5.0 Cumulative and Long-Term Effects

The California Environmental Quality Act (CEQA) requires the discussion of cumulative impacts, growth-inducing impacts, and significant irreversible environmental changes of a project. The following sections address each of these issues as they relate to adoption and implementation of the 2004 Land Use and Mobility Elements, Zoning Code Revisions, and the Central District Specific Plan.

Cumulative Effects

The CEQA Guidelines (Section 15355) define a cumulative impact as "an impact which is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts." The Guidelines further state that "an EIR should not discuss impacts which do not result in part from the evaluated project."

Section 15130(a) of the CEQA Guidelines requires a discussion of cumulative impacts of a project "when the project's incremental effect is cumulatively considerable." Cumulatively considerable, as defined by Section 15065(c), "means that the incremental effects of an individual 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."

The project is the adoption and implementation of the 2004 Land Use and Mobility Elements, Zoning Code Revisions, and Central District Specific Plan. The 2004 Land Use and Mobility Elements will guide the overall physical development and circulation of the entire City through horizon year 2015. Thus, cumulative citywide impacts have been addressed in the preceding analysis in this EIR. A broader examination of cumulative impacts in this section involves considering development beyond horizon year 2015 pursuant to 2004 Land Use Element policy, together with ambient growth in neighboring jurisdictions. The Central District Specific Plan will guide development and circulation within the Central District.

Land Use and Planning

2004 Land Use and Mobility Elements and Zoning Code Revisions

Development pursuant to the 2004 Land Use Element, and the Zoning Code Revisions as the implementing tool, will occur in accordance with land use designation and development intensities identified in the 2004 Land Use Element. These land use policies focus development in the specific plan areas where development is most appropriate, encourage economic vitality, preserve Pasadena's historic character and environment, and improve the balance between employment and housing. The 2004 Land Use Element will not alter existing, well-established land use patterns. Business expansion and growth in accordance with the 2004 Land Use Element policies, and as implemented by Zoning Code Revisions, will be in harmony with surrounding uses. Land use policies continue to focus new commercial development on existing underutilized sites and around

major regional transportation corridors, such as the Gold Line light rail stations. The 2004 Land Use Element is consistent with the Southern California Association of Governments (SCAG) regional growth management goals and projections and will not result in a significant impact.

Central District Specific Plan

Development pursuant to the Central District Specific Plan will occur in accordance with the land use designations and development intensities identified in the specific plan. The Central District Specific Plan land use policies promote the recycling of underutilized parcels for higher-density, compact development, transit villages, and pedestrian-friendly mixed-use development. Overall, the Central District Specific Plan promotes land use compatibility and prevents land use conflicts by continuing to focus new commercial development in areas already supportive of nonresidential uses that are not utilized to their full density. Minimal land use conflict will result from mixed-use retail and commercial development because the uses are integrated within existing sites and/or buildings. Furthermore, the Central District Specific Plan is consistent with the 2004 Land Use Element goals and projections, and accommodates development as prescribed by the 2004 land use policies. No significant cumulative land use impact will occur as a result of implementation of the Central District Specific Plan.

Population and Housing

2004 Land Use Element and Zoning Code Revisions

The 2004 Land Use Element and the associated development yield correlates to regional growth estimates made by the SCAG. SCAG estimates anticipated growth for the 6-county SCAG region for the purpose of allocating growth to specific areas and identifying regional transportation infrastructure needed to support growth. The 2004 Land Use Element accommodates 166,874 people (based on a factor of 2.58 persons per household)¹ at buildout. (For the purposes of this analysis, buildout is assumed to occur in the year 2025.) This represents an estimated addition of 25,640 persons between 2004 and 2025, or a 1% annual increase in population. SCAG estimates that the population within the San Gabriel Valley subregion will increase by approximately 1% annually.² Pasadena will be able to accommodate its share of regional growth and the 2004 Land Use Element is consistent with regional growth projections. No significant cumulative population and housing impact will result.

