

## 4.4 LAND USE AND PLANNING

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### INTRODUCTION

This section of the EIR provides evaluates the potential land use impacts on the surrounding uses as a result of the proposed Project. Specifically, this section analyzes the proposed Project's consistency with relevant land use plans, policies, and regulations as well as its compatibility with the surrounding land uses in the area. The existing land use conditions, including current uses and designations, are described, along with the methodology and framework that guided the evaluation of the Project's physical land use impacts. The consistency of the Project with applicable land use plans, policies, and regulations is then discussed, as well as any measures needed to mitigate impacts associated with inconsistency, if any, to a less than significant level.

### ENVIRONMENTAL SETTING

#### Regulatory Framework

##### *a. State*

##### **Senate Bill 375**

The Sustainable Communities and Climate Protection Act of 2008, also known as Senate Bill (SB) 375, supports the State's climate action goals to reduce greenhouse gas (GHG) emissions through coordinated transportation and land use planning with the goal of creating more sustainable communities.<sup>1</sup> SB 375 instructs the California Air Resources Board (CARB) to set reduction targets for regional emissions from passenger vehicles. In 2010, CARB established these targets for 2020 and 2035 for each region covered by one of the State's metropolitan planning organizations (MPO). These targets are periodically reviewed and updated.

Each of California's MPOs must prepare a "sustainable communities' strategy" (SCS) as an integral part of its regional transportation plan (RTP). The SCS contains land use, housing, and transportation strategies that, if implemented, would allow the region to meet its GHG emission reduction targets. Once adopted by the MPO, the RTP/SCS guides the transportation policies and investments for the region. CARB must review the adopted SCS to confirm the MPO's determination that the SCS, if implemented, would meet the regional GHG targets. If the combination of measures in the SCS would not meet the regional targets, the MPO must prepare a separate "alternative planning strategy" (APS) to meet the targets.

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1 California Environmental Protection Agency, Air Resources Control Board, "Sustainable Communities." <http://www.arb.ca.gov/cc/sb375/sb375.htm>. Accessed July 2017.

Finally, SB 375 establishes incentives to encourage local governments and developers to implement the SCS or the APS. Developers can obtain relief from certain environmental review requirements under CEQA if their new residential and mixed-use projects are consistent with a region’s SCS or APS that meets the targets.

**b. Regional**

**Southern California Association of Governments**

The Southern California Association of Governments (SCAG) is the federally designated Metropolitan Planning Organization for six Southern California counties, including the County of Los Angeles. As such, SCAG is mandated to create regional plans that address transportation, growth management, hazardous waste management, and air quality.

**i. 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy**

SCAG’s 2016–2040 RTP/SCS, adopted on April 7, 2016, presents a long-term transportation vision through the year 2040 for the six-county region of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties. The mission of the 2016–2040 RTP/SCS is to provide “leadership, vision and progress which promote economic growth, personal well-being, and livable communities for all Southern Californians.” The 2016-2040 RTP/SCS places a greater emphasis on sustainability and integrated planning compared to previous versions of the RTP, and identifies mobility, accessibility, sustainability, and high quality of life, as the principles most critical to the future of the region. As part of this new approach, the 2016–2040 RTP/SCS establishes commitments to develop a Sustainable Communities Strategy to reduce per capita greenhouse gas (GHG) emissions through integrated transportation, land use, housing and environmental planning in order to comply with SB 375, improve public health, and meet the National Ambient Air Quality Standards (NAAQS). The 2016–2040 RTP/SCS also establishes High-Quality Transit Areas, which are described as generally walkable transit villages or corridors that are within 0.5 mile of a well-served transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours. Local jurisdictions are encouraged to focus housing and employment growth within HQTAs. The proposed Project is located within an HQTA as designated by the 2016–2040 RTP/SCS.<sup>2,3</sup>

