticipated to be rental units. The commercial spaces are anticipated to be filled with retail shops and restaurants. Per the Mission Street Specific Plan, permitted commercial uses include:

- Convenience retail and services
- Restaurants
- Specialty retail

Access, Circulation, and Parking

Vehicular access to the proposed project would be provided via two full-access driveways into the proposed three-level subterranean parking garage: a resident parking driveway on Diamond Avenue and a commercial and District parking driveway on Fairview Avenue. In total, the proposed garage would encompass 228 parking spaces and is intended to provide parking for the proposed uses, for existing District uses, and for general public use. The proposed garage provides 28 parking spaces for retail uses, 99 spaces for residential use, 60 spaces for SPUSD use, and 41 public parking spaces, for which the MSSP allows a density bonus.

Pedestrian access to the proposed project would be provided via existing sidewalks along Mission Street, Diamond Avenue, and Fairview Avenue. Commercial uses would have direct pedestrian access from Mission Street, and some of the proposed townhomes would have direct pedestrian access from Diamond Avenue. Pedestrian walkways would be provided from adjacent sidewalks to resident lobbies for the proposed indoor-entry residential units; a walkway is proposed to maintain the existing pedestrian access to the north elevation of the District's Administration Building and to the south and west elevations of the Boardroom Building. The proposed paseo would provide additional pedestrian circulation on-site.

Drainage and Utility Improvements

The proposed project includes connections to the existing water, sewer, electrical, and telecommunications networks. Stormwater flows on-site would be directed to proposed retention planters, with outflows and excess flows directed to the adjacent streets for capture by the City's storm drain system.

Construction Activities

Construction activities are anticipated to last approximately 18 months. Consistent with the City's Noise Ordinance, construction would generally occur Monday through Friday between the hours of 8:00 a.m. and 7:00 p.m. Occasional work may occur on a Saturday, which would be limited to the hours between 9:00 a.m. and 7:00 p.m.

Construction activities would consist of site preparation, including removal of existing vegetation and asphalt, and would last for approximately one month. Grading and excavation would last approximately three months. Excavation for the three-level subterranean parking would result in the export of approximately 48,000 cubic yards of soil. Building construction is expected to last 14 months. The last phase of construction activities would be exterior coating, which would last approximately one month.

Requested Approvals

The proposed project will require discretionary approvals from both the SPUSD and the City of South Pasadena, including the following:

South Pasadena Unified School District

- Development and Disposition Agreement (DDA)
- Lease Agreement

City of South Pasadena

- Certificate of Appropriateness
- Design Review Approval
- Conditional Use Permit (CUP)

9. Surrounding land uses and setting:

Setting

The project site is the surface parking area of the SPUSD's Administration Building site. The portion of the site proposed for development (1.27 acres) is an asphalt-paved surface parking lot; the balance of the 1.89-acre parcel contains the SPUSD's Administration and Boardroom buildings, which total 12,034 square feet of floor area. **Figure 12** presents an aerial photograph of the site.

The two existing SPUSD buildings on-site, which would be preserved in place, are built in a Romanesque Revival architectural style and are contributing structures in the Mission West Historic Business District. In terms of scale, these structures are one-story buildings with rooflines that reach approximately 25 feet in height.

The existing parking lot on-site contains 128 parking spaces and is surrounded by a brick and masonry perimeter wall along the Mission Street, Diamond Avenue, and Fairview Avenue frontages. This parking lot is used by staff and patrons of the District's administrative offices, staff and volunteers at the South Pasadena Public Library, and patrons of the weekly (Thursday) South Pasadena Farmers Market. The District also occasionally permits filming activities on the parking lot.

Landscaping on the parking lot site is limited to 23 ornamental trees, which are located along the perimeter of the site. Implementation of the proposed project would result in the removal of 21 of these ornamental trees. Street trees also exist in the bordering parkways of Mission Street, Diamond Avenue, and Fairview Avenue.

Surrounding Uses

The project site is located on the south side of Mission Street in the downtown portion of South Pasadena and in the City's Mission West Historic Business District. The site is bounded by Mission Street on the north, El Centro Street on the south, Fairview Avenue on the east, and Diamond Avenue on the west. The land uses on the opposite sides of these streets are depicted on **Figure 13** and described in a clockwise fashion, starting from the top, in the following bullets:

- North of the project site, across Mission Street: one- and two-story commercial buildings with ground-floor storefronts and a dining patio facing the sidewalk; to the rear (north) of these buildings is a three-story mixed-use building fronting on Fairview Avenue
- Northeast corner of Mission Street and Fairview Avenue (cattycorner from the site): a one-story automotive repair shop
- Southeast corner of Mission Street and Fairview Avenue (east of the site, across Fairview Avenue): the vacant one-story Oroweat commercial building
- Northeast corner of Fairview Avenue and El Centro Street (east of the site, across Fairview Avenue): a two-story office building
- Southeast corner of Fairview Avenue and El Centro Street (cattycorner from the site): a two-story multi-family residential building
- South of the project site, across El Centro Street: the South Pasadena Public Library
- Southwest corner of El Centro Street and Diamond Avenue (cattycorner from the site): a two-story mixed-use building
- Northwest corner of El Centro Street and Diamond Avenue (east of the site, across Diamond Avenue): the three-story Golden Oaks apartment building
- Southwest corner of Diamond Avenue and Mission Street (east of the site, across Diamond Avenue): a two-story mixed-use building with ground-floor storefronts on Mission Street

Additional notable uses in the project vicinity include:

- South Pasadena Metro Gold Line Station, approximately 400 feet west of the site
- South Pasadena City Hall, approximately 900 feet east of the site

10. Other public agencies whose approval is required (e.g., permits, financing approval, or particular agreement):

This IS/MND covers all approvals by government agencies that may be needed to construct, implement, and/or operate the project. As noted above in Section 8, the project would require discretionary approvals from the SPUSD (lead agency) and the City of South Pasadena (responsible agency). At this time, no discretionary public agency approvals are known to be required for the project, other than those required by the SPUSD and the City of South Pasadena.

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Source: Los Angeles County (2014); ESRI.

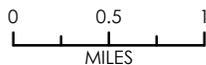


Figure 1
Regional Vicinity

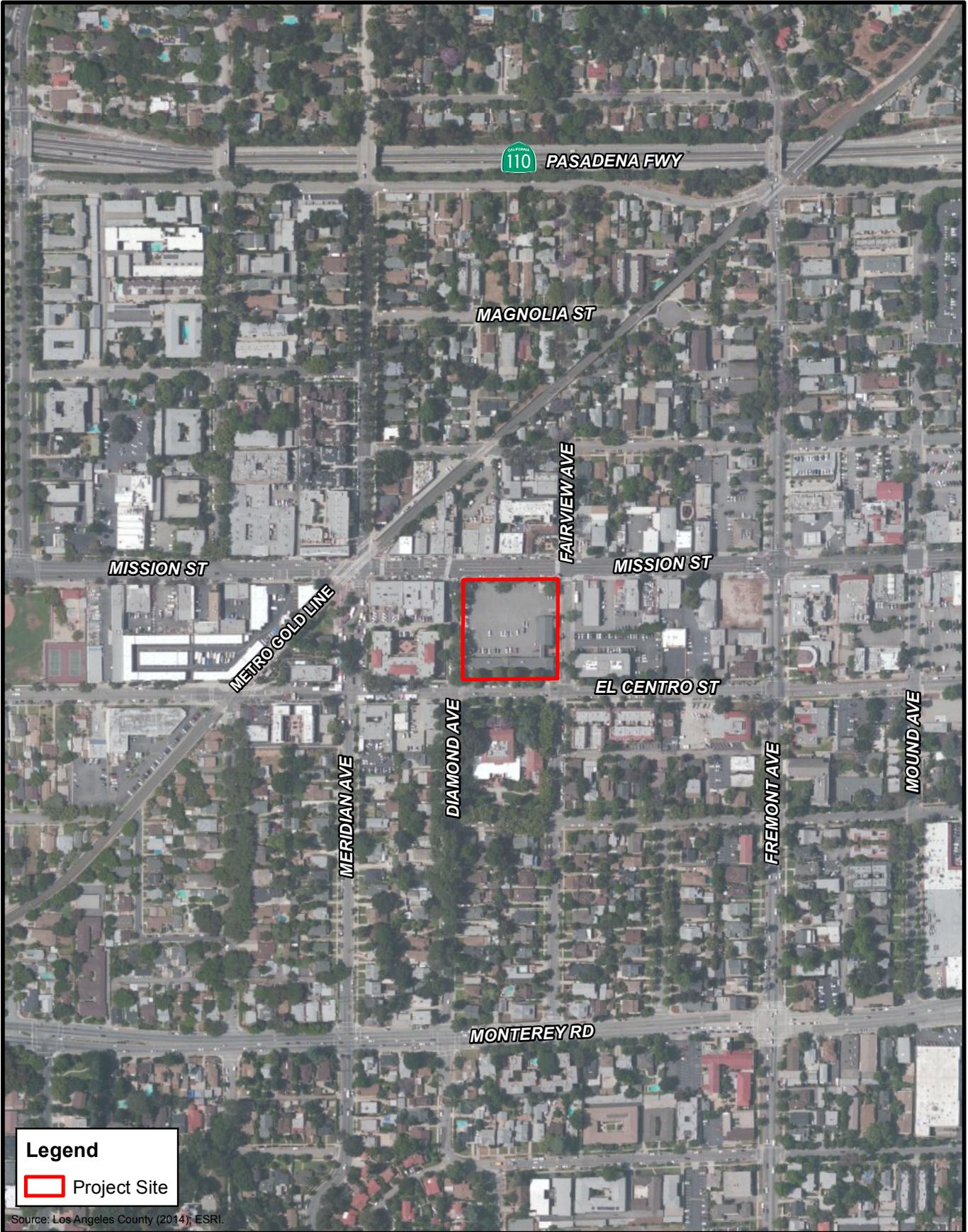


Figure 2
Project Location



Source: GMP Architects, 2014

Not to scale



Figure 3
Project Overview
PMC



Source: GMP Architects, 2014



Figure 4
 Ground Floor/Level 1 Plan
 PMC®

MISSION STREET



Source: GMP Architects, 2014

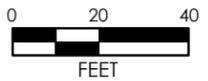


Figure 5
Level 2 Plan
PMC

MISSION STREET



Source: GMP Architects, 2014

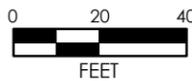
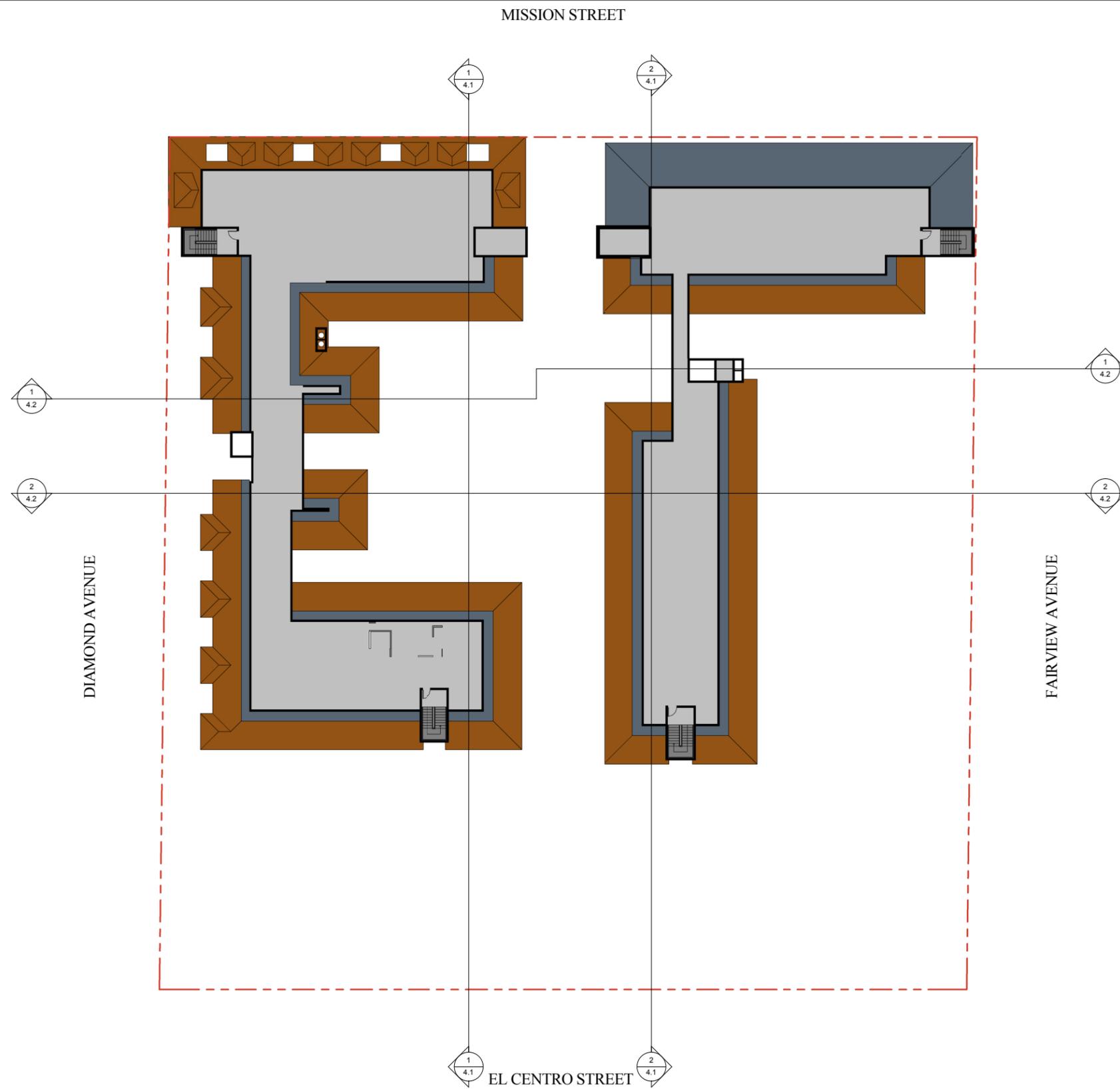


Figure 6
Level 3 Plan
PMC



Source: GMP Architects, 2014

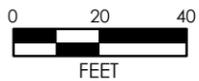
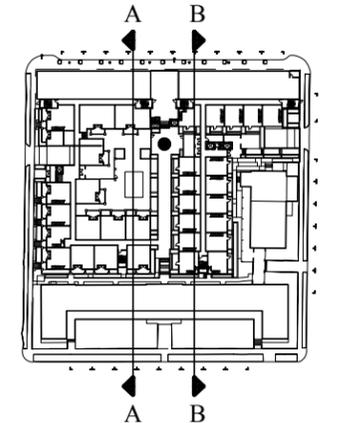
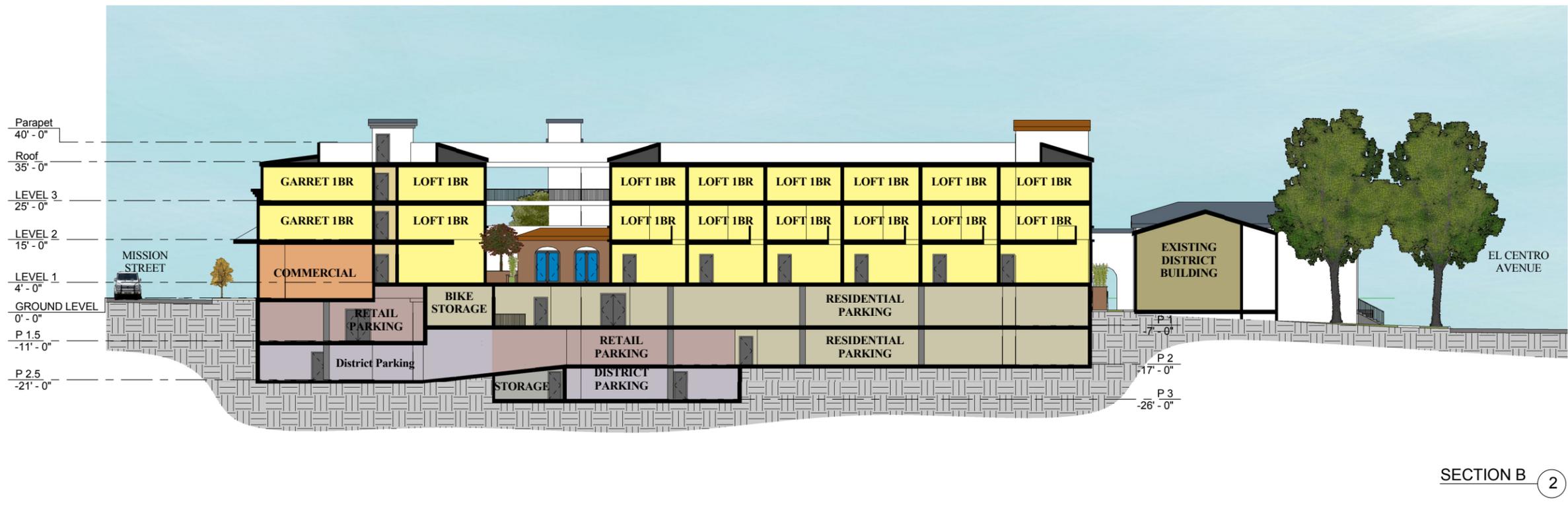
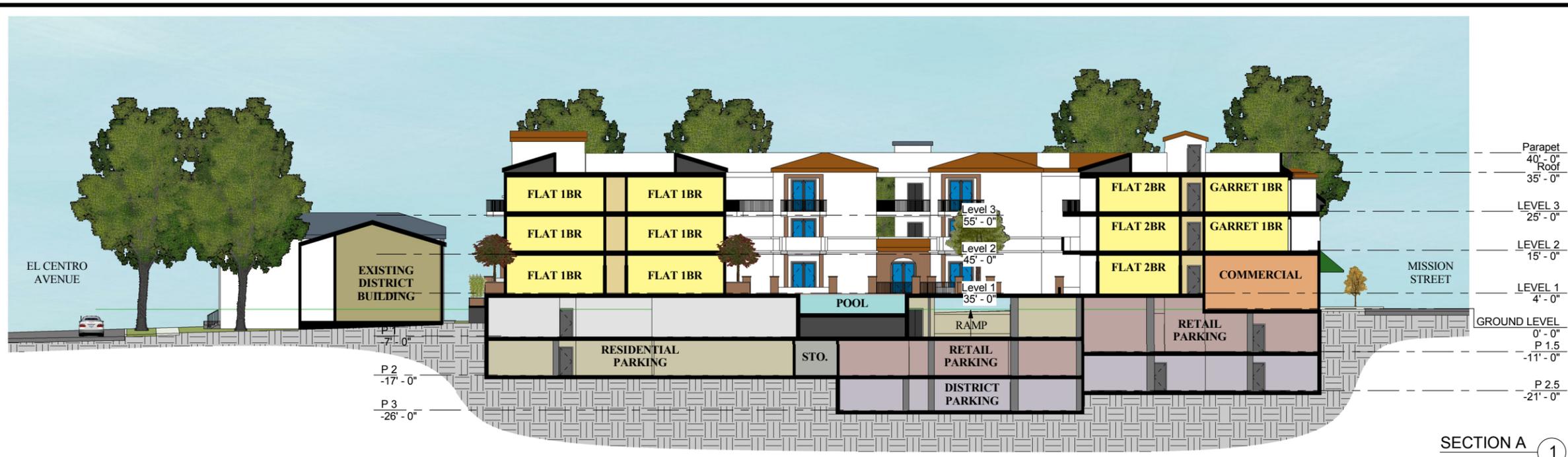