2004 Mobility Element

The 2004 Mobility Element guides the continuing development of a multimodal circulation system that supports planned growth; the Element does not contain any policies that could potentially generate population growth. The 2004 Mobility Element does address efforts the City is making to promote non-automotive travel, including encouraging a continuity of service between different public transportation modes, and protect residential neighborhoods from through traffic. No significant cumulative population and housing impact will result.

Central District Specific Plan

The 2004 Land Use Element policies target 12% of all new residential growth and 47% of new commercial square footage into the Central District Specific Plan area in the form of high-density mixed-use development. In comparison to the other specific plan areas and those portions of

¹ City of Pasadena, March 2004.

² Letter from Jeffrey M. Smith, AICP, Senior Regional Plan, Intergovernmental Review, Southern California Association of Governments to Joshua Hart, Associate Planner, City of Pasadena. April 15, 2003.

Pasadena not within a specific plan area, the Central District is the City's established urban core and the most suitable location for a large portion of Pasadena's population growth. The 12% increase in population projected to occur within the Central District Specific Plan area is not considered a significant population impact because the increase reflects deliberate City policy to encourage and accommodate the majority of new housing units within a dense urban core that has convenient transit access, employment opportunities, commercial businesses within easy walking distance to homes, and other amenities that create a pedestrian-oriented environment. The Central District Specific Plan is consistent with regional growth projections; no significant cumulative population and housing impact will result.

Transportation/Traffic

2004 Land Use and Mobility Elements and Zoning Code Revisions

As development occurs within Pasadena and Los Angeles County, traffic volumes on the regional road network will increase. The traffic study prepared for the project considers regional ambient traffic growth in the analysis of potential impacts. As discussed in Section 3.2 -Transportation/Traffic, 8.9% of citywide lane-miles will operate at LOS E and F, primarily along those street segments serving freeway interchanges and streets paralleling the freeways. Under Future Year 2015 with Project conditions, which include regional traffic growth, the operation of the key intersections will deteriorate change as both local Pasadena traffic and regional background traffic increases. Even with the implementation of the Intelligent Transportation System elements called for in the 2004 Mobility Element, 9 of the 18 study intersections are projected to operate at LOS E and F. In addition, the Change Exceeds City Thresholds under Future Year 2015 with Project conditions at 12 of the 18 study intersections with implementation of mitigation. Most of intersections that will operate at LOS E and F under Future Year 2015 with Project Conditions and those intersections where Change Exceeds City Thresholds are located near freeway on-/off-ramps and will be used primarily by regional traffic seeking an alternate route to freeways during the afternoon peak hours. In addition, most of the impacted intersections are located on major arterials and not on collectors. This is the direct result of policies in the 2004 Mobility Element (described above) to protect neighborhoods from through traffic by forcing through traffic onto multimodal corridors (or major arterials). The poor LOS on impacted street segments can be explained in part by drivers (local and regional) accessing the freeway. While implementation of 2004 land use and mobility policies may reduce the cumulative transportation/traffic impact to some extent, traffic generated by new development in Pasadena and surrounding communities over the next 19 years, assuming buildout at the year 2025, will continue to contribute to overall traffic congestion in the region. Cumulative impact on citywide lane miles and study intersections will be significant and unavoidable.

Central District Specific Plan

As development occurs within the Central District, Pasadena, and the region, 6.3% of lane-miles in the Central District will operate at LOS E and F in 2015. As discussed above, and in Section 3.2 – Transportation/Traffic, the 12 intersections cited above are all within the Central District. While implementation of 2004 mobility policies within the Central District Specific Plan — such as transit-oriented and pedestrian-oriented development — may reduce the cumulative transportation/traffic impact to some extent, traffic generated by new development and population growth within the Central District, as well as in Pasadena and surrounding communities over the next 19 years³ will

³ For the purposes of this analysis and consistent with SCAG growth projections, buildout is assumed to be the year 2025.

continue to contribute to overall traffic congestion in the region. Cumulative impacts at these roadway sections and study intersections will be significant and unavoidable.