**ii. Regional Comprehensive Plan**

SCAG prepared and issued an updated Regional Comprehensive Plan (RCP) in 2008 in response to SCAG’s Regional Council directive in SCAG’s 2002 Strategic Plan to define solutions to interrelated housing, traffic, water, air quality, energy, open space, water, solid waste, economy, and security and emergency

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2 SCAG, 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy, adopted April 2016

3 Los Angeles County Metropolitan Transportation Authority (Metro), “High Quality Transit Areas”

preparedness. The action plans contained therein provide a series of recommended near-term policies that developers and key stakeholders should consider for implementation, as well as potential policies for consideration by local jurisdictions and agencies when conducting project review.

The 2008 Regional Comprehensive Plan replaced SCAG's 1996 Regional Comprehensive Plan and Guide for use in SCAG's Intergovernmental Review process. SCAG's Community, Economic, and Human Development Committee and the Regional Council took action to accept the Regional Comprehensive Plan, which now serves as an advisory document for local governments in the SCAG region for their information and voluntary use in developing local plans and addressing local issues of regional significance. However, because of its advisory nature, the Regional Comprehensive Plan is not used in SCAG's Intergovernmental Review process. Rather, SCAG reviews new major regional projects based on consistency with the 2016–2040 RTP/SCS.<sup>4</sup>

**a. South Coast Air Quality Management District Air Quality Management Plan**

The South Coast Air Quality Management District (SCAQMD) was established in 1977 pursuant to the Lewis-Presley Air Quality Management Act. The SCAQMD is responsible for developing plans for ensuring air quality in the South Coast Air Basin conforms with federal and State air pollution standards. In conjunction with SCAG, the SCAQMD has prepared an Air Quality Management Plan establishing a comprehensive regional air pollution control program including air pollution control strategies leading to the attainment of State and federal air quality standards in the South Coast Air Basin.

**b. Los Angeles County Metropolitan Transportation Authority (Metro) Congestion Management Program**

Metro administers the CMP, a State-mandated program designated to provide comprehensive long-range traffic planning on a regional basis. The CMP, revised in 2010, includes a hierarchy of highways and roadways with minimum level of service standards, transit standards, a trip reduction and travel demand management element, a program to analyze the impacts of local land use decisions on the regional transportation system, a seven-year capital improvement program, and a county-wide computer model used to evaluate traffic congestion and recommend relief strategies and actions. The CMP guidelines specify that those designated roadway intersections to which a project could add 50 or more trips during either the AM or PM peak hour be evaluated. The guidelines also require the elevation of freeway segments to which a project could add 150 or more trips in either direction during peak hours.

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4 Prior to publication of the 2008 RTP, projects considered to be regionally significant based on the SCAG criteria were required to provide an analysis of consistency with the 1996 Regional Comprehensive Plan and Guide goals and policies. However, SCAG now considers the 1996 Regional Comprehensive Plan and Guide Defunct.

### ***c. Local***

#### **City of South Pasadena**

##### ***General Plan***

The City of South Pasadena’s (the City) General Plan was first prepared in 1963. The current General Plan was adopted in October 1998.<sup>5</sup> The City is currently updating its General Plan, which has not yet been adopted and is in the working draft stages.<sup>6</sup> The Land Use Element of the General Plan is often considered the “umbrella” element – encompassing the issues and policies that are considered in greater detail in the other elements of the plan. The element establishes the overall policy direction for land use planning decisions in the City and provides location and distribution of land uses in the City. The element also identifies land use constraints that affect land use patterns, including those imposed by nature such as flooding and seismic hazards.

The City of South Pasadena General Plan provides a general, comprehensive, and long-range guide for community decision-making. The General Plan addresses a 15-year time period allowing for short-term, mid-range, and long-term objectives.