Figure 7
Roof Plan
PMC

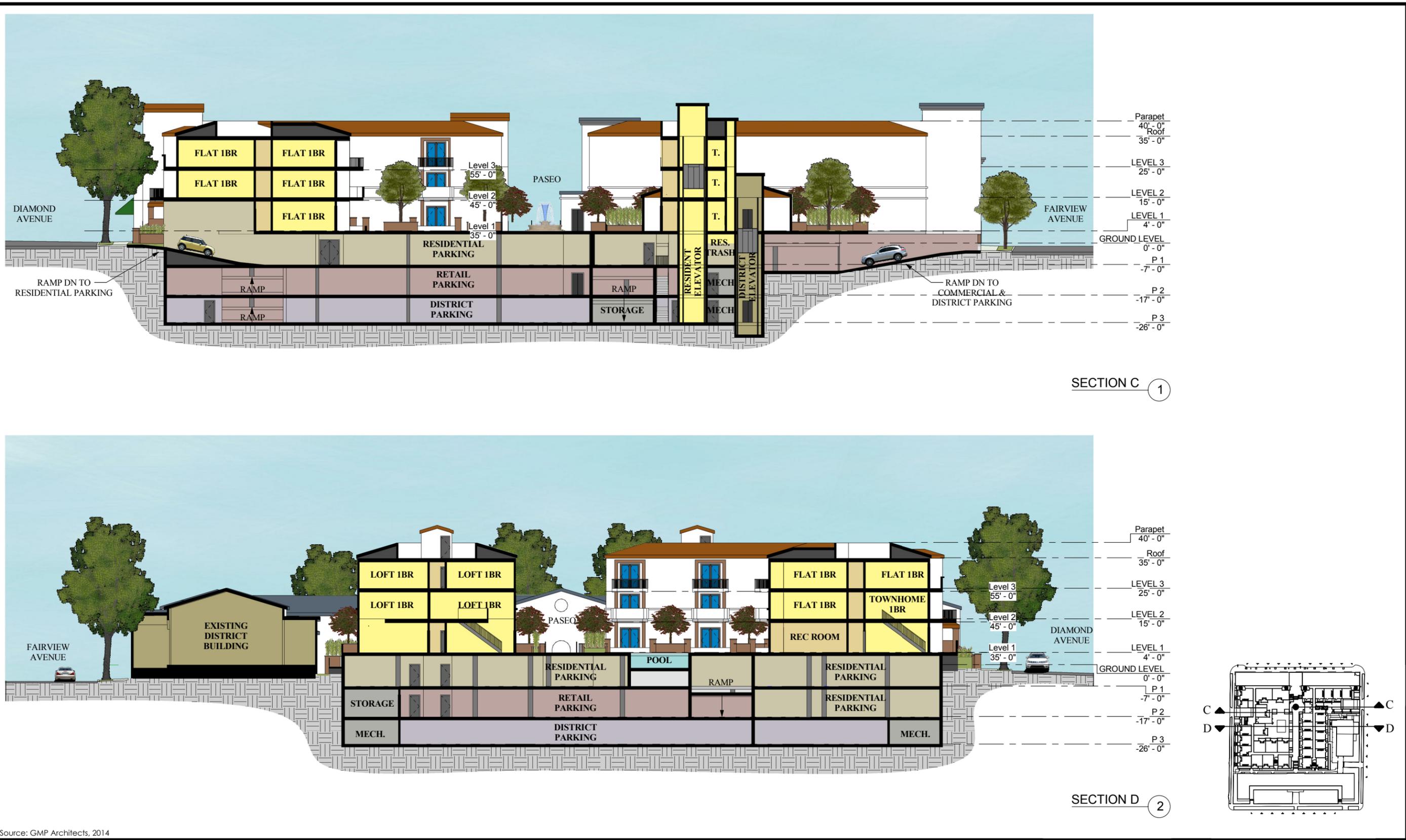


Source: GMP Architects, 2014

Not to scale

Figure 8
North-South Cross Sections





Not to scale

Figure 9
East-West Cross Sections
PMC



MISSION STREET ELEVATION



SOUTH ELEVATION

Source: Legacy Partners Residential, Inc. & GMP Architects-LA



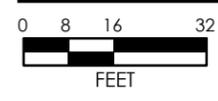


DIAMOND AVENUE ELEVATION



FAIRVIEW AVENUE ELEVATION

Source: Legacy Partners Residential, Inc. & GMP Architects-LA



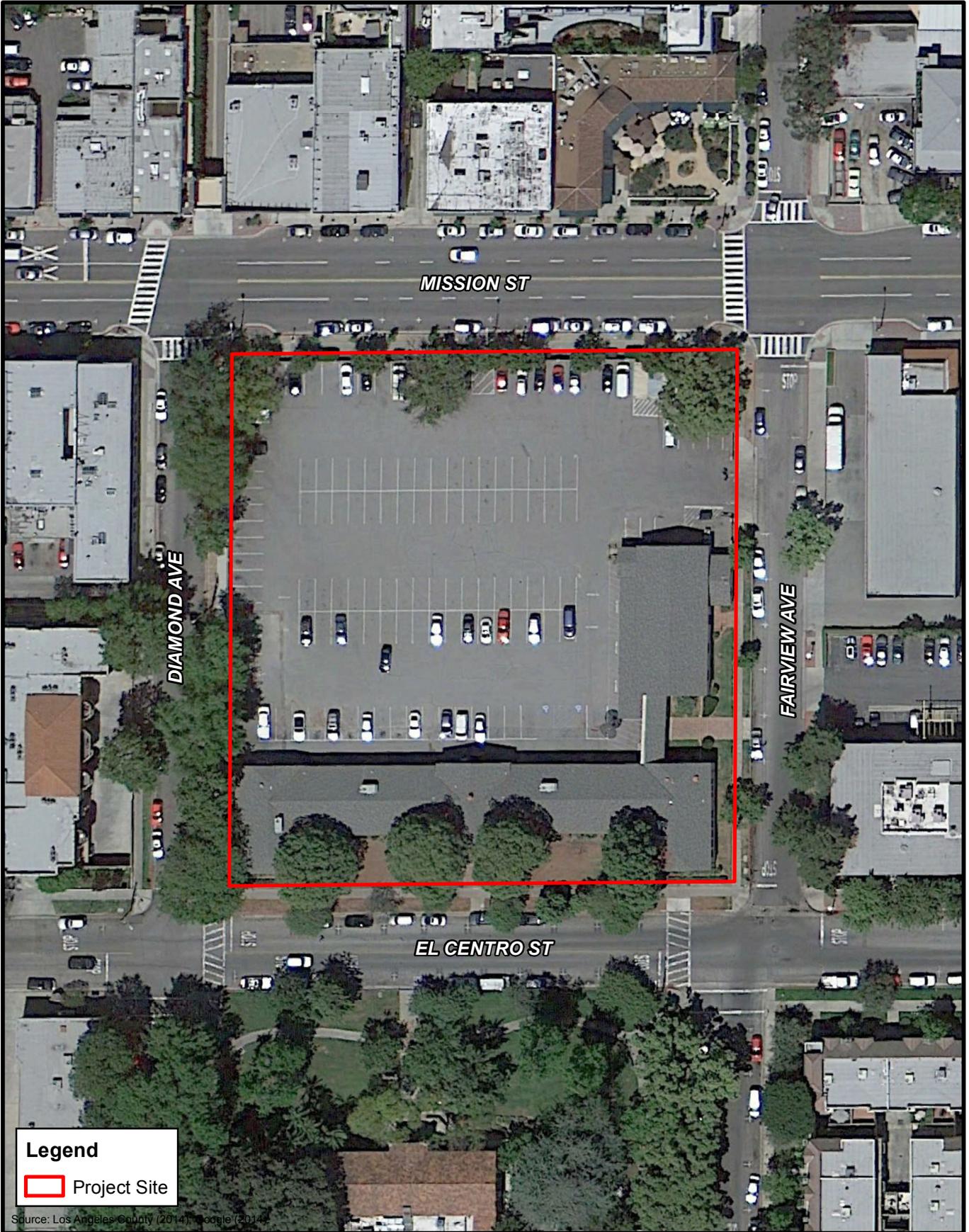


Figure 12
Aerial Photograph of Project Site

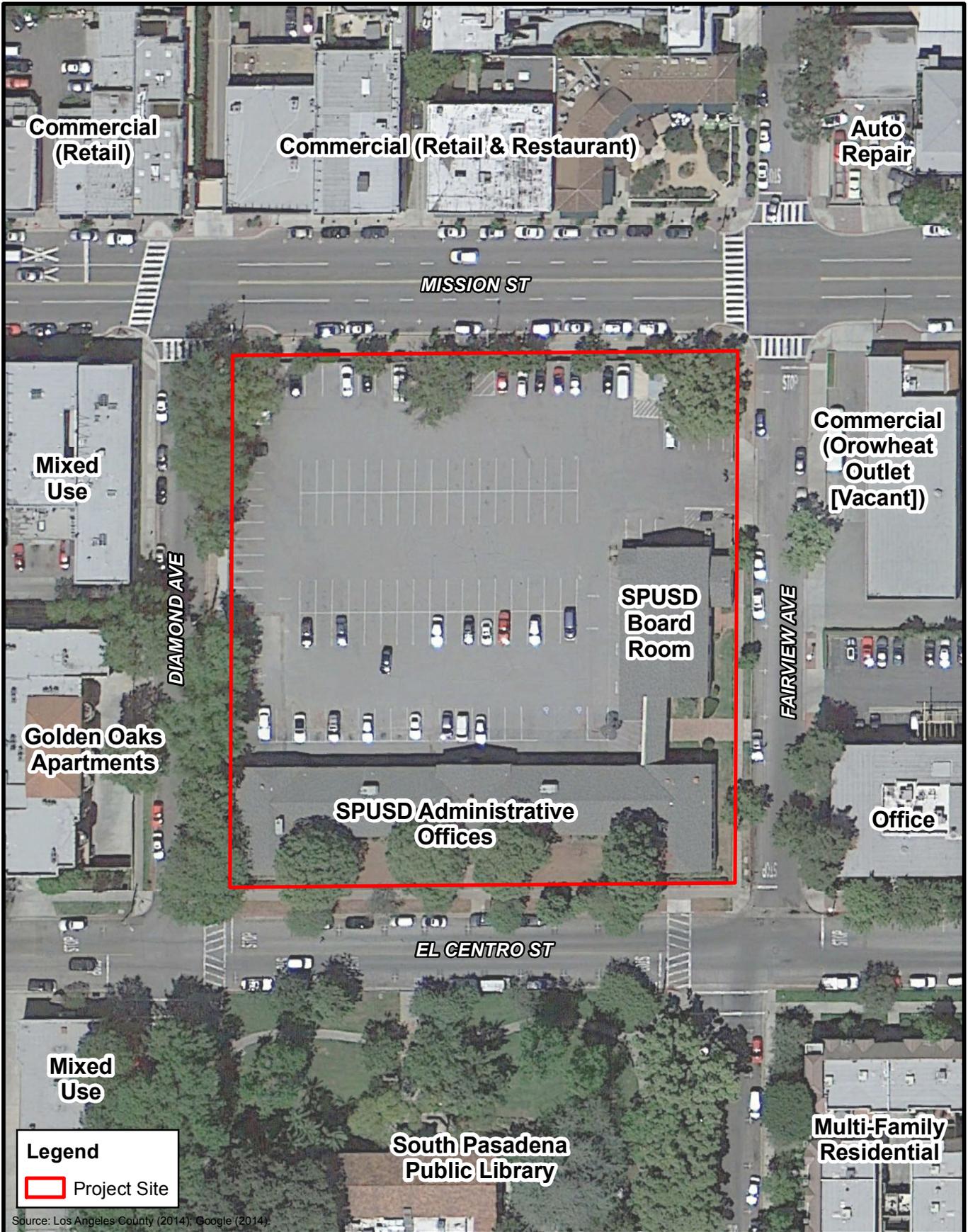


Figure 13
Surrounding Land Uses

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

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

EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect is significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Potentially Significant Unless Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section 17, Earlier Analysis, may be cross-referenced).
- 5) Earlier analysis may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration, Section 15063(c)(3)(D). Earlier analyses are discussed in Section 17 at the end of the checklist.

SOUTH PASADENA UNIFIED SCHOOL DISTRICT INITIAL STUDY

DETERMINATION:

On the basis of this initial evaluation:

- I find that the project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could not have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a significant effect(s) on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on earlier analysis as described on attached sheets, if the effect is a "potentially significant impact" or "potentially significant unless mitigated." An ENVIRONMENTAL IMPACT REPORT is required but must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because all potentially significant effect (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed on the proposed project.

Signature:  Date: 7/1/15

Printed Name: Dave Lubs For: South Pasadena Unified School District

SOUTH PASADENA UNIFIED SCHOOL DISTRICT INITIAL STUDY

Issues and Supporting Information	Source	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
1. LAND USE AND PLANNING. Would the proposal:					
a) Conflict with general plan designation or zoning?	1, 4	X			
b) Conflict with applicable environmental plans or policies adopted by agencies with jurisdiction over the project?	1	X			
c) Be incompatible with the existing land use in the vicinity?	1	X			
d) Affect agricultural resources or operations (e.g., impact to soils or farmlands, or impacts from incompatible land uses)?	1, 2				X
e) Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?	4				X

1.a) The General Plan land use designation for the project site is Mission Street Specific Plan (MSSP) and the zoning is MSSP District A. The MSSP Area includes the Mission Street right-of-way from Pasadena Avenue to Fair Oaks Avenue. The MSSP was developed to address the impacts of the Metro Gold Line Mission Station and to implement the community vision of Mission Street as South Pasadena’s pedestrian-oriented historic shopping street. The MSSP includes detailed regulatory mechanisms tailored to the particular land use mix and circumstances of the Mission Street area.

The City has identified the MSSP Area as a Directed Development Area, which is defined in the General Plan as an area that has unique character and/or conditions that require special planning considerations. The overarching intent of the City’s General Plan is to restore the concept of mixed-use commercial/residential areas that enhance the walkability of the community. The MSSP Area has defined precise land-use patterns, zoning, setbacks, and design to encourage transit-oriented and pedestrian-oriented development. The EIR will evaluate the proposed project for consistency with the MSSP and the City’s General Plan.

1.b) Development of the proposed project may conflict with the environmental plans or policies of other agencies, including the Southern California Association of Governments Regional Transportation Plan. This would be a **potentially significant** impact and will be further evaluated in the Draft EIR.

1.c) Development of the proposed project may result in incompatibility with other land uses in the project vicinity, including the existing SPUSD’s existing administrative offices site. This would be considered a **potentially significant** impact and will be further evaluated in the Draft EIR.

1.d) The project site and the surrounding area are highly urbanized with commercial buildings as well as with well-developed public service and utility infrastructure. The project site and the surrounding area are characterized by features typical of the urban landscape. Agriculture is not an allowed use in the Zoning Code. Therefore, **no impact** would occur. Therefore, this topic will not be analyzed in the EIR.