Air Quality

2004 Land Use and Mobility Elements, Zoning Code Revisions, and Central District Specific Plan Pasadena is located in the San Gabriel Valley, which is located within the South Coast Air Basin, where pollutant levels regularly exceed State and federal air quality standards. The basin is identified as a nonattainment area with regard to meeting federal standards for ozone (O₃) and respirable particulate (PM₁₀). Future development in Pasadena and throughout the San Gabriel Valley will continue to add pollutants to the atmosphere from both transportation and stationary sources. Potential cumulative air quality impacts will be partially reduced through implementation of the South Coast Air Quality Management District (SCAQMD) Air Quality Management Plan and policies and programs contained in local General Plans, including those in the 2004 Land Use and Mobility Elements. In particular, land use and transportation policies that encourage more compact development near transit centers will reduce mobile source emissions relative to conditions absent such policies. However, since the combined emissions from development in Pasadena and other cities within the San Gabriel Valley subregion will continue to exceed State and federal standards, cumulative air quality impact will be significant and unavoidable.

Noise

2004 Land Use Element, Zoning Code Revisions, and Central District Specific Plan

Anticipated regional development in the San Gabriel Valley will generate short-term noise during the construction of individual development projects. Increased development densities will increase traffic volumes and associated long-term noise levels. Implementing local noise ordinances, constructing buildings according to State acoustical standards, and proper land use planning will reduce cumulative impact on residences, schools, hospitals, and other noise-sensitive uses. However, as described in Section 3.4 – Noise, development pursuant to land use policies will contribute to an increase in traffic noise along freeway corridors. The analysis in Section 3.4 accounts for ambient regional traffic growth as well. Cumulative noise levels along these corridors will result in the continued exposure of some residential areas to noise levels inconsistent with the City's noise/land use compatibility criteria set forth in Figure 18 in Section 3.4 – Noise. Interior noise levels of future residential development projects in these areas will be required to be reduced to at least 45 d(B)A, consistent with State Title 24 requirements. However, exterior sound levels cannot be mitigated, and therefore, noise impact along these corridors will be cumulatively significant.

2004 Mobility Element

The 2004 Mobility Element guides the continuing development of a multimodal circulation system. Growth will be targeted in the Central District and in areas around light rail stations to capitalize on existing investments in transit and other public facilities. Residential neighborhoods will be protected from through traffic. In addition, the 2004 Mobility Element encourages the use of alternative modes of transportation, such as transit, bicycling, and walking. To protect residential neighborhoods, the Element provides strategies to reduce or manage volumes, travel speeds, and noise impacts on local streets by de-emphasizing residential streets and directing increased traffic to multimodal corridors. Cumulative noise levels along these corridors will result in the continued exposure of some residential areas to noise levels inconsistent with the City's noise/land use

compatibility criteria set forth in Figure 18 in Section 3.4 – Noise. Interior noise levels of future residential development projects in these areas will be required to be reduced to at least 45 dBA, consistent with State Title 24 requirements. However, exterior sound levels cannot be mitigated, and therefore, noise impact along these corridors will be cumulatively significant.

Aesthetics

2004 Land Use Element and Zoning Code Revisions

Implementation of 2004 Land Use Element policies and applicable provisions of the Zoning Code Revisions will work to protect open space areas that create scenic vistas. Implementation actions in the 2004 Land Use Element require that buildings and open space support the distinctiveness of localities and regions. Each new project must be designed to relate to and support the special characteristics of the existing fabric of the site's immediate surroundings, if one has been defined for the area, as well as the larger environment of which they are a part. Potential impacts related to light and glare from new development can be reduced to a less than significant level with mitigation measures identified in Section 3.6 – Aesthetics. Therefore, no cumulative aesthetic impact will result.

2004 Mobility Element

The 2004 Mobility Element guides the continuing development of a multimodal circulation system that supports planned growth; the Element does not contain any policies that will result in the construction of new roads or create substantial changes to Pasadena's visual environment. No significant cumulative aesthetic impact will result.

Central District Specific Plan

The Central District Specific Plan contains very specific and directed objectives and programs regarding view corridors. Stringent implementation of these measures will avoid significant impact on scenic resources within the Central District. Implementation of the District-wide Design Guidelines will minimize impact on visual character and ensure a less than significant effect. Potential light and glare impacts associated with new development can be reduced to a less than significant level with mitigation measures identified in Section 3.6 – Aesthetics. Therefore, no cumulative aesthetic impact will result.