The General Plan comprises seven elements: Land Use and Community Design; Circulation and Accessibility; Economic Development and Revitalization; Historic Preservation; Housing; Open Space and Resource Conservation; and Safety and Noise. Each element of the General Plan is divided into six sections: (1) Introduction; (2) Existing Conditions; (3) Future Conditions; (4) issues; (5) Goals and Policies; and (6) Strategies. The goals, policies, and strategies (implementation measures) guide the City in its growth and development.

The Land Use and Community Design Element of the General Plan establishes land use goals and policies, as well as supporting standards for the various categories of land use envisioned within the community. Additionally, community design issues and policies are incorporated to address the City’s physical appearance. The City’s General Plan has identified the MSSP Area as a Focus 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.

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5 City of South Pasadena, General Plan (1998)

6 City of South Pasadena, Plan South Pasadena, accessed March 2019, <http://www.plansouthpasadena.org/>.

### ***City of South Pasadena Zoning Code***

The City of South Pasadena Zoning Code (Chapter 36 of the Municipal Code) implements the policies of the South Pasadena General Plan by classifying and regulating the uses of land and structures within the City in a manner consistent with the General Plan.<sup>7</sup> South Pasadena has been divided into zoning districts that implement the General Plan. These districts are established and illustrated on the City of South Pasadena Zoning Map. As illustrated on the Zoning Map, the existing zoning district for the Project site is MSSP (Mission Street Specific Plan).

### ***Mission Street Specific Plan***

The Mission Street Specific Plan (MSSP) was adopted in 1996 to create a vision for the area that serves the Gold Line Station on Mission Street. The plan, by updating zoning guidelines in the Mission Street area, addresses the importance of developing Mission Street as a catalyst for economic development in South Pasadena while maintaining the small-town, pedestrian oriented character of the City's historic district. The MSSP Area has defined precise land use patterns, zoning, setbacks, and design to encourage transit-oriented and pedestrian-oriented development. The MSSP includes detailed regulatory mechanisms tailored to the particular land use mix and circumstances of the Mission Street area.

The MSSP has developed three distinct districts: MSSP District A, MSSP District B, and MSSP District C. MSSP District A is intended to be a pedestrian oriented shopping street with continuous storefronts along the sidewalks, with housing and offices located above and, in some cases, behind the storefronts. MSSP District B is intended to encourage uses that place residents and employees within walking distance of the shopping core or nodes and within proximity to the Gold Line Station and to establish a place for small-scale artisans and other cottage industries that serve both residents and the broader specialty market. MSSP District C is intended to encourage renovation, allow commercial reuse of historic residences, and allow the provision of additional housing that will place residents within walking distance of the Gold Line Station. Additionally, MSSP District C is intended to allow parking that serves nearby commercial uses as well as the Gold Line Station and to provide a buffer between the more intensive commercial uses and adjacent residential neighborhoods.

The Project Site is located within District A within the Core District which also includes the shopping district in the Core Area and convenience retail nodes in the West Area. District A is intended to be a pedestrian-oriented shopping street with continuous storefronts along the sidewalks and housing and offices above, and in some cases, behind the storefront. Permitted land uses include convenience retail and services,

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7 City of South Pasadena, Municipal Code, Chapter 36, Zoning.

restaurants, and specialty retail on the ground floor, with other uses like live/work spaces, housing units, hotels or bed and breakfasts with up to 16 rooms, offices, studios, etc.

## Existing Conditions

### a. Project Site

#### Existing Uses

The Project Site comprises the approximately 0.71 acres consisting of an existing historic building and two existing commercial buildings, as shown in **Figure 2.0-2: Project Location Map** in **Section 2.0: Project Description**. The Project Site is generally bound by Mission Street to the north, and Fairview Avenue to the west.

The Project site is identified by two parcels, Assessor's Parcel Numbers (APNs) 5315-008-045 and 5315-008-043. As previously described, the Project Site is currently occupied by three buildings. The historic building located at 1115 Mission Street is currently occupied by Amy's Playground, which is an indoor playground area.<sup>8</sup> The La Fiesta Grande restaurant is located directly next door at 1107 Mission Street, and a private fitness center occupies the building at 1101 Mission Street.