- 1.e) Development of the proposed project would not extend past the established existing property boundaries and would therefore not divide the existing surrounding community. The proposed project would enhance the surrounding community through improvements to the current streetscape and through design consistent with surrounding uses. The proposed project would not conflict with existing commercial uses along Mission Street and would be developed consistent with the surrounding community through architectural features and landscaping. The central courtyard and paseo would allow access to the existing District buildings. Therefore, the proposed project would not physically divide an established community, and there would be **no impact**. Therefore, this topic will not be analyzed in the EIR.

SOUTH PASADENA UNIFIED SCHOOL DISTRICT INITIAL STUDY

Issues and Supporting Information	Source	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
2. POPULATION AND HOUSING. Would the proposal:					
a) Induce substantial population growth in an area either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other major infrastructure)?	4, 5, 6, 7			X	
b) Displace substantial numbers of existing housing, especially affordable housing, necessitating the construction of replacement housing elsewhere?	4				X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	4				X

- 2.a)** The project proposes the development of 91 multi-family residential units (8 two-bedroom units and 83 one-bedroom units) and 7,000 square feet of ground-floor commercial space. Therefore, project implementation would be expected to draw a new residential population to the neighborhood. The mixed-use development would be located in an urbanized area of the city that is served by utilities and services. According to the California Department of Finance (2010 Census), the average renter-occupied household size in the city is 2.2 persons per household. According to the Southern California Association of Governments (SCAG), the city’s population was approximately 25,600 in 2008 and is projected to grow to approximately 26,300 by 2035. More recently, the California Department of Finance (2015) estimated that the city’s 2014 population was 26,011. The proposed project would generate a projected population increase of approximately 200 residents based on 2.2 persons per unit. When added to the existing population of South Pasadena of 26,011, the proposed project would result in a city population of 26,211 (a 0.007 percent increase). Additionally, the proposed project site is identified in the City of South Pasadena’s 2012–2014 General Plan Housing Element update as an opportunity site for residential development. The addition of the project’s population would be within the 2035 forecast. Given the small percentage increase in population caused by the proposed project and because such an increase is consistent with the city’s growth forecasts, impacts would be **less than significant**. Therefore, this topic will not be analyzed in the EIR.
- 2.b)** The project proposes the development of 91 multi-family residential units. The project would be constructed on a 1.27-acre site that is currently utilized as a surface parking lot for the SPUSD. Therefore, the project would not displace any existing housing and would in fact provide more housing stock. **No impact** would occur. Therefore, this topic will not be analyzed in the EIR.
- 2.c)** As stated in Response 2.b), the project would be constructed on a 1.27-acre site that that is currently utilized as a surface parking lot for the SPUSD. Therefore, the project would not displace any people and **no impact** would occur. Therefore, this topic will not be analyzed in the EIR.

SOUTH PASADENA UNIFIED SCHOOL DISTRICT INITIAL STUDY

Issues and Supporting Information	Source	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
3. GEOLOGY AND SOILS. Would the proposal:					
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:					
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. A.	1			X	
ii. Strong seismic ground shaking?	1, 8			X	
iii. Seismic-related ground failure, including liquefaction?	9			X	
iv. Landslides?	9				X
b) Result in substantial soil erosion or the loss of topsoil?	2			X	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	1, 9			X	
d) Be located on expansive soil, as defined in Chapter 18A of the 2007 California Building Code, creating substantial risks to life or property?	1			X	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	4				X

3.a.i) The Alquist-Priolo Zone Special Studies Act defines active faults as those that have experienced surface displacement or movement during the last 11,000 years. The City's General Plan Safety and Noise Element identifies that the Raymond Hills fault, an Alquist-Priolo fault and Alquist-Priolo Earthquake Fault Zone, is located in the northern portion of the city, north of the project site. No active faults are known to traverse the project site, and the project site is not located within or immediately adjacent to the Alquist-Priolo Earthquake Fault Zone. Therefore, the proposed project would not be subject to the rupture hazards of a known earthquake fault. Impacts would be **less than significant**. Therefore, this topic will not be analyzed in the EIR.

3.a.ii) As with most locations in Southern California, the project site is susceptible to ground shaking emanating from causative faults during an earthquake. Seismic activity along the San Andreas, Raymond, Eagle Rock, and Sierra Madre faults, or on any other of the

numerous faults in the Southern California area, could affect the proposed project and would be considered during project design.

Because South Pasadena is in a larger area traversed by active fault systems, any major earthquake along these systems could cause seismic ground shaking in the city. The National Seismic Zone maps, published by the International Code Council in the California Building Code, divide the United States into four major seismic zones numbered 1 through 4. Zone 1 has the lowest earthquake danger, while Zone 4 has the highest earthquake danger. According to this map, South Pasadena is in Seismic Zone 4, which has the highest earthquake danger (California Seismic Safety Commission 2005, pp. 7 and 38). However, earthquake-resistant design and materials used in new construction or seismic retrofitting must meet or exceed the current seismic engineering standards of the Uniform Building Code, California Building Code Seismic Zone 4 requirements, and other applicable codes. Buildings constructed or retrofitted according to these standards would have the highest level of resistance to building collapse and major injury during a seismic event. As a result, impacts would be **less than significant** with conformance to these required standards. Therefore, this topic will not be analyzed in the EIR.

- 3.a.iii)** Liquefaction typically occurs when near-surface (usually upper 50 feet) saturated, clean, fine-grained loose sands are subject to intense ground shaking, causing the soil to lose strength and behave similar to liquid. The potential for liquefaction depends on the magnitude of ground shaking, groundwater conditions, the relative density of the soils, and the age of site-specific geologic units. Seismic-induced liquefaction occurs when a saturated, granular deposit of low relative density is subject to extreme shaking and loses strength or stiffness due to increased pore water pressure. The consequences of liquefaction are typically characterized by settlement, uplift on structures, and increases in the lateral pressure of buried structures. If building foundations are not designed properly, the effects of severe liquefaction during seismic conditions may result in structural failure, leading to substantial structural damage and injury or loss of life.

The project site is not within a liquefaction hazard zone as shown on the seismic hazard zone maps for the city (California Geological Survey 2015). Therefore, project implementation is not anticipated to result in the exposure of people or structures to potential impacts related to seismic ground failure or liquefaction. Impacts would be **less than significant**. Therefore, this topic will not be analyzed in the EIR.

- 3.a.iv)** According to the seismic hazard zone maps for the city (California Geological Survey 2015), the project site is not located within a landslide hazard area. The project site and the surrounding area are characterized by relatively flat topography. Project implementation would not expose people or structures to landslides. Therefore, **no impact** would occur in this regard, and this topic will not be analyzed in the EIR.

- 3.b)** Project construction would produce loose soils, which would be subject to erosion if the surface areas were to be left uncovered. Grading, excavation, and trenching for construction may expose soils to short-term wind and water erosion. However, consistent with the City of South Pasadena Municipal Code, Chapter 23, Section 23.12, the project would be required to comply with all requirements set forth in the National Pollutant Discharge Elimination System (NPDES) permit for construction activities. The NPDES permitting process requires that the applicant submit a stormwater pollution prevention plan (SWPPP) to be administered throughout project construction. Compliance with the SWPPP would ensure that impacts remain **less than significant**. Therefore, this topic will not be analyzed in the EIR.

3.c) South Pasadena rests primarily on an alluvial plain. To the north, the San Gabriel Mountains are relatively new in geological time. These mountains run generally east-west, with the San Andreas fault on the north and the Sierra Madre fault on the south. The action of these two faults in conjunction with the north-south compression of the San Andreas tectonic plate is pushing up the San Gabriel Mountains. This uplifting, combined with erosion, has helped form the alluvial plain. As shown on the seismic hazard zone maps of the city (California Geological Survey 2015), the majority of South Pasadena lies on the flat portion of the alluvial fan, which is expected to be stable. The project site is not known to be in an area susceptible to landslide or liquefaction.

Excavation and grading activities for development of the proposed project would be required to comply with the grading requirements set forth in the California Building Code. Modern engineering practices and compliance with established building standards, including the California Building Code, which require special design and construction methods, would reduce impacts to a **less than significant** level. Therefore, this topic will not be analyzed in the EIR.

3.d) The City's Safety and Noise Element does not identify expansive soils as a risk to the project area, and the project site is underlain by alluvial material from the San Gabriel Mountains. This soil consists primarily of sand and gravel and is in the low to moderate range for expansion potential (California Geological Survey 2015). Modern engineering practices and compliance with established building standards, including the California Building Code, would reduce impacts to a **less than significant** level. Therefore, this topic will not be analyzed in the EIR.

3.e) The proposed project would connect to the City's existing sewer system. No septic systems and/or other alternative forms of wastewater disposal would be utilized, and **no impacts** would occur. Therefore, this topic will not be analyzed in the EIR.

SOUTH PASADENA UNIFIED SCHOOL DISTRICT INITIAL STUDY

Issues and Supporting Information	Source	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
4. WATER. Would the proposal:					
a) Violate any water quality standards or waste discharge requirements?	1, 2, 4			X	
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	1			X	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	1, 2, 4			X	
d) Substantially alter the existing drainage pattern of the site or area, including through alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	4			X	
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	4			X	
f) Otherwise substantially degrade water quality?	2			X	
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	1				X
h) Place within a 100-year flow hazard area structures which would impede or redirect flood flows?	1				X
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	1				X
j) Inundation by seiche, tsunami, or mudflow?	1				X

- 4.a) In accordance with California's Porter-Cologne Act, the Regional Water Quality Control Boards (RWQCBs) of the State Water Resources Control Board (SWRCB) are required to develop water quality objectives that ensure the various regions meet the requirements of Section 303 of the federal Clean Water Act.

South Pasadena lies within the greater Los Angeles River watershed and thus within the jurisdiction of the Los Angeles Regional Water Quality Control Board (LARWQCB). The LARWQCB adopted water quality objectives for individual projects in its Stormwater Quality Management Plan (SQMP). The SQMP is designed to ensure a project's stormwater runoff achieves compliance with receiving water limitations. As such, stormwater generated by a development that complies with the SQMP does not exceed the limitations of receiving waters and therefore does not exceed water quality standards.

Compliance with the SQMP is enforced by application of Section 402 of the Clean Water Act, the National Pollutant Discharge Elimination System (NPDES). Under this regime, each municipality is required to obtain permits for the water pollution generated by stormwater in its jurisdiction. These permits are known as Municipal Separate Storm Sewer Systems (MS4) permits. The City of South Pasadena is a co-permittee in the Los Angeles County MS4 permit (Order No. 01-182; NPDES No. CAS0041, as amended by Orders R4-2006-0074 and R4-2007-0042). Under this MS4, each permitted municipality is required to implement the SQMP. Chapter 23, Section 23.12 through Section 23.14, requires that all new development projects in the city comply with the provisions of the NPDES during construction and operation. Additionally, in May of 2015, the City revised Chapter 23.14 of the Municipal Code (Stormwater and Urban Runoff Pollution Control) to impose low impact development (LID) strategies on most projects that require building permits.

Implementation of the proposed project would involve construction activities where the proposed mixed-use buildings would be developed, including site clearing and grading, excavation and trenching for foundations and utilities, soil compaction, cut and fill activities, and grading, all of which would temporarily disturb soils. Disturbed soils are susceptible to high rates of erosion from wind and rain, resulting in sediment transport from the site. Additionally, other pollutants, such as nutrients, trace metals, and hydrocarbons, can attach to sediment and be transported downstream, which could contribute to the degradation of water quality. The delivery, handling, and storage of construction materials and wastes, as well as the use of construction equipment, could also introduce a risk for stormwater contamination that could impact water quality. Spills or leaks from heavy equipment and machinery can result in oil and grease contamination, and some hydrocarbon compound pollution associated with oil and grease can be toxic to aquatic organisms at low concentrations. Staging areas or building sites can also be the source of pollution due to the use of paints, solvents, cleaning agents, and metals during construction. All construction activities would be subject to existing regulatory requirements. As required by the NPDES Stormwater Permit and the Construction General Permit, the project developer would file a Notice of Intent (NOI) with the State of California to comply with the requirements of the General Construction Permit. This would include the preparation of an SWPPP incorporating best management practices (BMPs) for construction-related control of erosion and sedimentation contained in stormwater runoff.

The proposed project consists of construction of mixed-use residential and commercial uses on the site of an existing surface parking lot. None of the proposed uses are point source generators of water pollutants (e.g., an identifiable source of measurable

pollutants, such as a sewage treatment plant, oil refinery, or manufacturer). Thus, no quantifiable water quality standards apply to the project. The proposed project would be required to implement post-construction BMPs to address increases in impervious surfaces and incremental runoff increases off-site as required by the NPDES. The project would be required to treat either the first 0.75 inches of a rainflow event or the 85th percentile 24-hour runoff event (whichever is greater), in order to reduce pollutant discharge into the MS4 system. Consistent with the City's LID strategies, project designs include filtering of stormwater through vegetated areas prior to discharge into the City's storm drain system. Additionally, the LID design principles requires that post construction BMPs include retaining stormwater on-site and filtering the runoff back into the groundwater system. Because the parking garage would be located below grade, contaminated runoff from the project's parking garage would be reduced compared to the existing surface-level parking lot on-site. Compliance with the MS4 permit and the Stormwater and Urban Runoff Pollution Prevention Control ordinance (South Pasadena Municipal Code Chapter 23.12-23.14) would ensure that the proposed project would not violate any water quality standards or waste discharge requirements. Impacts would be **less than significant**. Therefore, this topic will not be analyzed in the EIR.

- 4.b) The project site is located in an urbanized area, and the adjacent areas are predominantly built out. Implementation of the project would incrementally decrease impervious surfaces by removing the existing asphalt parking lot and introducing landscape areas. Therefore, the proposed project would not substantially deplete groundwater supplies or interfere with groundwater recharge. The introduction of water retention planters as proposed and the marginal decrease in permeable surface area proposed could nominally increase groundwater recharge. The project does not include groundwater wells and would not be expected to affect local aquifers. Impacts would be **less than significant**. Therefore, this topic will not be analyzed in the EIR.
- 4.c) The project site contains no streams or rivers, and the site does not directly discharge to any surface waters. The site is generally flat with a gentle slope to the east. However, erosion or siltation could occur during construction-related earthmoving activities associated with the proposed mixed-use buildings. Grading activities would temporarily change drainage patterns through excavation for the underground parking, utility trenching, and recontouring and compaction of soil to allow building construction. A potential source of off-site deposition of silt or sediment would be stormwater flowing over the project site when soil is exposed. However, during site grading and construction, short-term runoff and erosion/sedimentation impacts would be addressed through the incorporation of best management practices and water quality management practices in accordance with an NPDES stormwater pollution prevention plan, as indicated in Response 4.a) above. Compliance with the City's regulations, including Municipal Code Chapter 23.12, and the requirements of the NPDES would ensure that this impact remains **less than significant**. Therefore, this topic will not be analyzed in the EIR.
- 4.d, e) The proposed project site is currently utilized as surface parking. According to the Existing Hydrology Exhibit Plan (**Appendix A**), the project area is approximately 98 percent impervious surface, and the majority of the existing surface flow drains to the southeast into an existing grate drain. It is estimated that surface runoff from a 25-year storm event drains from the site at a rate of 4.52 cubic feet per second (cfs), and runoff from a 50-year storm event drains from the site at a rate of 5.13 cfs. Implementation of the proposed project would result in a reduction of impervious surface and would result in a site that is 86 percent impervious. The proposed project would develop a new site drainage system that would incorporate a combination of flow through planters and

other detention features, such as underground storage, to reduce the amount of surface runoff that would enter the City's storm drain system. Based on the Proposed Hydrology Exhibit Plan (**Appendix A**), the proposed project would result in runoff of 4.18 cfs during a 25-year storm event and runoff of 4.75 cfs during a 50-year storm event. Thus, the amount of surface runoff would be decreased from pre-development conditions. Therefore, the proposed project would not create runoff that would exceed the capacity of the storm drain system and would not provide a substantial additional source of polluted runoff. Impacts would be **less than significant**. Therefore, this topic will not be analyzed in the EIR.

- 4.f) Short-term surface water quality impacts may occur from water erosion of soils during construction. The project applicant would be required to prepare an engineering report and a Water Quality Control Management Plan demonstrating that the proposed project would provide storm drainage improvements necessary to serve project runoff. The project would also be required to utilize BMPs and comply with the NPDES stormwater quality requirements. Compliance with the City's regulations, including Municipal Code Chapter 23.12-23.14, including the recently ordained LID requirements, and the requirements of the NPDES would ensure that this impact remains **less than significant**. Therefore, this topic will not be analyzed in the EIR.
- 4.g-i) According to the General Plan, no portions of South Pasadena are located within the 100-year floodplain boundaries, as identified by the Flood Insurance Rate Maps. In addition, no levees or dams present flooding risks to the site or surrounding area. Thus, there would be **no impact**. Therefore, this topic will not be analyzed in the EIR.
- 4.j) Given the inland location of the proposed project, the possibility of a seiche (seismic wave on the surface of a lake or landlocked bay) or tsunami (seismic sea wave) affecting the project site is very low. In addition, the relatively flat-lying topography of the project area precludes the possibility of mudslides inundating the project site. There would be **no impact**. Therefore, this topic will not be analyzed in the EIR.