Cultural Resources

2004 Land Use Element and Zoning Code Revisions

As discussed in Section 3.7 – Cultural Resources, Pasadena contains many historic buildings and districts. Adopted City policies, programs, standards, guidelines, and regulations provide for a full and comprehensive array of mitigation measures that will apply to future development projects. Continued implementation of existing regulations will provide the means to protect historic resources. Compliance with existing regulations protecting archaeological and paleontological resources for each new development project will ensure that no potential to impact cultural resources occurs. No significant cumulative impact to cultural resources will result.

2004 Mobility Element

The 2004 Mobility Element guides the continuing development of a multimodal circulation system that supports planned growth; the Element does not contain any policies that will result in the

⁴ City of Pasadena. Land Use Element. Policy 5.9, Contextual and Compatible Design. June 2003.

construction of new roads or more development. No significant cumulative impact to cultural resources will result.

Central District Specific Plan

As discussed in Section 3.7 - Cultural Resources, adopted City policies, standards, guidelines, and regulations and provisions in the Central District Specific Plan provide for a full and comprehensive array of mitigation measures that will apply to future development projects within the Central District. Continued implementation of existing regulations will provide means to protect historic resources. Compliance with existing regulations protecting archaeological and paleontological resources for each new development project will ensure that there is no potential to impact cultural resources. No significant cumulative impact to cultural resources will result.

Geology and Soils

2004 Land Use Element, Zoning Code Revisions, and Central District Specific Plan

Pursuant to City and State building code requirements, all new development will be required to incorporate appropriate design and construction measures to guard against groundshaking hazards. All projects and structures will be constructed in compliance with existing seismic safety regulations of the California Uniform Building Code, which requires the use of site-specific engineering and construction standards identified for each class of seismic hazard. In addition, the City requires geological and geotechnical investigations in areas of potential seismic or geologic hazards as part of the environmental and development review process. Proposals and projects for development or redevelopment which do not provide for mitigation of seismic or geologic hazards to the satisfaction of responsible agencies will not be approved. No significant cumulative impact will result.

2004 Mobility Element

The 2004 Mobility Element guides the continuing development of a multimodal circulation system that supports planned growth; the Element does not contain any policies that could expose additional persons or structures to seismic hazards. No significant cumulative impact will result.

Hazards and Hazardous Materials

2004 Land Use Element, Zoning Cod Revisions, and Central District Specific Plan

Implementation of General Plan Safety Element goals and policies regarding hazardous materials, enforcement of zoning regulations applicable to businesses that use or manufacture hazardous materials and wastes, and compliance with existing federal, State, and local regulations will provide a level of protection to current safety standards. Through implementation of 2004 Land Use Element policy, the City will continue to reduce the potential for dangerous fires by concentrating development in previously developed areas within the valley where risk of wildland fire is low. Compliance with existing City and State regulations will ensure that no cumulative impact will result.

2004 Mobility Element

The 2004 Mobility Element guides the continuing development of a multimodal circulation system that supports planned growth; the Element does not contain any policies that could create a significant hazard or expose additional persons or structures to a significant risk of loss, injury, or death involving wildland fires. In addition, the 2004 Mobility Element designates truck routes on Fair Oaks Avenue, Lake Avenue, Colorado Boulevard, and Rosemead Boulevard to minimize the

risk of upset and protect residential neighborhoods from accidents involving hazardous materials. No significant cumulative impact will result.

Hydrology

2004 Land Use Element, Zoning Code Revisions, and Central District

The projected increase in water usage as a result of the 2004 Land Use Element is well within the projected supply documented in the City's 2000 Urban Water Management Plan; future cumulative use will not create a significant impact on the groundwater supply. The 2004 Land Use Element provides for compliance with existing State, federal, and local water quality requirements and the implementation of standard plans, such as Standard Urban Stormwater Management Plan (SUSMPs) and Best Management Practices (BMPs), which will ensure that future development will not significantly impact water quality. No cumulative impact will result.

