
ES EXECUTIVE SUMMARY

This section provides a summary of the Mission Place Project in South Pasadena, identification of the alternatives evaluated in this Environmental Impact Report (EIR), a discussion of areas of controversy, and a summary of the environmental impacts of the project. The project's lead agency is the South Pasadena Unified School District (SPUSD or District).

ES.1 PURPOSE AND SCOPE OF THE ENVIRONMENTAL IMPACT REPORT

This EIR provides an analysis of the potential physical environmental effects associated with project implementation, pursuant to the California Environmental Quality Act (CEQA) (Public Resources Code Sections 21000–21177).

The analysis focuses on the physical environmental impacts that could arise from implementation of the Mission Place Project. The Mission Place EIR focuses on environmental topics as determined by the Initial Study (SCH # 2015071001), per CEQA Guidelines Section 15063(c)(3).

ES.2 PROJECT CHARACTERISTICS

The proposed project would develop 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. 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. The project 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. 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).¹ 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.

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.

PROJECT CONSTRUCTION

Construction activities are anticipated to last approximately 18 months. Consistent with the City's Noise Ordinance, construction would occur Monday through Friday between the hours of 8:00 a.m. and 7:00 p.m. Occasional work may occur on a Saturday between 9:00 a.m. and 7:00 p.m. and on Sunday, which would be limited to the hours between 10:00 a.m. and 6:00 p.m.

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

Construction activities would include site preparation, grading and excavation, and building construction. Site preparation, including removal of existing vegetation and asphalt, 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.

ES.3 PROJECT ALTERNATIVES SUMMARY

CEQA Guidelines Section 15126.6 requires that an EIR describe a range of reasonable alternatives to the project which could feasibly attain the basic objectives of the project and avoid and/or lessen the environmental effects of the project. Further, CEQA Guidelines Section 15126.6(e) requires that a “no project” alternative be evaluated in an EIR. The Draft EIR evaluates the following alternatives:

- **Alternative 1 – No Project Alternative.** Alternative 1 would retain the parking lot as is, and development would not take place.
- **Alternative 2 – Reduced Development Alternative.** Under Alternative 2, the project would be developed under the standards allowed by the City’s Zoning Code and the Mission Street Specific Plan, without applying the Specific Plan’s density bonus. The project would include a two-story building with a 0.8 floor area ratio (FAR) and no density bonuses. The project would follow existing Zoning Code/Specific Plan guidelines and maintain the same retail square footage as the proposed project, while eliminating the public parking.
- **Alternative 3 – Office/Retail Use Alternative.** Alternative 3 would develop the existing parking lot with office space and restaurant/retail uses and would not include any residential units. Under Alternative 3, the project’s density bonus would not be utilized and the project site would be developed with the currently allowed FAR of 0.8. Alternative 3 would include 26,959 square feet of office space, 26,595 square feet of retail, and 276 parking spaces.

ES.4 AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED

In accordance with CEQA Guidelines Section 15082, the South Pasadena Unified School District prepared and distributed a Notice of Preparation (NOP) for this project that was circulated for public review on July 1, 2015. The NOP included a summary of probable effects on the environment from project implementation. Written comments received in response to the NOP were considered in preparation of the Draft EIR. A copy of each letter, along with comment cards from the project’s scoping meeting, is provided in **Appendix B** of this EIR. Areas of controversy and issues raised to date regarding the project, and the sections where they are discussed in the Draft EIR, include the following:

- **Aesthetics:** Please see **Appendix A** for a discussion of project aesthetics. As discussed in the Initial Study (**Appendix A**), 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.
- **Historic Resources:** See Section 3.2, Cultural Resources, for an analysis of the project’s impact on historic resources.

- Schools: See Section 3.6, Public Services, for an analysis of the project's impact on schools.
- Land Use: See Section 3.4, Land Use and Planning, for an analysis of environmental impacts related to land use.
- Water Usage: Please see Section 3.7, Utilities and Service Systems, regarding water availability for the proposed project.
- Energy Efficiency: See Section 3.7, Utilities and Service Systems.
- Traffic: Please see Section 3.8, Transportation and Traffic.
- Tree Removal: The project would replace all trees removed per City of South Pasadena requirements and as outlined in the Initial Study (**Appendix A**).
- Parking: As discussed in the Initial Study (**Appendix A**), 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.
- Construction: For a description of construction activities, please see Section 2.0, Project Description.
- Economic issues: Economic issues are not analyzed in CEQA documents.