SOUTH PASADENA UNIFIED SCHOOL DISTRICT INITIAL STUDY

Issues and Supporting Information	Source	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
5. AIR QUALITY. Would the proposal:					
a) Conflict with or obstruct implementation of the applicable air quality plan?	1, 2, 5, 6, 12	X			
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	4, 13	X			
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	13	X			
d) Expose sensitive receptors to substantial pollutant concentrations?	4, 10, 11, 13, 14	X			
e) Create objectionable odors affecting a substantial number of people?	13			X	

5.a) The 2012 Air Quality Management Plan (AQMP) was prepared to accommodate growth, to reduce the high levels of pollutants in the areas under the jurisdiction of South Coast Air Quality Management District (SCAQMD), and to attain clean air in the region. Projects that are considered to be consistent with the AQMP would not interfere with attainment, because this growth is included in the projections used to formulate the plan. Therefore, projects, uses, and activities that are consistent with the applicable assumptions used in the development of the AQMP would not jeopardize attainment of the air quality levels identified in the AQMP, even if they exceed the SCAQMD’s recommended daily emissions thresholds. The 2012 AQMP utilized projections of population and transportation activity forecasts by the Southern California Association of Governments (SCAG) in its 2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The EIR will evaluate the project’s consistency with the AQMP, which is considered a **potentially significant** impact.

5.b) The project site is located in the South Coast Air Basin, which is under the jurisdiction of the SCAQMD. Despite consistent improvements in pollution levels in the basin over the past 30 years, levels of ozone (for which volatile organic compounds [VOC] and nitrogen oxides [NOx] are precursors), PM₁₀, and PM_{2.5} are above national and state standards. The proposed project would generate air pollutants during both construction and operation, which could exceed the thresholds established by the SCAQMD. This would be considered a **potentially significant** impact and will be further evaluated in the EIR.

5.c) The proposed project may result in a cumulatively considerable net increase in criteria pollutants for which the basin is in nonattainment. The basin is in nonattainment for ozone (O₃), particulate matter (PM₁₀ and PM_{2.5}), and lead (federal standards only). Construction and operation of the proposed mixed-use project may contribute to air quality impacts in the existing nonattainment area and may contribute to cumulative air impacts. As such, this is considered a **potentially significant** impact. A detailed air quality impact analysis will be conducted, and cumulative impacts will be further evaluated in the EIR.

- 5.d) Sensitive populations (i.e., children, senior citizens, and acutely or chronically ill people) are more susceptible to the effects of air pollution than the general population. Land uses considered sensitive receptors typically include residences, schools, playgrounds, childcare centers, hospitals, convalescent homes, and retirement homes. Sensitive receptors in proximity to the project site include the Golden Oaks Apartments and other existing residences. Both the construction and the long-term operation of the project have the potential to generate air pollutants that could affect sensitive receptors. This would be considered a **potentially significant** impact that will be further evaluated in the Draft EIR.
- 5.e) Construction activity associated with the project may generate detectable odors from heavy-duty equipment exhaust. However, this impact would be short term in nature and cease upon project completion. Proposed land uses are standard multi-family residential and commercial uses and would not be expected to create objectionable odors affecting a substantial number of people. Impacts would be **less than significant**. Therefore, this topic will not be analyzed in the EIR.

SOUTH PASADENA UNIFIED SCHOOL DISTRICT INITIAL STUDY

Issues and Supporting Information	Source	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
6. TRANSPORTATION/CIRCULATION. Would the proposal:					
a) Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	1, 16	X			
b) Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	16	X			
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?	1				X
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	2, 4			X	
e) Result in inadequate emergency access?	2, 4			X	
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	1, 4, 15,	X			
g) Result in inadequate parking capacity?	2, 4			X	

6.a) Implementation of the proposed project has the potential to cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system due to the potential increase in vehicular traffic generated by the proposed uses. This would potentially result in a decrease in the level of service for the local and regional circulation network. This would be considered a **potentially significant** impact and will be further evaluated in the EIR.

6.b) Per review of the 2010 Los Angeles County Congestion Management Plan (CMP), the nearest CMP monitoring stations in the project vicinity are the intersections of Fremont Avenue/Huntington Drive to the south and Arroyo Parkway/California Boulevard to the north. The nearest CMP-monitored freeway segment is Interstate 110 at Pasadena Avenue to the west. Per review of CMP Appendix B, Guidelines for CMP Transportation Impact Analysis, a regional CMP-level traffic analysis is required for projects that would add 50 or more weekday peak-hour trips to the nearest monitored CMP intersections (Fremont Avenue/Huntington Drive and Arroyo Parkway/California Boulevard) or 150 or

more peak-hour trips to a monitored freeway mainline segment (Interstate 110 at Pasadena Avenue). A traffic study will be prepared to evaluate the **potentially significant** impacts of the proposed project, and impacts to the CMP network will be further evaluated in the Draft EIR.

- 6.c) There are no airports or private airstrips within 10 miles of the project site. The closest airports to the project site are the Bob Hope Airport in Burbank, which is located more than 20 miles away, and the El Monte Airport, which is 11 miles away. The project would not directly impact any airport facilities and thus would not cause a change in the directional patterns of aircraft. There would be **no impact**, and this topic will not be analyzed in the EIR.
- 6.d) Mission Street is a four-lane minor arterial roadway that is fully improved along the frontage of the project site. The project does not propose any changes to the existing roadway alignment, lane configurations, or medians. Vehicular circulation within the subterranean parking structure proposed on the project site would occur on drive aisles that are required to be designed consistent with the City's Municipal Code and Standards. Pedestrian access to the proposed project would be provided via existing sidewalks along Mission Street, Diamond Avenue, and Fairview Avenue. Commercial uses would have direct pedestrian access from Mission Street, and some of the proposed townhomes would have direct pedestrian access from Diamond Avenue. Pedestrian walkways would be provided from adjacent sidewalks to resident lobbies for the proposed indoor-entry residential units, and a walkway is proposed to maintain the existing pedestrian access to the north elevation of the District's Administration Building and to the south and west elevations of the Boardroom Building. The proposed paseo would provide additional pedestrian circulation on-site.

The project site plan is required to adhere to the City's Municipal Code and standards for vehicle and pedestrian circulation; therefore, no significant impacts to on-site circulation are anticipated. All project-related vehicular circulation (noted above) would occur on-site and would not impact any public streets and/or pedestrian/bicycle facilities. Therefore, impacts would be **less than significant**, and this topic will not be analyzed in the EIR.

- 6.e) The project site plan is required to adhere to the City's Municipal Code and standards for vehicle and pedestrian circulation. In addition, the buildings would comply with the required setbacks from the property lines, which are adequate for emergency personnel and equipment access.

Compliance with all Building, Fire, and Safety Codes would be required to ensure that adequate emergency access to the proposed buildings and their upper floors is made available. Additionally, the City's Building Division, Public Works Department, and Fire Department would review all plans prior to building permit issuance. As a result, impacts would be **less than significant**, and this topic will not be analyzed in the EIR.

- 6.f) Implementation of the proposed project would result in an increase in population and employment, which could potentially impact transit service to the area. Transit services in the project vicinity are provided by the Los Angeles County Metropolitan Transportation Authority (Metro). The EIR will evaluate whether the proposed project would directly or indirectly cause any transit agencies to change their service to the project area.

6.g) CEQA Section 21099(d)(1) states, “Aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment.” Section 21099(a) provides the following definitions of the terms “infill site” and “transit priority area”:

(4) “Infill site” means a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses.

(7) “Transit priority area” means an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations.

The proposed mixed-use project would be located on a previously developed site that is surrounded on all sides by developed land and located approximately 0.1 mile from the Metro Gold Line South Pasadena Station. Therefore, the project is on an infill site in a transit priority area; consequently, the project’s aesthetic and parking impacts cannot be considered significant impacts pursuant to CEQA. Since the project’s parking impacts cannot be considered significant environmental impacts, this topic will not be analyzed in the project’s EIR.

For disclosure purposes, the analysis below compares the project to the City’s parking standards. Per the City’s Municipal Code Section 36.310.040, Number of Parking Spaces Required, the proposed project would be required to provide parking spaces as shown in **Table TR-1**.

**TABLE TR-1
PARKING STANDARDS ANALYSIS**

Land Use	Rate	Spaces Required
Mixed-use development	As required for each individual land use	
83 one-bedroom units	1 space per bedroom	83 spaces
8 two-bedroom units	2 spaces per unit	16 spaces
Multi-tenant retail site or building (2 or more uses)	4 spaces per 1,000 square feet	28 spaces
Density Bonus	1 space per 1,000 square feet + 10	41 spaces
Total Spaces Required for Proposed Uses		127 spaces
Total Spaces Provided for Proposed Uses		127 spaces
Total Spaces Required for Density Bonus		41
Total Spaces Provided for Density Bonus		41
Shortfall		0 spaces

Based on the Municipal Code, the proposed project would be required to provide a total of 127 spaces, of which 99 spaces would be required for the residential component and 28 spaces would be required for the retail/commercial component. In order to receive the density bonus as permitted by the MSSP, an additional 41 public spaces would be required. Therefore, in total, the proposed garage would provide 228 parking

spaces and is intended to provide parking for the proposed uses, existing District uses, and general public use. Therefore, the proposed project would satisfy the City's parking standards.

SOUTH PASADENA UNIFIED SCHOOL DISTRICT INITIAL STUDY

Issues and Supporting Information	Source	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
7. BIOLOGICAL RESOURCES. Would the proposal:					
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	1, 17			X	
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	1, 17				X
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	1, 17				X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	1, 4, 17			X	
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	2, 4, 17			X	
f) Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?	1, 17				X

7.a) The project site is urbanized with buildings and surface parking. Landscaping in the area consists of ornamental vegetation, including trees and shrubs. No species that are candidate, sensitive, or special-status species are known to exist on the project site. The proposed project would not result in significant adverse impacts to federal or state listed or other designated species. Impacts would be **less than significant**. Therefore, this topic will not be analyzed in the EIR.

7.b) The project site is urbanized with buildings and surface parking. No riparian habitat or sensitive natural communities exist on-site. **No impact** would occur. Therefore, this topic will not be analyzed in the EIR.

7.c) No federally protected wetlands occur on-site. There would be **no impact**. Therefore, this topic will not be analyzed in the EIR.

- 7.d) No migratory wildlife corridors or native wildlife nurseries exist in the project area. Therefore, implementation of the proposed project would not result in any impacts in this regard. However, the project would remove 21 of 23 existing trees from the site. These trees may be used by migratory avian species for nesting during the breeding season. Migratory avian species are protected under the Migratory Bird Treaty Act (MBTA), which specifically includes all native breeding birds (except game birds), regardless of their listing status (16 United States Code [USC] Sections 703–711). The MBTA protects over 800 species, including geese, ducks, shorebirds, raptors, songbirds, and many relatively common species. The project would be required to comply with the MBTA, which typically requires nesting bird surveys if construction activities were to occur during breeding season. Adherence to all federal, state, and local laws and regulations would ensure that development of the proposed project does not interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery site. Therefore, this impact would be **less than significant** and will not be further evaluated in the EIR.
- 7.e) According to the arborist report (**Appendix B**) prepared for the proposed project, there are a total of 23 trees within the site and along the street side frontages of the site, of which 21 meet the minimum size criteria for being considered mature trees as defined by the City’s Tree Ordinance. However, according to the arborist report, there are no native, oak, or heritage trees on the site as defined by the City’s Municipal Code, Chapter 34, Trees and Shrubs. The trees on-site and in the surrounding parkways are identified in **Table BIO-1**, along with the project’s potential impact on each tree. A graphic depicting the location of each of the site’s trees is included in **Appendix B**.

**TABLE BIO-1
TREE INVENTORY**

Tree #	Scientific Name	Common Name	Diameter at 4 Feet	Existing Height and Width	Proposed Disposition	Arborist Notes
1	<i>Schius terebinthifolius</i>	Brazilian pepper	15"	22' x 24'	Removal	Very poor archetypal form and character is likely the result of pruning due to its location beneath domestic utility line(s). Decay is evident in at least one woody branch growing above the sidewalk right-of-way.
2	<i>Podocarpus gracillior</i>	yew pine	42"	45' x 50'	Conserve in place	Archetypal form and character as an extremely mature specimen. Observed to be free of especially harmful insect and disease conditions at the time of inspection. Surface roots are breaking the small brick planter in which it is growing, indicating a massive belowground root structure equal to its trunk size. Co-dominant branching pattern.
3	<i>Callistemon viminalis</i>	weeping bottlebrush	5"	10' x 14'	Removal	Very poor archetypal form and character growing as an understory to the very massive tree #2 above. Immature specimen.
4	<i>Podocarpus gracillior</i>	yew pine	50"	50' x 45'	Conserve in place	Archetypal form and character as an extremely mature specimen. Observed to be free of especially harmful insect and disease conditions at the time of inspection. Surface roots are breaking the small brick planter in which it is growing, indicating a massive belowground root structure equal to its trunk size.
5	<i>Schius terebinthifolius</i>	Brazilian pepper	13"	26' x 18'	Removal	Very poor archetypal form and character is likely the result of pruning due to its location beneath domestic utility line(s). Decay is evident in at least one woody branch growing above the sidewalk right-of-way.
6	<i>Schius terebinthifolius</i>	Brazilian pepper	21"	16' x 18'	Removal	Very poor archetypal form and character is likely the result of pruning due to its location beneath domestic utility line(s). Decay is evident in at least one woody branch growing above the sidewalk right-of-way.

SOUTH PASADENA UNIFIED SCHOOL DISTRICT INITIAL STUDY

Tree #	Scientific Name	Common Name	Diameter at 4 Feet	Existing Height and Width	Proposed Disposition	Arborist Notes
7	<i>Podocarpus gracillior</i>	yew pine	44"	50' x 45'	Conserve in place	Archetypal form and character as an extremely mature specimen. Observed to be free of especially harmful insect and disease conditions at the time of inspection. Surface roots are breaking the small brick planter in which it is growing, indicating a massive belowground root structure equal to its trunk size.
8	<i>Schius terebinthifolius</i>	Brazilian pepper	18"	16' x 18'	Remove	Poorest archetypal form and character of all of the Brazilian peppers on hand along El Centro Avenue frontage.
9	<i>Schius terebinthifolius</i>	Brazilian pepper	18"	24' x 30'	Remove	Very poor archetypal form and character. Advanced decay apparent in the woody branch structure.
10	<i>Podocarpus gracillior</i>	yew pine	38"	55' X 45'	Conserve in place	Archetypal form and character as an extremely mature specimen. Observed to be free of especially harmful insect and disease conditions at the time of inspection. Surface roots are breaking the small brick planter in which it is growing, indicating a massive belowground root structure equal to its trunk size.
11	<i>Erythrina 'Christa Galli'</i>	Coral tree	28" m	12' x 14'	Remove	Evidence of severe systemic decline wherein more than half of the canopy is dead at this time. Some growth sprouting on main branches infers the severity of the decline as well as the tree's attempt to develop new foliage. Immature specimen.
12	<i>Cinnamomum camphora</i>	camphor	44" (est.)	28' x 50'	Remove	Unable to measure trunk due to the location within the locked bullpen. Significant systemic decline evident in recessionary canopy density and related dieback at margins. Potential for the presence of advanced decay to be hidden within the woody structure.
13	<i>Lagerstroemia indica</i>	crape myrtle	20" m	18' x 14'	Remove	Very poor performance and archetypal form and character. Likely cause of both is the understory location beneath camphor tree #12. The canopy is in advanced decline at this time.
13a	<i>Lagerstroemia indica</i>	crape myrtle	13"	14' x 12'	Remove	Very poor performance and archetypal form and character. Likely cause of both is the understory location beneath camphor tree #12. The canopy is in advanced decline at this time.

SOUTH PASADENA UNIFIED SCHOOL DISTRICT INITIAL STUDY

Tree #	Scientific Name	Common Name	Diameter at 4 Feet	Existing Height and Width	Proposed Disposition	Arborist Notes
14	<i>Cinnamomum camphora</i>	camphor	39"	22' x 35'	Remove	Severe systemic decline apparent in the amount of canopy volume recession.
15	<i>Jacaranda acutifolia</i>	jacaranda	20"	35' x 35'	Remove	Advanced decay apparent in many of the main structural branches visible from the ground level. The canopy has been shaded and distorted as a result of its proximity to tree #16 growing within Diamond Street frontage.
16	<i>Fraxinus uhdei</i>	evergreen ash	35"	45' x 35'	Remove	Extremely mature form and character as a street tree. Decay apparent during ground-level visual inspection. The fundamental locations of the decay within the root crown and structure make long-term conservation marginal.
17	<i>Fraxinus uhdei</i>	evergreen ash	37"	45' x 35'	Remove	Extremely mature form and character as a street tree. Decay apparent during ground-level visual inspection. The fundamental locations of the decay within the root crown and structure make long-term conservation marginal.
18	<i>Fraxinus uhdei</i>	evergreen ash	26"	35' x 25'	Remove	Extremely mature form and character as a street tree. Decay apparent during ground-level visual inspection. The fundamental locations of the decay within the root crown and structure make long-term conservation marginal.
19	<i>Fraxinus uhdei</i>	evergreen ash	33"	40' x 35'	Remove	Extremely mature form and character as a street tree. Decay apparent during ground-level visual inspection. The fundamental locations of the decay within the root crown and structure make long-term conservation marginal.
20	<i>Fraxinus uhdei</i>	evergreen ash	34"	40' x 28'	Remove	Extremely mature form and character as a street tree. Decay apparent during ground-level visual inspection. The fundamental locations of the decay within the root crown and structure make long-term conservation marginal.