2004 Mobility Element

The 2004 Mobility Element guides the continuing development of a multimodal circulation system that supports planned growth; the Element does not contain any policies that could deplete groundwater supplies or contribute to polluted runoff. No significant cumulative impact will result.

Public Services and Recreation

2004 Land Use Element and Zoning Code Revisions

New construction pursuant to 2004 Land Use Element policy and Zoning Code Revisions will not result in the need to construct any new fire stations or police facilities.

While the City acknowledges that new development will increase demand for school facilities, the City is precluded by Senate Bill 50 (SB 50, also known as Proposition 1A, codified in Government Code Section 65995) from considering this a significant impact for the purposes of CEQA. The environmental effects of construction and operation of additional school facilities will be evaluated by the Pasadena Unified School District in its planning activities for new schools or expansion of existing facilities.

Library services will be sustained by existing City policies and the 2004 Land Use Element's commitment to maintaining adequate services, including educational and library facilities, funded by the Library Special Tax. Existing facilities will be modernized and improved over time, but the need for the construction of new branches is unlikely.

Even though Pasadena is located directly adjacent to the Angeles National Forest, which offers numerous hiking and mountain biking trails and other recreational programs, impact will be significant. Parkland will remain below the standard level of service applying the National Recreation and Parks Service standard of 3 acres per 1,000 residents, which is used in this EIR in the absence of an existing City standard. Impact on City public parks and recreational facilities at buildout will be cumulatively significant.

2004 Mobility Element

The 2004 Mobility Element guides the continuing development of a multimodal circulation system that supports planned growth. These implementation actions will provide for improved emergency access throughout the City and allow the City to coordinate emergency transportation services with

other local and regional jurisdictions. These actions will serve to ensure that the Neighborhood Traffic Management Program will not impede emergency services. The 2004 Mobility Element has no bearing on school, library, and recreation facilities. No significant cumulative impact on public services and recreation will result from adoption and implementation of the 2004 Mobility Element.

Central District Specific Plan

Although the Central District Specific Plan area is currently well served by the location of both Fire and Police stations, over time these stations may require additional staff and equipment to meet increased demand from population and business growth. The addition of staff and new equipment that may result will not require the construction of new facilities, the construction of which could cause significant environmental effects.

While the City acknowledges that new development will increase demand on school facilities, the City is precluded by Senate Bill 50 (SB 50, also known as Proposition 1A, codified in Government Code Section 65995) from considering this a significant impact for the purposes of CEQA. The environmental effects of construction and operation of additional school facilities will be evaluated by the Pasadena Unified School District in its planning efforts for new schools or expansion of existing facilities.

Library services will be sustained by existing City policies and the 2004 Land Use Element's commitment to maintaining adequate services, including educational and library facilities, funded by the Library Special Tax. Existing facilities will be modernized and improved over time, but the need for the construction of new branches is unlikely.

Even though the Central District is located adjacent to the Arroyo Seco, parkland will remain below the standard level of service within the Central District applying the National Recreation and Parks Service standard of 3 acres per 1,000 residents (which is used in this EIR in the absence of an existing City standard). Thus, impact on City public parks and recreational facilities at buildout will be cumulatively significant.

Utilities and Service Systems

2004 Land Use Element, Zoning Code Revisions, and Central District Specific Plan

New development will incrementally increase demand for water in the City and contribute to increased demand in the region. However, implementation of water conservation policies will reduce water consumption and ensure that the water distribution system will have the capacity to accommodate future development as currently predicted in the City's 2000 Urban Water Management Plan.

The project will not significantly impact the ability of the County Sanitation Districts of Los Angeles County to treat City sewage. All individual projects developed pursuant to the 2004 Land Use Element and Central District Specific Plan will be charged a sanitation connection fee to connect to the regional sewer system. The connection fee is based upon the cost of incremental expansion of the regional sewer system to accommodate growth.⁵

Development pursuant to the 2004 Land Use Element and Central District Specific Plan will be in accordance with Safety Element flood prevention policies and subject to the City's impact fees to

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⁵ Ibid.

improve the storm drainage network. Compliance with existing local and State regulations will minimize impact to a less than significant level.