#### Land Use and Zoning Designations

The Project site is zoned MSSP District A, which is intended to be a pedestrian-orientated shopping street with continuous storefronts along the sidewalks, with housing and offices located above and, in some cases, behind the storefronts. **Figure 3.0-1: Land Use Map** and **Figure 3.0-2: Zoning Map** in **Section 3.0: Environmental Setting** depict the City's land use and zoning designations of the Project Site and the surrounding properties.<sup>9</sup>

### c. Surrounding Uses

The Project Site is located within the central portion of the City, approximately 0.24 miles south of State Route 110 (SR 110). The City is located within the central portion of the County of Los Angeles and is bordered by the City of Pasadena to the north; the Highland Park to the west; the City of Alhambra to the south; and the City of San Marino to the east. Regional access to the City is gained through five freeways in or near the City's boundaries: Interstate 210 north of the City, State Route 110 (SR-110), which runs

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<sup>8</sup> Amy's Playground, *About Amy's Playground*, accessed January 2019, <http://www.amysindoorplayground.com/>

<sup>9</sup> City of South Pasadena, Zoning Map, accessed January 2019, <https://www.southpasadenaca.gov/home/showdocument?id=192>

north and west of the City; and Interstate 110 (I-110), Interstate 710 (I-710) and Interstate 10 (I-10), which run south of the City; and Interstate 164 (I-164), which runs east of the City.

The Project Site is approximately 762 feet east of the Los Angeles County Metropolitan Authority (Metro) Gold Rail Line (Metro Gold Line), which is a light-rail line running from Azusa through Downtown Los Angeles and terminating in East Los Angeles.<sup>10</sup>

The Project Site is located along Mission Street, a major City corridor developed with residential, commercial, mixed use, and public/quasi-public uses. Surrounding buildings range from low- to mid-rise in height. Surrounding land uses include one- and two-story commercial buildings along Mission Street, many of which are historic, ground-floor storefronts and dining patios facing the sidewalk: Le Car, a one-story foreign and domestic auto dealer is to the east of the Project site; Mission Wines, a two-story commercial building is located directly north of the Project site, Collins Collins Muir + Stewart LLC, a two-story law firm is located to the south of the Project site; and the one story South Pasadena Unified School District and parking lot is located to the west of the Project site.

## ENVIRONMENTAL IMPACTS

### Methodology

Impacts were evaluated based on the proposed Project's physical land use impacts, including a descriptive review of how the proposed Project fits within the existing neighborhood and community, as well as the Project's consistency with existing regional and local land use regulations and policies.

The determination of consistency with applicable land use policies and ordinances is based upon a review of the previously identified planning and zoning documents that regulate land use or guide land use decisions pertaining to the Project Site. State CEQA Guidelines Section 15125(d) requires that a Draft EIR discuss any inconsistencies with the Project and applicable plans. A project is considered consistent with the provisions and general policies of an applicable city or regional land use plans and regulations if it is consistent with the overall intent of the plans and would not preclude the attainment of its primary goals.

The intent of the compatibility analysis is to determine whether the proposed Project would be compatible with surrounding uses. The analysis addresses general land use relationships and urban form based on a comparison of existing land use relationships in the vicinity of the Project Site under existing

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10 Los Angeles County Metropolitan Authority, "Gold Line," accessed January 2019, [https://www.metro.net/riding/paid\\_parking/gold-line/](https://www.metro.net/riding/paid_parking/gold-line/).

conditions at the time of the Notice of Preparation was issued, to the conditions that would occur with implementation of the proposed Project.

## Thresholds of Significance

To assist in determining whether the proposed Project would have a significant effect on the environment, the District finds the proposed Project may be deemed to have a significant impact related to land use and planning if it would:

**Threshold LU-1: Physically divide an established community.**

**Threshold LU-2: Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.**

## Project Impact Analysis

**Threshold LU-1: Physically divide an established community.**

The Project would be developed within the boundaries of the existing lot. No rights-of-way or other connections between other properties would be obstructed or altered. No existing uses would be separated or disrupted by the Project. As such, impacts on establish communities would be less than significant.