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Tree #	Scientific Name	Common Name	Diameter at 4 Feet	Existing Height and Width	Proposed Disposition	Arborist Notes
21	<i>Fraxinus uhdei</i>	evergreen ash	32"	45' x 30'	Remove	Extremely mature form and character as a street tree. Decay apparent during ground-level visual inspection. The fundamental locations of the decay within the root crown and structure make long-term conservation marginal.
22	<i>Fraxinus uhdei</i>	evergreen ash	38"	40' x 30'	Remove	Extremely mature form and character as a street tree. Decay apparent during ground-level visual inspection. The fundamental locations of the decay within the root crown and structure make long-term conservation marginal.

Source: Borer 2015 (see **Appendix B**)

The proposed project would be subject to the requirements of Chapter 34 of the City of South Pasadena Municipal Code, which requires a tree removal permit prior to the removal of any trees. The City's Public Works Director would have the authority to issue tree removal permits in accordance with Municipal Code Chapter 34. Municipal Code Section 34.7 specifies the criteria for approving a tree removal permit and states that at least one of four instances must occur (generally, risk of injury or harm to persons or property, unreasonable hardship on the property owner, tree is damaged or diseased, and replacement trees provide greater value). Compliance with Chapter 34 of the City of South Pasadena's Municipal Code would ensure that impacts relating to tree preservation would be **less than significant**. Therefore, this topic will not be analyzed in the EIR.

- 7.f) The project site is not included in an adopted habitat conservation plan, natural community conservation plan or other habitat conservation plan. There would be **no impact**. Therefore, this topic will not be analyzed in the EIR.

SOUTH PASADENA UNIFIED SCHOOL DISTRICT INITIAL STUDY

Issues and Supporting Information	Source	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
8. ENERGY AND MINERAL RESOURCES. Would the proposal:					
a) Conflict with adopted energy conservation plans?	1, 4			X	
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	1, 4				X

8.a) The proposed project would incorporate “green” building measures in both the building design and landscape design. Building design features would include operable windows providing natural sunlight and ventilation to primary rooms; low-flow showerheads; high-efficiency washing machines and dishwashers in residential units; high-efficiency low-flow plumbing fixtures; electric vehicle charging stations; and tankless water heaters. As an option, rooftop solar panels may also be installed. The installation of energy-efficient appliances is consistent with the energy conservation goals and policies outlined in the Open Space and Resource Conservation Element of the City’s General Plan. Impacts would be **less than significant**. Therefore, this topic will not be analyzed in the EIR.

8.b) According to the City’s General Plan, there are no designated Mineral Resources Zones in South Pasadena. The General Plan does not identify the project site as an important mineral resource recovery site. **No impacts** would occur. Therefore, this topic will not be analyzed in the EIR.

SOUTH PASADENA UNIFIED SCHOOL DISTRICT INITIAL STUDY

Issues and Supporting Information	Source	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
9. HAZARDS AND HAZARDOUS MATERIALS. Would the proposal:					
a) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	1, 4				X
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	1, 4			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	1, 4				X
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	18, 19				X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	1, 4				X
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	1, 4				X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	1			X	
h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	1				X

9.a) Refer to Response 8.b). **No impact** would occur. Therefore, this topic will not be analyzed in the EIR.

9.b) The proposed project's potential impacts from hazardous materials during the construction and operation phases are evaluated in the paragraphs below.

Construction of the proposed project would involve use of common but potentially hazardous materials, including vehicle fuels, paints, cleaning materials, and caustic construction compounds. If incorrectly transported, handled, or disposed of, these substances could pose a potential health risk to construction workers and to the general

public. However, the transport and handling of these common potentially hazardous materials would occur in accordance with California Occupational Safety and Health Administration (Cal/OSHA) guidelines and would be disposed of in accordance with California Department of Toxic Substances Control (DTSC) and Los Angeles County regulations. Additionally, the US Department of Transportation Office of Hazardous Materials Safety prescribes strict regulations for the safe transportation of hazardous materials, as described in Code of Federal Regulations (CFR) Titles 40, 42, 45, and 49 and implemented by California Code of Regulations (CCR) Titles 17, 19, and 27.

Construction of the proposed project does not include demolition activities. Consequently, it is unlikely that construction activities will result in the release of asbestos, lead, or other hazardous materials from the existing structures on the project site. Additionally, to ensure that workers and others at the proposed project site are not exposed to unacceptable levels of risk associated with the use and handling of hazardous materials during construction activities, employers and businesses are required to implement existing hazardous materials regulations, with compliance monitored by state (e.g., Cal/OSHA in the workplace or the DTSC for hazardous waste) and local jurisdictions (e.g., the South Pasadena Fire Department). Compliance is mandated with existing safety standards related to the handling, use, and storage of hazardous materials, and compliance with the safety procedures mandated by applicable federal, state, and local laws and regulations (Resource Conservation and Recovery Act, California Hazardous Waste Control Law, and principles prescribed by the California Department of Public Health, Centers for Disease Control and Prevention, and National Institutes of Health).

During operation, hazardous materials in the form of paints, solvents, cleaning products, fuels, lubricants, adhesives, sealers, and pesticides/herbicides may be transported to the site and could be transported off-site for purposes of disposal. Appropriate documentation for all hazardous waste that is transported off-site in connection with activities at the project site would be provided as required to ensure compliance with the existing hazardous materials regulations described above. Adherence to these regulations, which require compliance with all applicable federal, state, and local laws related to the transportation of hazardous materials, would reduce the likelihood and severity of accidents that might occur during transit for the proposed project.

While construction and operation of the proposed project would not generate large amounts of hazardous materials, the use, transport, and disposal of any hazardous materials during project construction and operation would be subject to federal, state, and local health and safety requirements. Adherence to federal, state, and local regulations would ensure that potential risks resulting from the routine use of hazardous materials and disposal of hazardous wastes would remain **less than significant**. Therefore, this topic will not be analyzed in the EIR.

- 9.c) While the proposed project would be constructed at the site of the South Pasadena Unified School District's administrative offices, the project site is not located within one-quarter mile of any existing or proposed schools. The nearest school is South Pasadena High School, located approximately 0.5 miles south of the project site. As stated in Response 9.b), no significant hazardous materials emissions would be anticipated from the proposed project operation. There would be **no impact**. Therefore, this topic will not be analyzed in the EIR.

- 9.d)** The project site is not located on a site listed on the Cortese List. According to the State Resources Water Control Board's (2015) GeoTracker database, two sites within 1,000 feet were reported to have leaking underground storage tanks on-site. Both of these sites are classified as completed, case closed (SWRCB 2015). The DTSC's (2015) EnviroStor website does not list any hazardous waste or substance site within 0.5 miles of the project site. The project site is not listed on a contamination-related database and does not present an environmental concern to the proposed project site. Therefore, there would be **no impact**, and this topic will not be analyzed in the EIR.
- 9.e, f)** The project site is not located in an airport land use plan or within 2 miles of an airport or private airstrip. The proposed project would not result in a safety hazard for people residing or working in the project area. There would be **no impact**. Therefore, this topic will not be analyzed in the EIR.
- 9.g)** The City's Fire Department and Public Works Department would review all plans to ensure emergency access would not be impacted. The Fire Department and Public Works Department would impose conditions of approval which require that vehicular access through Mission Street, Diamond Avenue, and Fairview Avenue remain open during construction activity. All emergency procedures would continue to be implemented in accordance with the City's Disaster Response Plan. The proposed project would not impair implementation of or physically interfere with an emergency response plan or emergency evacuation plan. Impacts would be **less than significant**. Therefore, this topic will not be analyzed in the EIR.
- 9.h)** The project site and the surrounding area are currently developed and are not located in a portion of the city identified in the City's General Plan Safety and Noise Element as having the potential for wildland fires. Future development as a result of project implementation would introduce additional ornamental landscaping, which is not anticipated to create hazardous fire conditions. **No impacts** would occur. Therefore, this topic will not be analyzed in the EIR.

SOUTH PASADENA UNIFIED SCHOOL DISTRICT INITIAL STUDY

Issues and Supporting Information	Source	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
10. NOISE. Would the proposal result in:					
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	1, 2, 4	X			
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	4, 21, 22, 23	X			
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	16	X			
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	2, 24	X			
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	1, 4				X
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	1, 4				X

10.a) The City of South Pasadena regulates noise levels through the General Plan Safety and Noise Element and under Chapter 19A of the City’s Municipal Code. Existing sensitive receptors adjacent to the project site include multi-family residences to the west and single- and multi-family residences to the southeast, as well as the South Pasadena Public Library to the south. Residences constructed as part of the project would also be considered a sensitive use. The existing sensitive receptors closest to the project site are multi-family residential units across Diamond Street to the west of the project site.

Sources of noise associated with the proposed project would include noise generated during construction activities and during operation of the project. Construction noise includes the use of heavy equipment during excavation and grading, as well as construction itself. Because the proposed project would result in an increase in residential and commercial development on the project site, noise on the project site would be expected to incrementally increase during use and operation of the project. As such, this impact is considered **potentially significant**, and the potential for the proposed project to expose noise-sensitive receptors to excessive noise levels will be evaluated in the EIR.

10.b) Construction of the project could potentially result in groundborne vibration or groundborne noise that has the potential to affect buildings adjacent to the construction site, including the existing SPUSD buildings on-site, which are contributing structures to the Mission West Historic Business District. The construction activities that are expected to

generate the greatest vibrations are grading, excavation, and installation of the foundation. This would be considered a **potentially significant** impact. The EIR will analyze potential impacts related to groundborne noise and vibration and recommend mitigation measures if necessary.

- 10.c) Operation of the proposed project would generate local traffic as a result of residents, employees, and patrons entering and exiting the site. This would be a **potentially significant** impact. The EIR will analyze impacts related to increases in ambient noise levels and will include mitigation measures as necessary.
- 10.d) There would at times be high intermittent construction noise in the project area during project construction. Proposed construction may significantly affect land uses adjacent to the project site. Construction at the project site would comply with the hourly limits specified by the City's Noise Ordinance. This would be considered a **potentially significant** impact. The EIR will identify any significant impacts and will include mitigation measures as necessary.
- 10.e) The project site is not located in an airport land use plan or within 2 miles of a public airport or public use airport. Therefore, project implementation would not expose people residing or working in the project area to excessive noise levels. There would be **no impact**, and this topic will not be analyzed in the EIR.
- 10.f) The project site is not located in the vicinity of a private airstrip. Exposure of people residing or working in the project site to excessive noise levels is not anticipated as a result of project implementation. There would be **no impact**. Therefore, this topic will not be analyzed in the EIR.

SOUTH PASADENA UNIFIED SCHOOL DISTRICT INITIAL STUDY

Issues and Supporting Information	Source	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
11. PUBLIC SERVICES. Would the proposal:					
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:					
i. Fire protection?	1, 4, 25			X	
ii. Police protection?	1			X	
iii. Schools?	1, 27	X			
iv. Parks?	1, 2, 6			X	
v. Other public services?	1			X	

11.a.i) The project would construct 7,000 square feet of ground-floor commercial space and 91 new residential units, which are expected to generate a population increase of 200 persons. The South Pasadena Fire Department provides fire protection and emergency medical services in the city. The South Pasadena Fire Station, located at 817 Mound Avenue, would serve the project site. Although the proposed project would incrementally increase the demand for fire protection services, the project would be developed in accordance with the most current California Building Code. In addition, the type and scale of the proposed project is similar to other existing buildings in the project area that are currently adequately served by the Fire Department’s existing facilities. The proposed development would not result in the need to construct new or altered fire protection facilities (Riddle 2014). Impacts would be **less than significant**. Therefore, this topic will not be analyzed in the project’s EIR.

11.a.ii) The City of South Pasadena Police Department provides police protection in the area. The South Pasadena Police Department is composed of 36 sworn officers, including captains, sergeants, and the chief of police, and 16 civilian employees. The department is augmented with an additional 30 reserve police officers. Development of the proposed project would add 7,000 square feet of commercial space and approximately 200 residents to the city. This level of development is not expected to substantially affect police protection needs or service ratios. Furthermore, the proposed project would not result in the need for new or physically altered police facilities. Therefore, impacts would be **less than significant**, and this topic will not be analyzed in the project’s EIR.

11.a.iii) The South Pasadena Unified School District (SPUSD) provides kindergarten through 12th grade public education services in South Pasadena. In the city, there are currently three elementary schools (Arroyo Vista, Monterey Hills, and Marengo), one middle school (South Pasadena Middle School), and one high school (South Pasadena High School). The District has a total enrollment (2014–2015) of 4,786 students.

The proposed project would add 91 multi-family residential units in the District and approximately 200 residents to the city. Currently, the District accommodates student enrollment in excess of its capacity. Given the potential for the project to increase student enrollment, this impact is considered **potentially significant** and will be further analyzed in the project’s EIR.

11.a.iv) According to the Open Space and Resource Conservation Element of the General Plan, the City identifies a standard of 4 acres of parks and recreation facilities per 1,000 residents. Based on the current (2014) city population of 26,011 residents (California Department of Finance 2015), South Pasadena would need approximately 104 acres of parkland to meet existing demand. Currently there are 92.2 acres of parks in South Pasadena, the majority of which (73.9 acres) is located in Arroyo Seco Park in the northwest portion of the city. Therefore, the city has a current parkland deficiency of approximately 11.8 acres. The proposed project could generate an estimated 200 new residents. Based on the City's requirement of 4 acres per 1,000 residents, the project would generate demand for 0.8 acres of parks. This demand would further exacerbate existing deficiencies.

When school recreation facilities are incorporated into the assessment (calculated at 50 percent of usable acreage to account for use restrictions), adequate parkland facilities are available to serve both the current and forecast population in South Pasadena (City of South Pasadena 1998). In fact, according to the City's General Plan Open Space and Resource Conservation Element, when adding public recreational play areas, a surplus of approximately 30 acres of parkland currently exists. It should also be noted that residential development projects in South Pasadena are required to pay a park facilities impact fee, in accordance with Section 16A.5 of the City's Municipal Code. With payment of these fees, impacts would be **less than significant**. This topic will not be further analyzed in the project's EIR.

11.a.v) The increased demand on public facilities associated with the project may result in greater maintenance requirements. However, these impacts would be negligible. Impacts would be **less than significant**, and this topic will not be analyzed in the EIR.

SOUTH PASADENA UNIFIED SCHOOL DISTRICT INITIAL STUDY

Issues and Supporting Information	Source	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
12. UTILITIES AND SERVICE SYSTEMS. Would the proposal:					
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	1, 4, 28			X	
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	1, 4			X	
c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	4			X	
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	2, 4, 5, 6, 30	X			
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	1, 4, 28			X	
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	1, 29			X	
g) Comply with federal, state, and local statutes and regulations related to solid waste?	1, 2			X	

12.a) The Sanitation Districts of Los Angeles County and the City of South Pasadena would provide sanitation service for the project site. The City of South Pasadena operates a municipal wastewater collection system and is subject to the wastewater treatment requirements adopted by the Los Angeles Regional Water Quality Control Board (LARWQCB), as well as various state and federal regulations. The development would provide a new lateral connection to the existing sewer mainline along Fairview Avenue or Mission Street. Wastewater collection service in South Pasadena is provided by the South Pasadena Public Works Department, with regional facilities under the jurisdiction of the Sanitation Districts of Los Angeles County. All wastewater generated by the proposed project would be discharged into the local wastewater collection system and conveyed for treatment at the Sanitation Districts' Reclamation Plants. Wastewater from the city is typically treated at the County's Joint Water Pollution Control Plant (JWPCCP) in Carson. The facility provides both primary and secondary treatment for approximately 280 million gallons of wastewater per day (mgd) and has a total permitted capacity of 400 mgd (Sanitation Districts of Los Angeles County 2015).

The proposed project is estimated to generate approximately 29,850 gallons per day of wastewater (see **Appendix C**). This would represent approximately 0.000074 percent of

the capacity at the JWPCP. Therefore, the proposed project would not exceed the wastewater treatment capacity of the JWPCP, and this impact would be **less than significant**. Thus, this topic will not be analyzed in the EIR.

- 12.b)** The increase in wastewater generated by the project would be within the City's existing trunk sewer capacity. Therefore, the proposed project would not adversely affect the City's wastewater conveyance system (see **Appendix C**) and would not require the construction of new or expanded wastewater treatment facilities. Water-conserving plumbing fixtures and low-water-demand landscaping proposed as part of the project would be expected to result in lower water effluent than similarly sized developments not providing these features.

The project site is located in an urbanized area in South Pasadena. Water demand generated by development of the site would not be expected to require the construction of new or expanded water treatment or conveyance facilities (see **Appendix C**). Impacts to water treatment facilities would therefore be **less than significant**, and this topic will not be analyzed in the EIR.