ES.5 SUMMARY OF ENVIRONMENTAL IMPACTS

Table ES-1 displays a summary of project impacts and proposed mitigation measures that would avoid or minimize potential impacts. In the table, the level of significance is indicated both before and after the implementation of each mitigation measure.

For detailed discussions of these environmental impacts, refer to the appropriate environmental topic section (i.e., Sections 3.1 through 3.8 and Section 4.0).

Project implementation would not generate any significant and unavoidable impacts. Throughout the EIR, the terms "project" and "proposed project" are used to refer to project implementation. The term "cumulative" refers to development as outlined in the City of South Pasadena General Plan.

**TABLE ES-1
PROJECT IMPACTS AND PROPOSED MITIGATION MEASURES**

Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
Air Quality			
Impact 3.1.1 The project would not conflict or obstruct implementation of application air quality plans and would have a less than significant impact.	LS	None required.	LS
Impact 3.1.2 Without mitigation, the project would result in construction emissions that would exceed SCAQMD standards. This impact would be a less than significant with mitigation incorporated. The project would have a less than significant impact due to operational emissions.	S	MM 3.1.2a All residential and nonresidential exterior coatings shall have a VOC content of no more than 100 grams per liter. MM 3.1.2b Construction Dust Control Measures. The on-site construction superintendent must ensure the implementation of standard best management practices to reduce the emissions of fugitive dust during all phases of construction activities including but not limited to the following actions: <ul style="list-style-type: none"> • Apply soil stabilizers to inactive construction areas. • Quickly replace ground cover in disturbed areas. If disturbed graded areas remain inactive for longer than four days, nontoxic soil stabilizers must be applied. • Water exposed surfaces three times daily. • Water all unpaved haul roads three times daily. • Cover all stock piles with tarps. • Reduce vehicle speed on unpaved roads. • Post signs on-site limiting traffic to 15 miles per hour or less. • Sweep streets adjacent to the project site at the end of the day if visible soil material is carried over to adjacent roads. • Cover or have water applied to the exposed surface of all trucks hauling dirt, sand, soil, or other loose materials prior to leaving the site to prevent dust from impacting the surrounding areas. • Install wheel washers where vehicles enter and exit unpaved roads onto paved roads to wash off trucks and any equipment leaving the site each trip. 	LS

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Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
Impact 3.1.3 The project's impact would be less than significant with mitigation incorporated due to a cumulatively considerable net increase of criteria pollutants for which the South Coast Air Basin is in nonattainment.	S	Mitigation measures MM 3.1.2a and MM 3.1.2b	LS
Impact 3.1.4 Before mitigation, the project could expose sensitive receptors to substantial pollutant concentrations. This impact would be less than significant with mitigation incorporated.	S	Mitigation measure MM 3.1.2b	LS
Impact 3.1.6 The proposed project, in combination with cumulative development in the SCAQMD, would not result in a cumulatively considerable net increase of criteria air pollutants for which the air basin is designated nonattainment. This impact is not cumulatively considerable.	NC	None required	NC
Cultural Resources			
Impact 3.2.1 The proposed project site is located in the 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 project would place two new structures within the Historic Business District adjacent to contributing historic resources.	S	MM 3.2.1a To address the change of a historic condition of the District, the applicant shall be responsible for the following: <ul style="list-style-type: none"> The property shall be documented with Historic American Buildings Survey (HABS)-type photographic documentation, including the building exteriors, any significant interiors such as the SPUSD board room, the perimeter wall, and the former playground (parking lot) space. The photographs may be 35mm and shall be deposited in the local history collection of the South Pasadena Public Library. 	LS

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Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
<p>The resulting impact on historic resources would be less than significant with mitigation incorporated.</p>		<ul style="list-style-type: none"> • Any revisions to project plans shall be reviewed by a qualified preservation architect or preservation professional (per the Secretary of the Interior's Professional Qualifications Standards (36 CFR Part 61) to ensure that the project continues to maintain its compatibility with the historic character of the District at a level comparable to that of the plans reviewed for this document. • Any preservation or architectural treatments that may be planned in the course of the Project for the former El Centro School building shall meet the Secretary of the Interior's Standards and be designed and carried out subject to the approval of an architect or historic preservation consultant who meets the Secretary of the Interior's Professional Qualifications Standards (36 CFR Part 61) for historic architecture and/or architectural history. <p>MM 3.2.1b To characterize the potential for damage to historic resources due to ground vibrations, the project applicant shall retain a qualified structural engineer with expertise in the evaluation of historic buildings and the effect of ground vibrations from adjacent construction. The structural engineer will review construction plans and monitor construction to ensure protection of adjacent historic resources to limit the potential effect of vibrations caused by demolition, excavation, and construction activities associated with the project. Results shall be submitted to the Superintendent of the SPUSD and to the City of South Pasadena.</p> <p>The structural engineer shall prepare and submit a report to the superintendent that minimally includes the following:</p> <ul style="list-style-type: none"> • Description of existing conditions at the existing SPUSD Administration and Boardroom buildings. • Vibration level limits based on building conditions, soil conditions, and planned demolition and construction methods to ensure vibration levels would be below 0.12 peak particle velocity inches per second (ppv in/sec) or below an alternative vibration level that is determined does not have the potential for damaging the existing SPUSD Administration and Boardroom buildings. 	