**Threshold LU-2: Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.**

The Project site currently consists of three buildings. The proposed Project would retain the two-story portion of the historic building that faces Mission Street, remove two-thirds of the existing one-story warehouse to the rear of the building, renovate the front portion of the building for adaptive reuse as a mixed-use retail commercial and residential building, and build a story multi-family residential building on the remainder of the parcel. The proposed project would demolish the other two existing buildings on the project site and construct a new three-story mixed-use retail commercial and residential building on this portion of the Project site. The Proposed Project would consist of 7,394 square feet of commercial space along the Mission Street and Fairview Avenue frontages and 36 residential units on the upper levels and in the interior of the site totaling 33,281square feet. The commercial spaces have been designed to enhance Mission Street’s pedestrian ambiance and complement the surrounding existing businesses. A new two-level subterranean parking area will be constructed beneath the entire Project Site.

### **SCAG 2016-2040 RTP/SCS**

The Project's consistency with the 2016-2040 SCAG Regional Transportation Plan/Sustainable Communities Strategy is found below in **Table 4.4-1: SCAG RTP/SCS Goals Project Consistency Analysis**.

### **City of South Pasadena General Plan**

The General Plan land use designation for the Project site is Mission Street Specific Plan (MSSP). As described above, the City has identified the MSSP Area as a Focus 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 Project would comply with the MSSP Area requirements. **Table 4.4-2: City of South Pasadena Applicable General Plan Consistency** below analyzes the Project against goals and policies outlined in the General Plan.

### **Mission Street Specific Plan**

As described previously, the Project site is within the Mission Street Specific Plan. The Mission Street Specific Plan designates the Project site as "Pedestrian-Oriented Mixed-Use/Commercial Core and Nodes". The Project proposes land uses consistent with those listed for Pedestrian-Oriented Mixed-Use/Commercial Core and Nodes.

### **City of South Pasadena Zoning Code**

Implementation of the proposed Project would not involve any change of zoning and would not conflict with the City's zoning or General Plan goals and policies for the Project Site. As such, the uses proposed by the Project would be allowable uses pursuant to the City's Zoning. Regarding development standards (i.e. massing, height, and setback requirements) identified for these zoning designations, the proposed Project is designed to be consistent with the City's requirements, including compatibility with surrounding uses. Therefore, the Project would not conflict with any local plans or policies.

**Table 4.4-1**  
**SCAG RTP Goals Project Consistency Analysis**

SCAG RTP Goal	Consistency Analysis
<b>RTP/SCS Goal 1:</b> Align the plan investments and policies with improving regional economic development and competitiveness.	<b>Not applicable:</b> This is not a Project-specific goal and therefore is not applicable.
<b>RTP/SCS Goal 2:</b> Maximize mobility and accessibility for all people and goods in the region.	<b>Consistent:</b> Designed to be consistent with the City of South Pasadena General Plan Circulation and Accessibility Element, the Project is intended to maximize mobility for Project occupants by placing housing near an important transit corridor. The Project further implements required development standards that would promote street-facing storefronts and building entrances, thus encouraging pedestrian accessibility and encouraging mobility. By encouraging a variety of modes of transportation, the Project would maximize the productivity of the transportation system and would ensure a sustainable regional transportation system is connected and whole.
<b>RTP/SCS Goal 3:</b> Ensure travel safety and reliability for all people and goods in the region.	
<b>RTP/SCS Goal 4:</b> Preserve and ensure a sustainable regional transportation system.	
<b>RTP/SCS Goal 5:</b> Maximize the productivity of our transportation system.	
<b>RTP/SCS Goal 6:</b> Protect the environment and health of our residents by improving air quality and encouraging active transportation.	<b>Consistent:</b> The proposed Project is located approximately 0.15 miles away from the Metro Gold Line Station providing residents with transit opportunities to work and entertainment area.
<b>RTP/SCS Goal 7:</b> Actively encourage and create incentives for energy efficiency, where possible.	<b>Consistent:</b> The proposed Project would incorporate “green” building measures in both the building design and the landscape design. The Project would comply with the 2017 California Green Building Code. The proposed Project provides for high-performance building design and adds energy conservation measures and alternatives to meet a higher goal to enhance the residents’ living experience and reduce annual utility costs
<b>RTP/SCS Goal 8:</b> Encourage land use and growth patterns that facilitate transit and non-motorized transportation.	<b>Consistent:</b> The proposed mixed-use Project would be located on a currently developed site that is surrounded by developed land and is located approximately 0.15 miles away from the Metro Gold Line Station. The Project Site is an infill site located within a transit priority area that would facilitate transit and non-motorized transportation.
<b>RTP/SCS Goal 9:</b> Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.	<b>Not applicable:</b> This is not a Project-specific goal and therefore is not applicable.