- 12.c)** The proposed project site is currently used as a surface parking lot. According to the Existing Hydrology Exhibit Plan (**Appendix A**), the project area is approximately 98 percent impervious surface, and the majority of the existing surface flow drains to the southeast into an existing grate drain. It is estimated that surface runoff from a 25-year storm event drains from the site at a rate of 4.52 cubic feet per second (cfs), and runoff from a 50-year storm event drains from the site at a rate of 5.13 cfs. Implementation of the proposed project would result in a reduction of impervious surface and would result in a site that is 86 percent impervious. The proposed project would develop a new site drainage system that would incorporate a combination of flow-through planters and other water retention features, such as underground storage, to reduce the amount of surface runoff that would enter the City's storm drain system. Based on the Proposed Hydrology Exhibit Plan (**Appendix A**), the proposed project would result in runoff of 4.18 cfs during a 25-year storm event and runoff of 4.75 cfs during a 50-year storm event. Thus, the amount of surface runoff would be decreased from pre-development conditions. Therefore, the proposed project would not create runoff that would exceed the capacity of the storm drain system, and impacts would be **less than significant**. This topic will not be analyzed in the EIR.
- 12.d)** The City of South Pasadena is the water purveyor for the project site. The City's 2010 Urban Water Management Plan (UWMP) (City of South Pasadena 2011) provides the following description of the City's water supply resources and facilities:

The City is a local water purveyor that serves retail customers within the City of South Pasadena. The City is a member agency of Upper District [Upper San Gabriel Valley Municipal Water District]. The City has the legal right to pump groundwater from the Main San Gabriel Basin (Main Basin); can purchase imported water from the Metropolitan Water District of Southern California (Metropolitan) through Upper District; and can purchase water from the City of Pasadena to serve a small portion of its service area. The City can purchase water from Metropolitan during peak demand or when well(s) are taken out of service for any reason.

The proposed project would result in an increase in demand to the City’s water supply. The **potentially significant** impacts associated with implementation of the proposed project on water supply will be further studied in the EIR.

12.e) Refer to Responses 12.a) and 12.b). Impacts would be **less than significant**. Therefore, this topic will not be analyzed in the EIR.

12.f) Solid waste disposal for the City of South Pasadena is currently contracted to Athens Services. Solid waste from South Pasadena is primarily disposed of at the Scholl Canyon Landfill in Glendale, approximately 3 miles northwest of the project site. The estimated remaining capacity of the landfill is 12,100,000 cubic yards, with a permitted daily throughput of 3,400 tons per day (6,800,000 pounds per day) (CalRecycle 2015).

As illustrated in **Table UTL-1**, the project would be expected to generate 12,753.49 pounds of solid waste per day, which can be accommodated by the Scholl Canyon Landfill and other regional landfills. Therefore, the project would be served by landfills with sufficient capacity to accommodate the project’s solid waste disposal needs.

**TABLE UTL-1
SOLID WASTE GENERATION**

Type of Use	Size	Generation Factor	Amount (lbs/day)
Proposed Use			
Residential	91 DU	4 lbs/DU/day	3642
Restaurant	3,797 SF	0.005 lbs/SF/day	18.99
Commercial	3,637 SF	2.5 lbs/SF/day	9,092.5
Solid Waste Generation			12,753.49

Source: CalRecycle 2015

Notes: DU = dwelling unit; SF = square feet

It should also be noted that the City has completed a comprehensive Source Reduction and Recycling Element (SRRE) in compliance with Assembly Bill (AB) 939, which requires every city in California to reduce the waste it sends to landfills. As of 2006, the City was recycling 50 percent of its solid waste, thereby complying with the standards established by AB 939 (CalRecycle 2015). Impacts related to solid waste disposal facilities would be **less than significant**. Therefore, this topic will not be analyzed in the EIR.

12.g) The project would be required comply with adopted programs and regulations pertaining to solid waste. Impacts would be **less than significant**. Therefore, this topic will not be analyzed in the EIR.

SOUTH PASADENA UNIFIED SCHOOL DISTRICT INITIAL STUDY

Issues and Supporting Information	Source	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
13. AESTHETICS. Would the proposal:					
a) Have a substantial adverse effect on a scenic vista?	1, 4			X	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	1, 4, 23				X
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	1, 4, 23			X	
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	1, 2, 4			X	

CEQA Section 21099(d)(1) states, "Aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment." Section 21099(a) provides the following definitions of the terms "infill site" and "transit priority area":

(4) "Infill site" means a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses.

(7) "Transit priority area" means an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations.

The proposed mixed-use project would be located on a previously developed site that is surrounded on all sides by developed land and that is located approximately 0.1 mile from the Metro Gold Line South Pasadena Station. Therefore, the project is on an infill site in a transit priority area; consequently, the aesthetic and parking impacts of the project cannot be considered significant impacts pursuant to CEQA. The analysis of aesthetic impacts below is presented for disclosure purposes.

13.a) While there are no specifically designated scenic vistas in South Pasadena, the Open Space and Resource Conservation Element of the City's General Plan states, "The hillsides and ridgelines of South Pasadena provide a scenic backdrop for the entire community." The Open Space and Resource Conservation Element further stresses "protecting the 'view shed,' both from and to these hillsides," with the following policy and strategy:

- Policy 6.2: Discourage grading on ridgelines and other significant topographic features including knolls, ridgetops, saddles, treelines, significant stands of trees, and natural vegetation which damage the integrity of hillside areas, in order to provide off-site views.

- Strategy 6.3: Develop and maintain standards and regulations that retain native vegetation and that protect the “view shed” both from and to hillsides.

The project site is within the Mission West Historic Business District, which is a flat portion of the city and not in a hillside area. Therefore, the proposed project would not affect any scenic vistas of hillsides.

The project would, however, obstruct south-facing views from Mission Street of the SPUSD Administration Building and Boardroom Building, which are contributing resources in the Mission West Historic Business District. **Figure 3** depicts a birds-eye, south-facing view of the proposed buildings in relation to the existing buildings on-site, and **Figure 10** shows the Mission Street Elevation of the proposed project, which also depicts the proposed buildings in relation to the existing buildings on-site. As shown in these figures, the proposed structures would partially obstruct views of the rear (north) façade of the SPUSD Administration Building from Mission Street. However, the SPUSD Administration Building and Boardroom Building face El Centro Street and Fairview Avenue, respectively. The articulation and adornment of these south- and east-facing façades (e.g., arched-brick front entry, arched-brick loggia, concrete latticed decorative elements) are evident and distinguish the front of the buildings as the primary façades from the rear, parking-lot-facing secondary façades that would be obstructed by the proposed project. The primary architectural feature and focal point of the rear façades is the gable in the center of the Administration Building that features an arched brick-framed doorway and a rose window. The proposed project would establish a view corridor from Mission Street to this architectural feature, with the proposed central paseo flanked by the proposed east and west project buildings, which would frame the view of the gable element.

Since the proposed project would not obstruct views of the primary façades of the SPUSD Administration Building or Boardroom Building and because the project would establish a view corridor to the primary architectural feature and focal point of the rear façades, the project’s impact on views of these contributing structures in the Mission West Historic Business District is **less than significant**. Therefore, this topic will not be analyzed in the EIR.

- 13.b)** The only roadway within or adjacent to South Pasadena that is identified in the California Scenic Highways Program is Arroyo Seco Parkway (Interstate 110), which has been designated a historic parkway (Caltrans 2015). Arroyo Seco Parkway is approximately one-quarter mile north of the project site. In addition, according to the City of South Pasadena General Plan, no officially designated state scenic routes or highways occur near the project site. Therefore, project implementation would have **no impact** on scenic resources within a state scenic highway. This topic will not be analyzed in the EIR.
- 13.c)** The project site is the surface parking area of the SPUSD’s administrative offices site. The portion of the site proposed for development (1.27 acres) is an asphalt-paved surface parking lot; the balance of the 1.89-acre parcel contains the SPUSD’s Administration and Boardroom buildings. The two existing SPUSD buildings on-site, which would be preserved in place, are built in a Romanesque Revival architectural style and are contributing structures in the Mission West Historic Business District. In terms of scale, these structures are one-story buildings with rooflines that reach approximately 25 feet in height. The existing parking lot on-site is surrounded by a brick and masonry perimeter wall along the Mission Street, Diamond Avenue, and Fairview Avenue frontages. Landscaping on the parking lot site is limited to 23 ornamental trees, which are located along the perimeter

of the site. Street trees also exist in the bordering parkways of Mission Street, Diamond Avenue, and Fairview Avenue.

As noted, the project site lies along the south side of Mission Street in South Pasadena's Mission West Historic Business District, which defines the aesthetic character of the area. The historic district comprises the city's commercial core and includes commercial buildings located along Mission Street, the former South Pasadena Bank at the southwest corner of El Centro Street and Diamond Avenue, the South Pasadena Public Library, and a variety of other resources including the Meridian Iron Works, a watering trough and wayside station, and the SPUSD buildings on-site.

Land uses surrounding the site include one- and two-story commercial buildings along Mission Street, many of which are historic, with ground-floor storefronts and dining patios facing the sidewalk; a two-story office building to the east; two-story multi-family residential uses to the southeast; the historic South Pasadena Public Library to the south; the historic two-story South Pasadena Bank Building to the southeast; and the three-story Golden Oaks apartment building to the west.

The proposed development consists of two three-story, mixed-use buildings (east and west buildings) that would occupy the existing parking lot area of the site. The proposed buildings would be oriented with the District's existing Administration Building to create a central courtyard and a north-south paseo that frames the rear entry to the existing Administration Building. The proposed buildings contain ground-floor retail space fronting on Mission Street with residential units above, as well as townhomes fronting on Diamond Avenue.

The north elevations of the proposed buildings would provide a new, block-long street frontage along Mission Street, and the proposed west building would provide a new, nearly block-long street frontage along Diamond Avenue. The proposed east building would provide a new façade along Fairview Avenue near Mission Street, which would share the Fairview Avenue block face with the District's existing Boardroom and Administration buildings.

The proposed buildings total 85,775 square feet in habitable floor area. Both proposed buildings are three stories and have a maximum height of 45 feet, with main roof lines at a height of 40 feet. Proposed architectural features include brick and glass storefront ground-floor façades with varying canopies/awnings along Mission Street, modulated brick and stucco façades in the west building along Mission Street and Diamond Avenue, varying flat and pitched rooflines with primarily mission tile roof materials, and setbacks of the top floor with dormer windows.

While the proposed buildings are larger in height and mass than most of the surrounding buildings, they are not out of scale or character with the Mission Street area. This is demonstrated by the fact that several three-story buildings already exist in the area, including the Golden Oaks apartment building immediately west of the site, a mixed-use building to the north of the site fronting on Fairview Avenue, and a mixed-use building east of the site at the corner of Mission Street and Fremont Avenue. In addition, the proposed buildings have been designed to soften the potential impact of the buildings' size through massing, setbacks, and articulation of the façades (see **Figure 10** and **Figure 11**). In addition, the three-story portions of the proposed buildings are concentrated in the center of the block, with cornice and eave lines demarcating the two-story height line along Mission Street, allowing the buildings to show as two-story masses. Furthermore,

the proposed façade along Mission Street would be divided into multiple storefront openings with pilasters that divide the frontage into a series of bays, creating a rhythm that is consistent with other existing buildings along Mission Street. Similarly, along Diamond Avenue, the proposed townhomes with direct pedestrian access, stoops, and raised planters create a residential character that is consistent with existing residential frontages in the area.

In terms of uses, the mixed residential and commercial nature of the proposed buildings is consistent with the surrounding area, which contains a mix of commercial, residential, and institutional uses, with commercial uses primarily occurring at the ground-floor level along Mission Street. The project is consistent with this arrangement, with commercial uses and façades at the ground level along Mission Street, while ground-floor residential uses are located on side streets.

Given that the project's architectural style is consistent with surrounding area, the scale of the proposed buildings is similar to other existing buildings in the area, and the proposed mixed-use nature of the project is consistent with the surrounding Mission West Historic Business District, the proposed project would not substantially degrade the existing visual character or quality of the site or its surroundings. Impacts are **less than significant**. Therefore, this topic will not be analyzed in the EIR.

- 13.d)** The project site and its surroundings are currently urbanized and contain various forms of on- and off-site lighting. The proposed project would introduce additional light sources in the form of security lighting, landscape and building accent lighting, and vehicle lighting. The proposed paseo and courtyards would include safety lighting and pedestrian light standards. Building accent lighting is also proposed along the Mission Street frontage, and the proposed Diamond Avenue frontage would include accent/safety lighting. The proposed type and intensity of lighting are consistent with the existing illumination levels of the site and the surrounding area. In addition, the proposed lighting is required to comply with the City's Municipal Code Section 36.300.090, which requires that all outdoor lighting be "shielded or recessed so that direct glare and reflections are confined to the maximum extent feasible within the boundaries of the site, and shall be directed downward and away from adjoining properties and public rights-of-way." With the required compliance with the outdoor lighting standards in the Municipal Code, the proposed project would not create a new source of substantial light that would adversely affect day or nighttime views in the area. Therefore, lighting impacts are **less than significant**, and this topic will not be analyzed in the EIR.

The proposed project has a potential to create glare from windows installed in the proposed buildings, including from the proposed storefront windows along Mission Street. However, the City's Municipal Code Section 36.300.110 requires that glare be shielded to prevent emission of glare beyond the property line. With the required compliance with this performance standard in the Municipal Code, the proposed project would not create a new source of substantial glare, which would adversely affect day or nighttime views in the area. Therefore, glare impacts are **less than significant**, and this topic will not be analyzed in the EIR.

SOUTH PASADENA UNIFIED SCHOOL DISTRICT INITIAL STUDY

Issues and Supporting Information	Source	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
14. CULTURAL RESOURCES. Would the proposal:					
a) Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5?	1, 23	X			
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?	1, 23	X			
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	1, 23			X	
d) Disturb any human remains, including those interred outside of formal cemeteries?	1, 23			X	

- 14.a)** The proposed project site lies within South Pasadena Historic Business District (also known as the Mission West Historic Business District), which is listed on the National Register of Historic Places. The two existing buildings on the project site—the School District Administration Building (formerly El Centro School) and the auditorium addition, which is now the SPUSD Boardroom—are contributing resources to the historic district. In addition, there are individual historic resources near the project site, including the South Pasadena Public Library to the south, the South Pasadena Bank Building to the southwest, and the El Centro/Central Market to the north. The proposed project would add two mixed-use buildings within the Historic Business District and has the potential to affect the setting and context of the historic resources in the project vicinity. Therefore, the EIR will evaluate the project’s impact on historic resources, which is considered **potentially significant**.
- 14.b)** The project site is located in a developed area, with soils on-site having been previously disturbed by past construction activities. Consequently, the site is not considered sensitive for prehistoric archaeological resources. However, the site could be sensitive for historic-era archaeological resources given the site’s location within the Mission West Historic Business District. Therefore, the EIR will evaluate the project’s impact on historic-era archaeological resources, which is considered **potentially significant**.
- 14.c)** The project site is located in a developed area, with soils on-site having been previously disturbed by past construction activities. No unique geologic or paleontological resources are known to occur on-site and, due to the level of past disturbance, it is not anticipated that paleontological resource sites exist within the project area. Nonetheless, the project’s EIR will include a mitigation measure to ensure that standard best practices are implemented during construction in the unlikely event that paleontological resources are encountered during grading or excavation. With inclusion of such a mitigation measure, potential impacts related to accidental discovery of paleontological and/or unique geologic resources would be **less than significant**.
- 14.d)** There are no known human remains on the site. The project site is not part of a formal cemetery and is not known to have been used for disposal or burial of historic or prehistoric human remains. Thus, human remains are not expected to be encountered

during construction of the proposed project. In the unlikely event that human remains are encountered during project construction, California Health and Safety Code Section 7050.5 requires the project to halt until the county coroner has made the necessary findings as to the origin and disposition of the remains pursuant to Public Resources Code Section 5097.98. Compliance with these regulations would ensure the proposed project would result in **less than significant** impacts due to disturbing human remains. Therefore, this topic will not be analyzed in the EIR.

SOUTH PASADENA UNIFIED SCHOOL DISTRICT INITIAL STUDY

Issues and Supporting Information	Source	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
15. RECREATION. Would the proposal:					
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	1, 2, 6			X	
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	1, 4				X

15.a) Refer to Response 11.a.(iv). Park demand can be accommodated by South Pasadena’s existing supply of recreation and park facilities. Impacts would be **less than significant**. Therefore, this topic will not be analyzed in the EIR.

15.b) The proposed project would not include recreational facilities and would not require the construction or expansion of recreational facilities. Therefore, the proposed project does not involve the development of recreational facilities that would have an adverse effect on the environment. **No impacts** would occur, and this topic will not be analyzed in the EIR.

SOUTH PASADENA UNIFIED SCHOOL DISTRICT INITIAL STUDY

Issues and Supporting Information	Source	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
16. GREENHOUSE GAS EMISSIONS. Would the proposal:					
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	1, 32, 33, 34, 35, 36, 37, 38, 39, 40	X			
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	1, 4, 40	X			

16.a) The proposed project would result in short-term greenhouse gas (GHG) emissions during construction activities and long-term direct and indirect emissions from occupation of the site. The construction and operation of the proposed project could result in significant impacts from the emission of GHGs. Operational activities will result in direct GHG emissions from traffic increases (mobile sources) and building heating (area sources), as well as indirect emissions, through electricity consumption, water use, and solid waste generation. The SCAQMD is responsible for improving air quality within the South Coast Air Basin, which includes assisting local governments in addressing climate change. The SCAQMD has established interim guidelines and Draft Thresholds of Significance for the evaluation of GHG emissions at a project level, although the guidelines and thresholds have not yet been officially adopted. The impacts from GHG emissions from construction and operation are **potentially significant** and will be evaluated in the EIR.