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Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
		<ul style="list-style-type: none"> • Specific measures to be taken during construction to ensure the specified vibration level limits are not exceeded. • A monitoring plan to be implemented during demolition and construction that includes post-construction and post-demolition surveys of the existing SPUSD Administration and Boardroom buildings. <p>Examples of measures that may be specified for implementation during demolition or construction include, but are not limited to:</p> <ul style="list-style-type: none"> • Prohibition of certain types of impact equipment. • Requirement for lighter tracked or wheeled equipment. • Specifying demolition by non impact sawing concrete. • Phasing operations to avoid simultaneous vibration sources. • Installation of vibration measuring devices to guide decision-making for subsequent activities. 	
<p>Impact 3.2.2 While the project site is not sensitive for prehistoric archaeological resources, remains from previous school structures on-site could be encountered during grading. It is likely that such remains, if found, would be fragmentary and would not provide significant information that cannot be gleaned from other available sources. Nonetheless, the potential to encounter historic archaeological resources is considered a potentially significant impact that requires mitigation.</p>	<p>PS</p>	<p>MM 3.2.2 Should subsurface remains be discovered on-site and prove to be more intact or extensive than anticipated, the project applicant shall consult with a registered professional archaeologist to develop a discovery and monitoring plan in consultation with the California Office of Historic Preservation (OHP). The plan shall meet with the satisfaction of the OHP, which shall be afforded the opportunity to provide guidance for any documentation deemed necessary. The types of remains that, if discovered, would warrant some level of recordation include an intact basement and/or extensive foundations in situ.</p>	<p>LS</p>

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Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
<p>Impacts 3.2.3 The project could indirectly result in the potential disturbance of undiscovered paleontological resources ((i.e., fossils and fossil formations). This impact would be potentially significant.</p>	PS	<p>MM 3.2.3 If paleontological resources are encountered during project construction, all construction activities in the vicinity of the find shall halt until a paleontologist meeting the satisfaction of the Natural History Museum of Los Angeles County identifies the paleontological significance of the find and recommends a course of action. Construction shall not resume until the site paleontologist states in writing that the proposed construction activities will not damage significant paleontological resources.</p>	LS
<p>Impact 3.2.5 The project, in addition to existing, approved, proposed, and reasonably foreseeable development in the region, could result in cumulative impacts to cultural resources. This impact would be not cumulatively considerable.</p>	PS	Mitigation measures MM 3.2.1a, MM 3.2.1a, MM 3.2.2, and MM 3.2.3	NC
Greenhouse Gas Emissions			
<p>Impact 3.3.1 The project would generate greenhouse gas emissions. This impact would be not cumulatively considerable.</p>	NC	None required	NC
<p>Impact 3.3.2 The project would not conflict with an applicable plan adopted for the purpose of reducing GHG emissions. There would be a less than significant impact.</p>	LS	None required	LS
Land Use and Planning			
<p>Impact 3.4.1 The project would be consistent with all applicable City of South Pasadena General Plan policies and zoning regulations. There would be a less than significant impact.</p>	LS	None required	LS

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Impact 3.4.2 The project would be consistent with all applicable environmental plans or policies adopted by agencies with jurisdiction over the project and therefore would have a less than significant impact.	LS	None required	LS
Impact 3.4.3 The project would be compatible with existing land uses and would have a less than significant impact.	LS	None required	LS
Impact 3.4.4 The project would not contribute to cumulative land use impacts associated with the division of an established community, nor would it conflict with land use plans and regulations that provide environmental protection. This impact would be not cumulatively considerable.	NC	None required	NC
Noise			
Impact 3.5.1 Project operation and construction would generate increased local traffic volumes but would not cause a substantial temporary or permanent increase in ambient noise levels in the project vicinity. This would be a less than significant impact.	LS	None required	LS