Future development in the City will contribute additional solid waste to the region's already strained solid waste disposal facilities. The California Waste Management Act of 1989 (AB 939) requires all cities to reduce waste within their boundaries through source reduction, recycling, and composting. New development pursuant to the 2004 Land Use Element will be required to comply with the City's solid waste reduction programs. However, since the County of Los Angeles projects a continuing shortage of landfill space, cumulative impact will be significant.

2004 Mobility Element

The 2004 Mobility Element guides the continuing development of a multimodal circulation system that supports planned growth; the Element does not contain any policies that could result in additional demand for water supply, wastewater treatment, storm drain capacity, and solid waste facilities. No significant cumulative impact will result.

Growth-Inducing Impacts

CEQA Guidelines Section 15126.2(d) requires that an EIR discuss the growth-inducing impacts of the project. Growth inducement includes, "ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which could remove obstacles to population growth (a major expansion of a waste water treatment plant might, for example, allow for more construction in service areas)."

2004 Land Use Element and Zoning Code Revisions

The 2004 Land Use Element, with the Zoning Code Revisions (the primary implementing tool), are specifically intended to provide for the orderly growth of Pasadena, define the limits of that growth, and act as a mechanism to accommodate and control future growth. Development pursuant to the 2004 Land Use Element will provide needed housing for all income levels, create compact and pedestrian-friendly urban development, and recycle underutilized infill areas within the seven focus areas to higher land uses within an already urbanized area. Overall, the anticipated population growth will continue the City's relatively modest growth pattern, with an average population growth of approximately 1.1% per year. The 2004 land use policies will result in a more inclusive community, maintain a balance between housing and employment, and foster a stable economic base. It will create diverse employment opportunities for residents of Pasadena and the surrounding area contributing to the area's economic and fiscal growth, consistent with goals and objectives of regional plans. No significant growth-inducing impact will occur that will conflict with long-range regional growth management objectives.

2004 Mobility Element

The 2004 Mobility Element includes some circulation improvements on multimodal corridors throughout the City, with the goal of improving the operating efficiency of the existing traffic network and protecting residential neighborhoods from through traffic. The extension of urban infrastructure into previously undeveloped areas will not occur as a result of the 2004 Mobility Element. No significant growth-inducing impact will occur that will conflict with long-range regional growth management objectives.

Central District Specific Plan

Development pursuant to the Central District Specific Plan will provide needed housing for all income levels, create compact and pedestrian-friendly urban development, recycle underutilized infill areas to higher land uses within the City's urban core, and make it possible to circulate in Pasadena without the use of cars by concentrating development around transit villages. The anticipated population growth within the Central District will be substantial as a result of 2004 Land Use Element, in that the Element targets approximately half of all future development within this specific plan area. However, population growth within the Central District Specific Plan area is consistent with City and regional growth forecasts and is the intended policy of the 2004 Land Use Element. The 2004 land use policies will result in a more inclusive community, maintain a balance between housing and employment, and foster a stable economic base. It will create diverse employment opportunities for residents of the Central District, the City, and the surrounding area, contributing to the area's economic and fiscal growth, consistent with goals and objectives of local and regional plans. No significant growth-inducing impact will occur that will conflict with longrange regional growth management objectives.

Significant Irreversible Environmental Changes

For EIRs prepared for the adoption of a plan, CEQA Guidelines Section 15127 requires a discussion of irreversible environmental changes.

2004 Land Use and Mobility Elements and Zoning Code Revisions

Adoption and implementation of the 2004 Land Use and Mobility Elements, with the Zoning Code Revisions as the implementing tool, will result in impacts on the local environment which will affect both short-term uses and the maintenance and enhancement of long-term usage of land within the City.