16.b) California has adopted several policies and regulations for the purpose of reducing GHG emissions. On December 11, 2008, the California Air Resources Board (CARB) adopted the AB 32 Scoping Plan to achieve the goals of AB 32. The Scoping Plan establishes an overall framework for the measures that will be adopted to reduce California’s GHG emissions. The proposed project is subject to compliance with AB 32, which is designed to reduce statewide GHG emissions to 1990 levels by 2020. Senate Bill (SB) 97, signed in August 2007, acknowledges that global climate change is an environmental issue that requires analysis under CEQA. In December 2009, the California Resources Agency adopted amendments to the State CEQA Guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions. The adopted guidelines give lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHG and climate change impacts. The proposed project includes construction and operational activities which would result in the emission of GHGs that may impede performance standards set forth in City policies promoting sustainability and emission reduction, as well as state policies and strategies designed to meet the emissions reduction objectives in AB 32. Therefore, this impact is **potentially significant**, and the project’s conformance with City policies as well as AB 32 will be evaluated in the EIR.

Issues and Supporting Information	Source	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
17. MANDATORY FINDINGS OF SIGNIFICANCE.					
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	1, 2, 4, 17, 23	X			
b) Does the project have impacts that are individually limited, but cumulatively considerable? "Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects,		X			
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		X			

17.a) As discussed in subsection 7, Biological Resources, the proposed project would have no significant impacts on special-status species, habitat, or wildlife dispersal and migration. Furthermore, the proposed project would not affect the local, regional, or national populations or ranges of any plant or animal species and would not threaten any plant communities. However, the proposed project may have adverse effects on historical and cultural resources, the impacts of which will be evaluated in the EIR.

17.b) Impacts to aesthetics, agricultural resources, biological resources, geology, hazards, hydrology, mineral resources, population and housing, and recreation would be less than significant. However, as identified in this Initial Study, the proposed project would result in potentially significant impacts to air quality, cultural resources, greenhouse gas emissions, land use, noise, public services, water supply, and transportation. An EIR will be prepared to analyze potentially significant impacts and will include mitigation measures as necessary.

17.c) See discussion in Response 17.b) above. An EIR will be prepared to identify potentially significant impacts to air quality, cultural resources, greenhouse gas emissions, land use, noise, public services, water supply, and transportation.

18. EARLIER ANALYSES.

Earlier analysis may be used where, pursuant to the tiering, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or Negative Declaration. Section 15063 (c) (3) (D). In this case a discussion should identify the following items:

- a) **Earlier analysis used.** Identify earlier analyses and state where they are available for review.

None.

- b) **Impacts adequately addressed.** Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

Not applicable; see a) above.

- c) **Mitigation measures.** For effects that are "Less Than Significant With Mitigation Incorporated," describe the mitigation measures, which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions of the project.

Not applicable; see a) above.

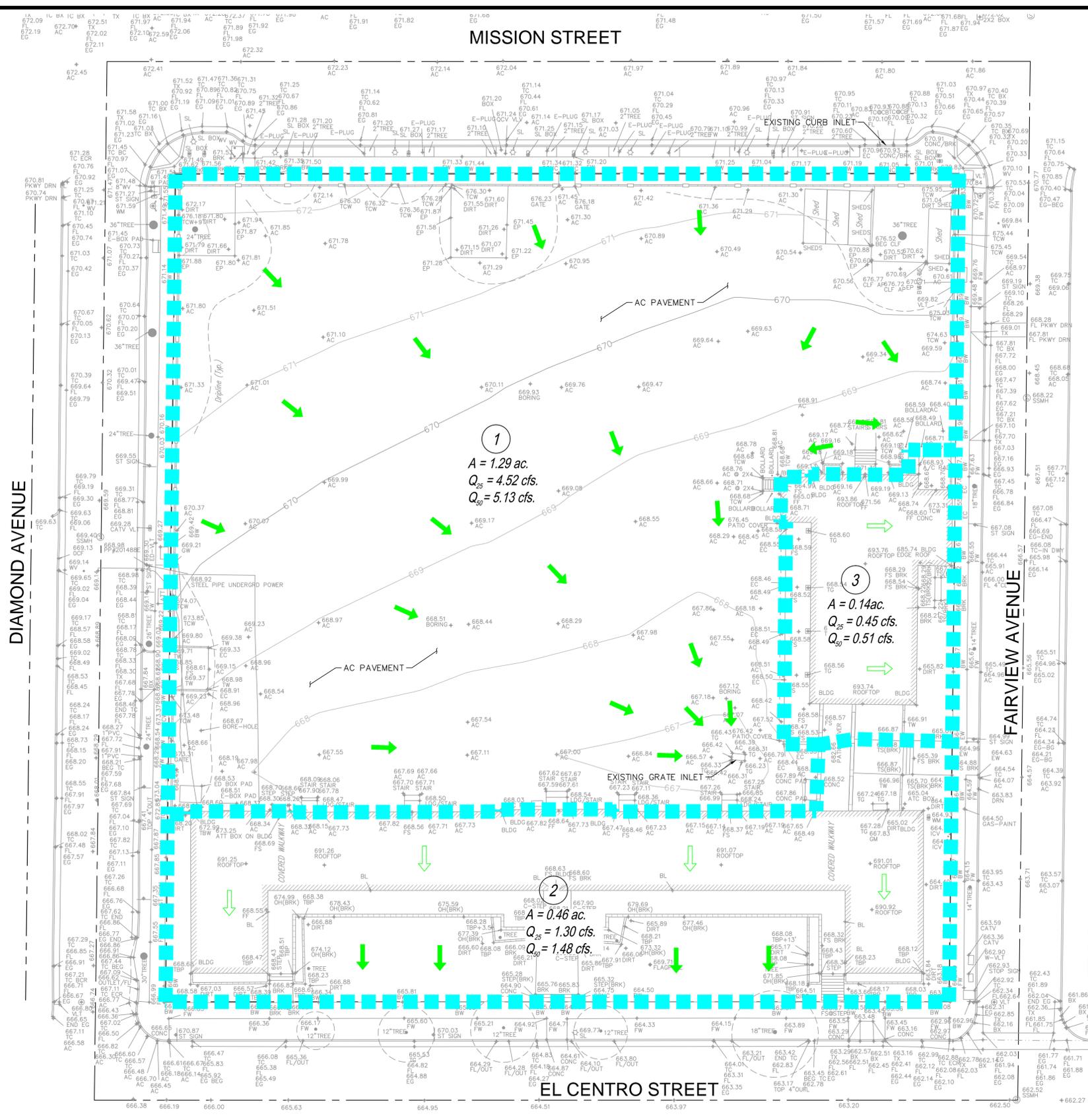
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APPENDIX A: STORMWATER EXHIBIT

This document, together with the concepts and designs presented herein, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



PRE-DEVELOPMENT PROJECT AREA SUMMARY:

1. THE CHART BELOW SHOWS THE PERVIOUS AND IMPERVIOUS AREAS FOR THE PROJECT SITE.

PRE-DEVELOPMENT	
IMPERVIOUS AREA	1.59 ACRES.
PERVIOUS AREA	0.30 ACRES.

LEGEND:

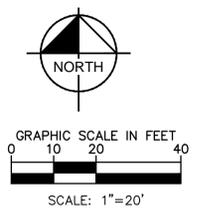
- ROOF FLOW DIRECTION
- GROUND SURFACE FLOW DIRECTION
- TRIBUTARY AREA LIMITS

HYDROLOGY SUMMARY:

LA COUNTY HYDROLOGY MAP: SOUTH GATE 1-11.9
 50-YEAR 24-HOUR ISOHYET: 7.5 INCHES
 25-YEAR 24-HOUR ISOHYET: 6.6 INCHES
 SOIL CLASSIFICATION TYPE: O13
 "I" RAINFALL INTENSITY (50-YEAR): 4.47 INCHES PER HOUR
 "I" RAINFALL INTENSITY (25-YEAR): 3.94 INCHES PER HOUR
 "C" RUNOFF COEFFICIENT (IMPERVIOUS): 0.90
 "C" RUNOFF COEFFICIENT (PERVIOUS): 0.35

SUBAREA	AREA SQFT	AREA ACRES	PERCENT IMPERVIOUS	Q25 CFS	Q50 CFS
①	56,385.86	1.29	98%	4.52	5.13
②	20,176.73	0.46	67%	1.30	1.48
③	5,892.27	0.14	86%	0.45	0.51
TOTAL	82,454.86	1.89	84%	6.27	7.12

NOTE:
 Q25 AND Q50 BASED ON RATIONAL FORMULA.



2015/02/11

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EXISTING HYDROLOGY EXHIBIT PLAN
 MISSION STREET BETWEEN DIAMOND
 & FAIRVIEW SOUTH PASADENA IN THE
 MISSION STREET SPECIFIC PLAN
SHEET 1 OF 2

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POST-DEVELOPMENT PROJECT AREA SUMMARY:

1. THE CHART BELOW SHOWS THE PVIOUS IMPERVIOUS AREAS FOR THE PROJECT SITE:

POST-DEVELOPMENT	
IMPERVIOUS AREA	1.35 ACRES.
PERVIOUS AREA	0.54 ACRES.

AREA COMPARISON

--	PRE AREA (AC)	POST AREA (AC)	Δ (AC)
IMPERVIOUS	1.59	1.35	+0.24
PERVIOUS	0.30	0.54	-0.24

LEGEND:

- ROOF FLOW DIRECTION
- GROUND SURFACE FLOW DIRECTION
- PODIUM AREA DRAIN
- TRIBUTARY AREA LIMITS

HYDROLOGY SUMMARY:

LA COUNTY HYDROLOGY MAP:
 50-YEAR 24-HOUR ISOHYET: 7.5 INCHES
 25-YEAR 24-HOUR ISOHYET: 6.6 INCHES
 SOIL CLASSIFICATION TYPE: 013
 LAND USE DESCRIPTION: LOW-RISE APARTMENTS, CONDOMINIUMS, AND TOWNHOUSES (AREA 1 ONLY)
 VARIES (SEE TABULATION BELOW)
 PROPORTION IMPERVIOUS %: 86%
 "I" RAINFALL INTENSITY (50-YEAR): 4.47 INCHES PER HOUR
 "I" RAINFALL INTENSITY (25-YEAR): 3.94 INCHES PER HOUR
 "C" RUNOFF COEFFICIENT (IMPERVIOUS): 0.90
 "C" RUNOFF COEFFICIENT (PERVIOUS): 0.35

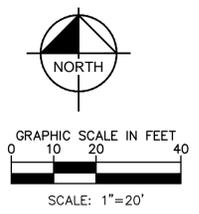
SUBAREA	AREA SQFT	AREA ACRES	PERCENT IMPERVIOUS	Q25 CFS	Q50 CFS
①	56,385.86	1.29	86%	4.18	4.75
②	20,176.73	0.46	67%	1.30	1.48
③	5,892.27	0.14	86%	0.45	0.52
TOTAL	82,454.86	1.89	80%	5.93	6.75

FLOW COMPARISON:

--	PRE (CFS)	POST (CFS)	Δ (CFS)
Q ₂₅	6.27	5.93	-0.34
Q ₅₀	7.12	6.75	-0.37

NOTE:

- COMPARISON OF THE PRE AND POST DEVELOPMENT FLOW SHOWS THAT THE PROJECT HAS NO NET INCREASE IN STORM WATER RUNOFF. THE PROPOSED DEVELOPMENT INCREASES PERVIOUS SURFACE WITH LANDSCAPE FEATURES, THUS REDUCING STORMWATER RUNOFF FROM THE SITE AS SHOWN ABOVE.
- PROPOSED STORM DRAIN OUTLETS TO STREET TO BE DETERMINED DURING DESIGN PHASE.



2015/02/11

<p>PREPARED BY: © 2015 KIMLEY-HORN AND ASSOC. INC. 660 South Figueroa Street, Suite 1040 Los Angeles, CA 90017</p>	<p>(OWNER & DEVELOPER) LEGACY PARTNERS RESIDENTIAL INC. 5141 CALIFORNIA AVENUE, SUITE 100 IRVINE, CA 92617 (949) 930-6600</p>	<p>PROPOSED HYDROLOGY EXHIBIT PLAN MISSION STREET BETWEEN DIAMOND & FAIRVIEW SOUTH PASADENA IN THE MISSION STREET SPECIFIC PLAN SHEET 2 OF 2</p>
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APPENDIX B: ARBORIST REPORT

Jim Borer, Certified Arborist #496

Specimen tree preservation, conservation, and analysis

February 18, 2015

Mr. David Pinto
Legacy Partners

Telefax: This page plus 1

Re: Arborist Report Cover Letter
Proposed Mission Place Project
Northeast Corner of Diamond and El Centro
South Pasadena, Ca.

Dear Mr. Pinto,

I am writing at this time as a follow-up to my recent on-site inspections of the existing mature specimen trees within your firm's above referenced proposed development project site in South Pasadena, Ca. I am transmitting herewith a draft copy of the existing tree inventory report which I have prepared for your firm as requested.

The report identifies a total of 23 trees within the site and along the street side frontages of the site that meet the city's minimum size criteria for being considered **mature trees** as defined by the **Tree Ordinance**. The trees have been tagged on-site with numbers that correspond to the Existing Tree Inventory report. None of the 23 existing mature trees are native species as referred within the **Tree Ordinance**.

The breakdown of trees by species is as follows:

- 7 – *Fraxinua uhdei*, evergreen ash
- 5 – *Schinus terebinthifolius*, Brazilian pepper
- 4 – *Podocarpus gracillior*, Yew pine
- 2 – *innamonum camphora*, camphor
- 2 – *Lagerstroemia indica*, crape myrtle
- 1 – *Jacaranda acutifolia*, jacaranda
- 1 – *Callistemon viminalis*, weeping bottlebrush
- 1 – *Erythrina 'Christa Galli'*, coral tree

The above referenced trees are generally mature specimens of their respective species with the exception of the weeping bottlebrush and the coral tree. These two are not mature specimens.

The evergreen ash (seven) and Brazilian peppers (five) are street trees growing within the Diamond and El Centro frontages respectively. Both are mature specimens with generally

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Jim Borer, Certified Arborist #496

Specimen tree preservation, conservation, and analysis

limited long-term systemic viability based upon their poor structural character, the presence of decay as a result of long-term pruning and root pruning practices, and the damage to the root crowns that resulted from the repair and replacement of certain sections of the adjacent concrete sidewalks.

The El Centro building frontage of the site is dominated by the four very mature yew pine trees growing in the raised red brick planters against the building(s). These specimens are exceptionally large and have begun to break out the planters in which they are growing as a result of the maturation of their trunks and woody root crowns. These specimens are generally vigorous and well-disposed to long-term viability given their existing conditions and the existing usage of the site. Based upon the representation that the building to the north of the podocarpus will be retained the podocarpus trees are being designated for conservation in place.

The other miscellaneous trees within the site include the two camphors, two crape myrtles, and one each coral, weeping bottlebrush, and jacaranda are generally declining specimens at this time. The camphors and coral exhibit dieback of twiggy branches which infers long-term distress, the jacaranda exhibits advanced decay within the main branch structures, and the weeping bottlebrush exhibits an extremely poor trunk structure and character. None of these are good candidates for long-term conservation in the context of redeveloping the site.

Please contact me after you have a chance to review the inventory to discuss and questions that you might have after reviewing the draft copy of the inventory report as attached hereto at this time.

Respectfully submitted,

Jim Borer
Certified Arborist #496

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Mission Place
 Legacy Partners
 El Centro Street and Diamond Avenue, South Pasadena, Ca.
 February 18, 2015

Tree #	Latin name	Common Name	Dia. @ 4'	Est. Ht and Wdth	Proposed Disposition
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1	<i>Schius terebinthifol.</i>	Brazilian pepper	15"	22' x 24'	Removal
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Very poor archetypal form and character is likely the result of pruning due to its location beneath domestic utility line(s). Decay is evident in at least one woody branch growing above the sidewalk right of way.

2	<i>Podocarpus gracillior</i>	yew pine	42"	45' x 50'	Conserve in place
---	------------------------------	----------	-----	-----------	--------------------------

Archetypal form and character as an extremely maturw specimen. Observed to be free of especially harmful insect and disease conditions at the time of the inspection. Surface roots are breaking the small brick planter in which it is growing indicating a massive below ground root structure equal to its trunk size. Co dominant branching pattern.

3	<i>Callistemon viminalis</i>	weeping bottlebrush	5"	10' x 14'	Removal
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Very poor archetypal form and character growing as an understory to the very massive tree # 2 above. Immature specimen.

4	<i>Podocarpus gracillior</i>	yew pine	50"	50' x 45'	Conserve in place
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Archetypal form and character as an extremely mature specimen. Observed to be free of especially harmful insect and disease conditions at the time of this inspection. Surface roots are breaking the small brick planter in which it is growing indicating a massive below ground root structure equal to its trunk size.