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Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
<p>Impact 3.5.2 The proposed project has the potential to generate vibrations during construction and expose persons to vibration levels during operation. This impact is less than significant with mitigation incorporated.</p>	PS	Mitigation measure MM 3.2.1b as identified in Section 3.2, Cultural Resources	LS
<p>Impact 3.5.3 Project operation would not result in the exposure of persons to or generation of noise levels in excess of the City of South Pasadena’s noise standards. This impact would be less than significant.</p>	LS	None required	LS
<p>Impact 3.5.4 Project construction would result in the exposure of persons to or generation of noise levels in excess of the City of South Pasadena noise standards. This impact would be less than significant with mitigation incorporated.</p>	S	<p>MM 3.5.4 Construction Impact Mitigation. The project applicant shall implement the following mitigation measures:</p> <ul style="list-style-type: none"> a. <i>Diesel Equipment Mufflers.</i> All diesel equipment shall be operated with closed engine doors and shall be equipped with factory-recommended mufflers. b. <i>Electrically Powered Tools.</i> Electrically powered tools shall be used to run air compressors and similar power tools. c. <i>Restrictions on Excavation and Foundation/Conditioning.</i> Excavation, foundation-laying, and conditioning activities (the noisiest phases of construction) shall be restricted to between the hours of 8:00 a.m. and 7:00 p.m., Monday through Friday and 10:00 a.m. to 7:00 p.m. on weekends, in accordance with Chapter 19A of the South Pasadena Municipal Code. d. <i>Additional Noise Attenuation Techniques.</i> For all noise-generating construction activity on the project site, additional noise attenuation techniques shall be employed as necessary to reduce noise levels to the extent feasible. Such techniques may include the use of sound blankets on noise-generating equipment and the construction of temporary sound barriers between construction sites and nearby sensitive receptors. 	LS

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		<p>e. <i>Construction Sign Posting.</i> The project applicant shall establish a noise disturbance coordinator, who shall be responsible for responding to any local complaints about construction noise. The coordinator would be responsible for determining the cause of the noise complaint (starting too early, bad muffler, etc.) and would be required to implement reasonable measures such that the complaint is resolved. A sign shall be posted informing all workers and subcontractors of the time restrictions for construction activities. The sign shall also include the name and telephone number of the noise disturbance coordinator and the City telephone numbers where noise violations can be reported.</p>	
<p>Impact 3.5.7 Project operation would result in a contribution to cumulative noise levels. This impact would be considered not cumulatively considerable.</p>	NC	None required	NC
Public Services			
<p>Impact 3.6.1 The project could increase student enrollment in the South Pasadena Unified School District. This impact would be less than significant.</p>	LS	None required	LS
<p>Impact 3.6.2 The project, along with other potential development in the surrounding area, would increase cumulative demand for schools. The project's contribution to this impact would be not cumulatively considerable.</p>	NC	None required	NC

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Utilities and Service Systems			
Impact 3.7.4 The project would not increase demand for water supply beyond what was considered in the City's Urban Water Management Plan. Therefore, increased groundwater production would not be required to serve the project. This would be a less than significant impact.	LS	None required	LS
Impact 3.7-9 The proposed project would result in increased energy demand. This impact is considered less than significant.	LS	None required	LS
Impact 3.7.11 The project, in combination with other existing, planned, proposed, approved, and reasonably foreseeable development in the city, would increase the cumulative demand for water supplies and related infrastructure. The project's contribution to cumulative water supply and infrastructure impacts would be not cumulatively considerable.	NC	None required	NC
Transportation and Traffic			
Impact 3.8.1 Based on project site circulation patterns and potential conflicts, the project would have a less than significant impact on applicable plans, ordinances, or policies establishing measures of effectiveness for the performance of the circulation system, including other modes	LS	None required	LS

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<p>of transportation like transit, bicycling, and walking. Since the level of service calculations indicate that all study intersections operate at acceptable service levels based on the established criteria, the project would have a less than significant impact at all study intersections under the Existing plus Project scenario and thus would not conflict with applicable congestion management programs.</p>			
<p>Impact 3.8.6 Project implementation would increase motor vehicle traffic and congestion on roadways used by transit, bicyclists, and pedestrians. The project would increase biking and pedestrian usage in the project area, while at the same time increasing the volume of motor vehicles. However, the project would not lead to a substantial decrease in performance or safety of such facilities and would not conflict with adopted policies or plans. This impact would be less than significant.</p>	<p>LS</p>	<p>None required</p>	<p>LS</p>
<p>Impact 3.8.8 Under cumulative traffic conditions, the project would not increase traffic congestion to a significant level. Therefore, the project would have a not cumulatively considerable impact due to cumulative traffic.</p>	<p>NC</p>	<p>None required</p>	<p>NC</p>

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