The 2004 land use policies will allow for infill development primarily targeted in the seven specific plan areas around the Gold Line light rail stations within City limits. In general, the irreversible land use changes resulting from adoption and implementation of the 2004 Land Use and Mobility Elements will be beneficial rather than detrimental. According to the Guiding Principles of the 1994 General Plan,⁶ the changes will:

- Target growth to serve community needs and enhance the quality of life.
- Harmonize change to preserve Pasadena's historic character and environment.
- Promote economic vitality to provide jobs, services, revenues, and opportunities.
- Promote a healthy family community.
- Create a city where people can circulate without cars.
- Promote Pasadena as a cultural, scientific, corporate, entertainment, and educational center for the region.

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⁶ City of Pasadena. Land Use Element. June 2003.

Encourage community participation as a permanent part of achieving a greater city.

Irreversible commitments of limited resources include the use of lumber and other related forest products, sand, gravel, and concrete; asphalt; petrochemical construction materials; steel, copper, lead and other materials; and water consumption. Development of properties pursuant to the 2004 land use policies will involve a long-term commitment to the consumption of fossil fuel oil and natural gas. Increased energy demands will result from construction, lighting, heating, and cooling of residences and commercial facilities, and transportation of people within, to, and from Pasadena.

Central District Specific Plan

Adoption and implementation of the Central District Specific Plan will result in impacts on the local environment which will affect both short-term uses and the maintenance and enhancement of long-term usage of land within the City. Specific plan policies will allow for infill development at higher density uses than currently exist in close proximity to Gold Line light rail stations and other major public transit corridors, and within the City's compact urban core. In general, the irreversible land use changes resulting from adoption and implementation of the Central District Specific Plan will be beneficial rather than detrimental. According to the Central District Specific Plan Vision,⁷ the changes accomplish the following:

- Central District will function as Pasadena's vibrant urban core with a distinctive character.
- Downtown will provide a diversity of economic, residential, and cultural opportunities.
- Downtown will be a place to live, work, shop, and play.
- Downtown will provide a convenient access by foot, bicycle, and transit, as well as by car.
- Physical and economic growth will be harmonized to enhance existing businesses, respect
 neighborhoods, and respect the numerous resources of historical and cultural significance
 that contribute to Downtown's unique identity.

Irreversible commitments of limited resources resulting from implementation of the Central District Specific Plan, as discussed above, include the use of lumber and other related forest products, sand, gravel, and concrete; asphalt; petrochemical construction materials; steel, copper, lead, and other materials; and water consumption. Development of properties pursuant to specific plan policies will involve a long-term commitment to the consumption of fossil fuel oil and natural gas. Increased energy demands will result from construction, lighting, heating, and cooling of residences and commercial facilities, and transportation of people within, to, and from the Central District, Pasadena, and the region.

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⁷ Central District Specific Plan. "Vision Statement." Page 30.

Unavoidable Significant Impacts

Implementation of the 2004 Land Use and Mobility Elements, Zoning Code Revisions, and Central District Specific Plan will result in significant unavoidable project-level and cumulative impacts in the following areas:

- Transportation/traffic
- Noise
- Air quality
- Parks and recreation
- Solid waste (cumulative only)

Implementation of mitigation measures and the 2004 land use policies identified in Section 3.0 of this EIR will reduce these impacts to the extent feasible. However, because Pasadena lies within an air basin that is a non-attainment area for State and federal air quality standards, increased emissions will result in a significant impact on regional air quality. Implementation of the recommended circulation system improvements in the 2004 Mobility Element will help reduce traffic impacts; nonetheless, combined with the regional increases in traffic volumes, the project will result in a significant impact. Continued development in the region, combined with an anticipated landfill shortage in Los Angeles County, will result in a significant impact on waste disposal facilities. Future development will generate construction noise from individual development projects that may affect adjoining uses in the short term. Increased traffic noise may significantly impact residences, schools, and hospitals near the freeways in the long term. While policies included in the 2004 Land Use Element will reduce these impacts to the extent possible, the residual impacts will still be significant.

Areas of No Significant Impact

The CEQA Guidelines Section 15128 requires a statement indicating the reason that various possible significant effects determined not to be significant and therefore are not discussed in the EIR. Such a statement is contained in the Initial Study in Appendix A for the following issues:

- Agriculture Resources
- Biological Resources
- Mineral Resources