5	<i>Schius terebinthifol.</i>	Brazilian pepper	13"	26' x 18'	Removal
---	------------------------------	------------------	-----	-----------	----------------

Very poor archetypal form and character is likely the result of pruning due to its location beneath domestic utility line(s). Decay is evident in at least one woody branch growing above the sidewalk right of way.

6	<i>Schius terebinthifol.</i>	Brazilian pepper	21"	16' x 18'	Removal
---	------------------------------	------------------	-----	-----------	----------------

Very poor archetypal form and character is likely the result of pruning due to its location beneath domestic utility line(s). Decay is evident in at least one woody branch growing above the sidewalk right of way.

Mission Place
 Legacy Partners
 El Centro Street and Diamond Avenue, South Pasadena, Ca.
 February 18, 2015

Tree #	Latin name	Common Name	Dia @ 4'	Est Ht. & Wdth	Proposed Disposition
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7	<i>Podocarpus gracillior</i>	yew pine	44"	50' x 45'	Conserve on place
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Archetypal form and character as an extremely mature specimen. Observed to be free of especially harmful insect and disease conditions at the time of this inspection. Surface roots are breaking the small brick planter in which it is growing indicating a massive below ground root structure equal to its trunk size.

8	<i>Schius terebinthifol.</i>	Brazilian pepper	18"	16' x 18'	Remove
---	------------------------------	------------------	-----	-----------	---------------

Poorest archetypal form and character of all of the Brazilian pepperson hand along El Centro Avenue frontage.

9	<i>Schius terebinthifol.</i>	Brazilian pepper	18"	24' x 30'	Remove
---	------------------------------	------------------	-----	-----------	---------------

Very poor archetypal form and character. Advanced decay apparent in the woody branch structure.

10	<i>Podocarpus gracillior</i>	yew pine	38"	55' X 45'	Conserve in place
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Archetypal form and character as an extremely mature specimen. Observed to be free of especially harmful insect and disease conditions at the time of this inspection. Surface roots are breaking the small brick planter in which it is growing indicating a massive below ground root structure equal to its trunk size.

11	Erythrina 'Christa Galli'	Coral tree	28" m	12' x 14'	Remove
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Evidence of severe systemic decline wherein more than half of the canopy is dead at this time. Some growth sprouting on main branches infers the severity of the decline as well as the tree's attempt to develop new foliage.

12	<i>Cinnamonum camph.</i>	camphor	44" (est.)	28' x 50'	Remove
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Unable to measure trunk due to the location withn the locked bullpen. Significant systemic decline evident in recessionary canopy density and related die back at margins. Potential for the presence of advanced decay to be hidden within the woody structure.

Mission Place
 Legacy Partners
 El Centro Street and Diamond Avenue, South Pasadena, Ca.
 February 18, 2015

Tree #	Latin Name	Common Name	Dia. @ 4'	Est Ht. & Width	Proposed Disposition
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13	<i>Lagerstroemia indica</i>	crape myrtle	20" m	18' x 14'	Remove
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Very poor performance and archetypal form and character. Likely cause of both is the under story location beneath camphor tree #12. The canopy is in advanced decline at this time.

13a	<i>Lagerstroemia indica</i>	crape myrtle	13"	14' x 12'	Remove
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Very poor performance and archetypal form and character. Likely cause of both is the under story location beneath camphor tree #12. The canopy is in advanced decline at this time.

14	<i>Cinnamomum camph.</i>	camphor	39"	22' x 35'	Remove
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Severe systemic decline apparent in the amount of canopy volume recession at this

15	<i>Jacaranda acutifolia</i>	jacaranda	20"	35' x 35'	Remove
----	-----------------------------	-----------	-----	-----------	---------------

Adanced decay apparent in many of the main structural branches visible from the ground level. The canopy has been shaded and distorted as a result of its proximity to tree #v16 growing within Diamond Street frontage.

16	<i>Fraxinus uhdei</i>	evergreen ash	35"	45' x 35'	Remove
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Extremely mature form and characer as a street tree. Decay apparent during my ground level visual inspection. The fundamental locations of the decay within the root crown and stcuture make long--term conservation marginal.

17	<i>Fraxinus uhdei</i>	evergreen ash	37"	45' x 35'	Remove
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Extremely mature form and characer as a street tree. Decay apparent during my ground level visual inspection. The fundamental locations of the decay within the root crown and stcuture make long--term conservation marginal.

Mission Place
 Legacy Partners
 El Centro Street and Diamond Avenue, South Pasadena, Ca.
 February 18, 2015

Tree #	Latin Name	Common Name	Dia.	Est Ht. & Width	Proposed Disposition
18	<i>Fraxinus uhdei</i>	evergreen ash	26"	35' x 25'	Remove

Extremely mature form and character as a street tree. Decay apparent during my ground level visual inspection. The fundamental locations of the decay within the root crown and structure make long-term conservation marginal.

19	<i>Fraxinus uhdei</i>	evergreen ash	33"	40' x 35'	Remove
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Extremely mature form and character as a street tree. Decay apparent during my ground level visual inspection. The fundamental locations of the decay within the root crown and structure make long-term conservation marginal.

20	<i>Fraxinus uhdei</i>	evergreen ash	34"	40' x 28'	Remove
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Extremely mature form and character as a street tree. Decay apparent during my ground level visual inspection. The fundamental locations of the decay within the root crown and structure make long-term conservation marginal.

21	<i>Fraxinus uhdei</i>	evergreen ash	32"	45' x 30'	Remove
----	-----------------------	---------------	-----	-----------	---------------

Extremely mature form and character as a street tree. Decay apparent during my ground level visual inspection. The fundamental locations of the decay within the root crown and structure make long-term conservation marginal.

22	<i>Fraxinus uhdei</i>	evergreen ash	38"	40' x 30'	Remove
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Extremely mature form and character as a street tree. Decay apparent during my ground level visual inspection. The fundamental locations of the decay within the root crown and structure make long-term conservation marginal.

APPENDIX C: SEWER CAPACITY VERIFICATION

M E M O R A N D U M

Date: February 11, 2015

To: David Pinto
Development Director
Legacy Partners Residential, Inc.

CC: Michael Choi, P.E., LEEP AP, Leo Juarez, P.E.
Kimley-Horn and Associates, Inc.

From: Roque Quiroz, EIT
Kimley-Horn and Associates, Inc.

Subject: Mission Place Mixed Use Residential Project Memorandum

Introduction

Kimley-Horn and Associates, Inc. prepared this sewer analysis to determine whether the existing sewer mainline along Fairview Avenue would accommodate the increased sewer demand from the proposed Mission Place mixed-use development. Summary of our analysis is below for the proposed routing along with the following attachments:

- Attachment A – Proposed Flow Calculations From Buildings
- Attachment B – Hydraulic Calculations and Pipe Sections
- Attachment C – City of South Pasadena Sewer Map

Sewer Capacity Verification

Onsite Sewer: The following analysis is based on a proposed 6" diameter sanitary sewer PVC pipe at 1% slope to service the proposed Mission Place mixed use development on the site. The development will provide a new lateral connection to the existing mainline along Fairview Avenue or Mission Street. This report assumes the City of South Pasadena will provide sewer capacity availability per records or sewer flow metering to determine the final location of the lateral:

- a. Capacity Verification Of Proposed 6" Φ SS:** The proposed line will service the proposed mixed-use development for the demand calculated below (includes 2.5 factor per LA County).
- $Q_{\text{Demand}} = 0.05$ cfs (See Attachment A)
 - $Q_{\text{Pipe Capacity}} = 0.36$ cfs (See Attachment B)*
 - $Q_{\text{Pipe Capacity}} > Q_{\text{Demand}}$, Therefore ok
- b. Cleaning Velocity Verification Of Proposed 6" Φ SS:**
- Minimum Cleaning Velocity for SS pipe, $V_{\text{Cleaning}} = 3.0$ fps (Per City of Los Angeles Sewer Design Manual—Part F, Section F231)
 - $V_{\text{Pipe}} = 3.71$ fps (See Attachment B)*
 - $V_{\text{Pipe}} > V_{\text{Cleaning}}$, Therefore ok

* $Q_{\text{Pipe Capacity}}$ based on $d/D = 0.5$, $d = \text{depth of flow}$, and $D = \text{pipe diameter}$

Attachment A

Proposed Flow Calculations From Buildings

Attachment B

Hydraulic Calculations and Pipe Sections

Mission Place - 6" SS Capacity Half Full

Project Description

Friction Method Manning Formula
Solve For Discharge

Input Data

Roughness Coefficient	0.010	
Channel Slope	0.01000	ft/ft
Normal Depth	0.25	ft
Diameter	0.50	ft

Results

Discharge	0.36	ft ³ /s
Flow Area	0.10	ft ²
Wetted Perimeter	0.79	ft
Hydraulic Radius	0.13	ft
Top Width	0.50	ft
Critical Depth	0.31	ft
Percent Full	50.0	%
Critical Slope	0.00518	ft/ft
Velocity	3.71	ft/s
Velocity Head	0.21	ft
Specific Energy	0.46	ft
Froude Number	1.48	
Maximum Discharge	0.78	ft ³ /s
Discharge Full	0.73	ft ³ /s
Slope Full	0.00250	ft/ft
Flow Type	SuperCritical	

GVF Input Data

Downstream Depth	0.00	ft
Length	0.00	ft
Number Of Steps	0	

GVF Output Data

Upstream Depth	0.00	ft
Profile Description		
Profile Headloss	0.00	ft
Average End Depth Over Rise	0.00	%
Normal Depth Over Rise	50.00	%
Downstream Velocity	Infinity	ft/s

Mission Place - 6" SS Capacity Half Full

GVF Output Data

Upstream Velocity	Infinity	ft/s
Normal Depth	0.25	ft
Critical Depth	0.31	ft
Channel Slope	0.01000	ft/ft
Critical Slope	0.00518	ft/ft

Mission Place - 6" SS Capacity Half Full Cross Section

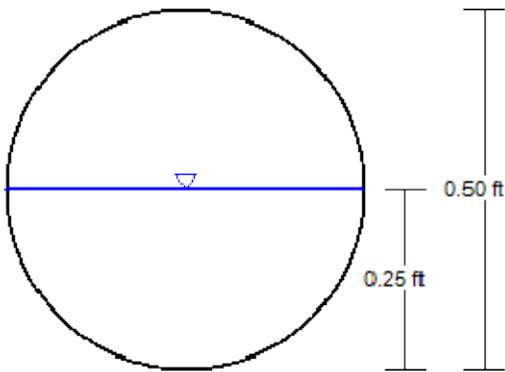
Project Description

Friction Method Manning Formula
Solve For Discharge

Input Data

Roughness Coefficient	0.010
Channel Slope	0.01000 ft/ft
Normal Depth	0.25 ft
Diameter	0.50 ft
Discharge	0.36 ft ³ /s

Cross Section Image



V: 1 
H: 1

Mission Place - 6" SS Normal Depth

Project Description

Friction Method	Manning Formula
Solve For	Normal Depth

Input Data

Roughness Coefficient	0.010	
Channel Slope	0.01000	ft/ft
Diameter	0.50	ft
Discharge	0.05	ft ³ /s

Results

Normal Depth	0.09	ft
Flow Area	0.02	ft ²
Wetted Perimeter	0.43	ft
Hydraulic Radius	0.05	ft
Top Width	0.38	ft
Critical Depth	0.11	ft
Percent Full	17.7	%
Critical Slope	0.00423	ft/ft
Velocity	2.13	ft/s
Velocity Head	0.07	ft
Specific Energy	0.16	ft
Froude Number	1.51	
Maximum Discharge	0.78	ft ³ /s
Discharge Full	0.73	ft ³ /s
Slope Full	0.00005	ft/ft
Flow Type	SuperCritical	

GVF Input Data

Downstream Depth	0.00	ft
Length	0.00	ft
Number Of Steps	0	

GVF Output Data

Upstream Depth	0.00	ft
Profile Description		
Profile Headloss	0.00	ft
Average End Depth Over Rise	0.00	%
Normal Depth Over Rise	17.73	%
Downstream Velocity	Infinity	ft/s

Mission Place - 6" SS Normal Depth

GVF Output Data

Upstream Velocity	Infinity	ft/s
Normal Depth	0.09	ft
Critical Depth	0.11	ft
Channel Slope	0.01000	ft/ft
Critical Slope	0.00423	ft/ft

Mission Place - 6" SS Capacity Normal Depth Cross Section

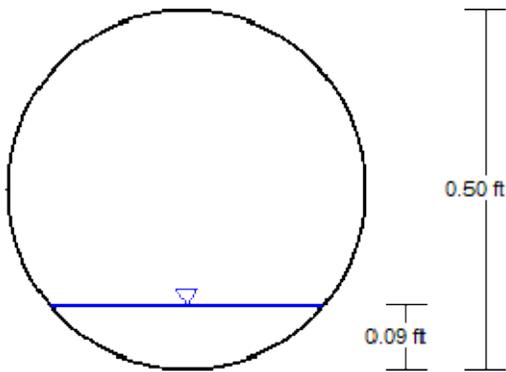
Project Description

Friction Method Manning Formula
Solve For Normal Depth

Input Data

Roughness Coefficient	0.010	
Channel Slope	0.01000	ft/ft
Normal Depth	0.09	ft
Diameter	0.50	ft
Discharge	0.05	ft ³ /s

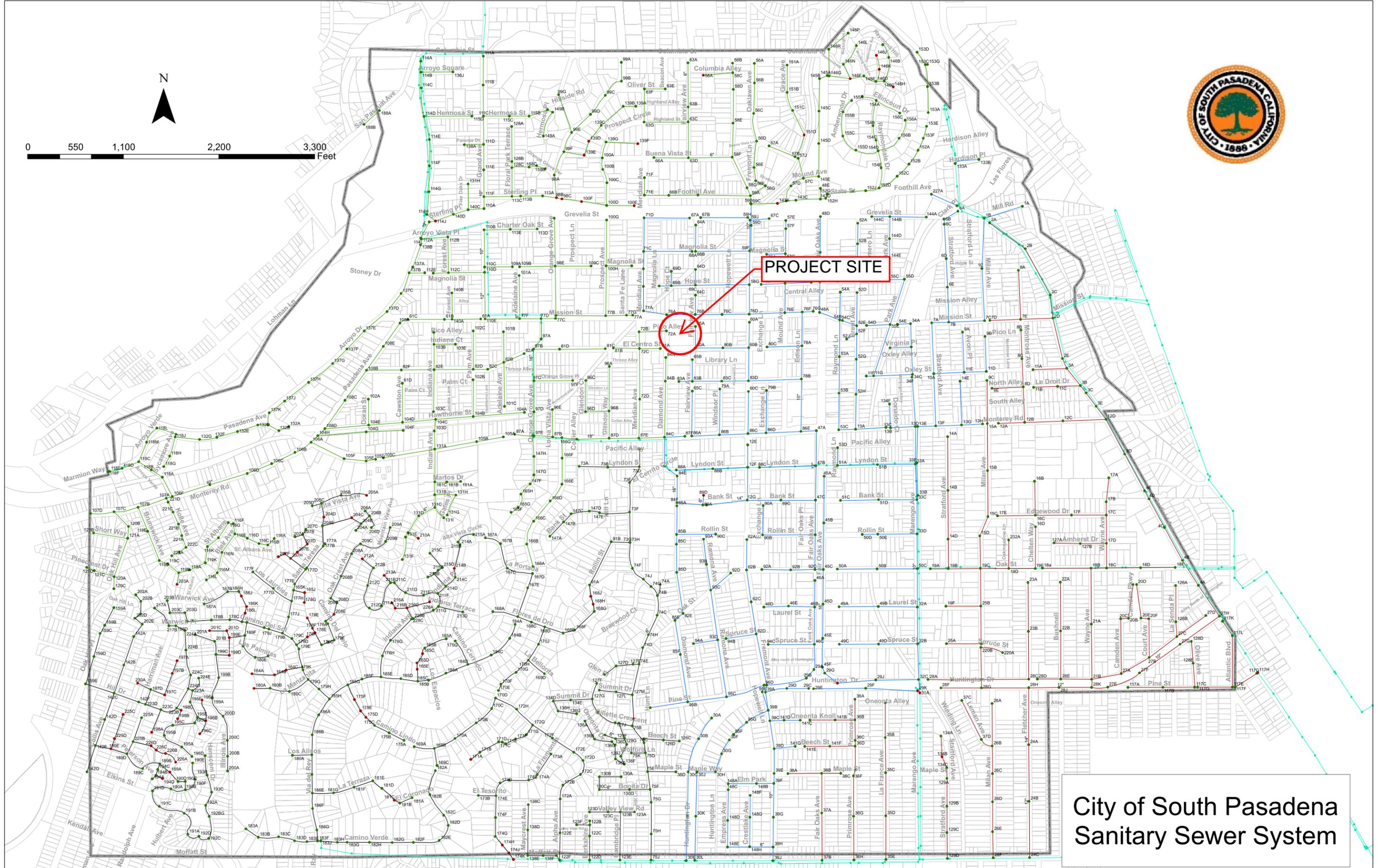
Cross Section Image



V: 1
H: 1

Attachment C

City of South Pasadena Sewer Map



City of South Pasadena
Sanitary Sewer System