**Table 4.4-2  
City of South Pasadena Applicable General Plan Consistency**

Plan Objectives	Project Consistency
<b>City of South Pasadena General Plan</b>	
<p><b>Goal 1:</b> To manage change and target growth by type and location to better serve community needs and enhance the quality of life.</p>	<p><b>Consistent.</b> The proposed Project plans to renovate an existing historic structure for adaptive reuse as a mixed-use building and construct two and three-story mixed-use buildings and subterranean parking beneath the Project site. The Project proposes 36 multi-family units with 7,394 square feet of commercial space and common and private open space areas within the Project enhancing the quality of life of future residents. Additionally, the Project is located approximately 600 feet east of the Metro Gold Line South Pasadena Station providing future residents of the Project transit connectivity to regional employment and entertainment centers. As such, the Project would be consistent with this goal.</p>
<p><b>Policy 1.3: Encourage Mixed Use.</b> Authorize, encourage and facilitate “mixed-use” development within targeted areas, including horizontally or vertically-integrated housing, live-work spaces, professional office and retail commercial areas.</p>	<p><b>Consistent.</b> The proposed Project plans to renovate an existing historic structure for adaptive reuse as a mixed-use building and construct two and three-story mixed-use buildings and subterranean parking beneath the Project site. The Project proposes 36 multi-family units with 7,394 square feet of retail commercial space. As such, the Project would be consistent with this policy.</p>
<p><b>Goal 2:</b> To maintain the character of South Pasadena’s “main street” commercial areas, support the proprietary business of the city, avoid deterioration of commercial areas and the business tax base, and promote those forms of economic development that will provide additional jobs, services and opportunities to the city and its residents.</p>	<p><b>Consistent.</b> The proposed Project is located along Mission Street, which is a “main street” in the City of South Pasadena. The proposed Project plans to renovate a historic structure for adaptive reuse as a mixed-use building and construct two and three-story mixed-use buildings consisting of 36 multi-family units with 7,394 square feet of commercial space thereby providing additional housing opportunities within the area and contributing to the City’s business tax base. As such, the Project will maintain the existing character of the area and be consistent with this goal.</p>
<p><b>Policy 2.5: Intensity use in select locations.</b> Concentrate higher density and mixed-use development adjacent to transit or transportation corridors.</p>	<p><b>Consistent.</b> The proposed Project plans to renovate an existing historic structure for adaptive reuse as a mixed-use building and construct two and three-story mixed-use buildings and subterranean parking beneath the Project site. The Project proposes 36 multi-family units at an overall density of approximately 50 units per acre with 7,394 square feet of retail commercial space. The Project is located approximately 600 feet east of the Metro Gold Line South Pasadena Station. As such, the Project would be consistent with this policy.</p>
<p><b>Policy 3.12: Encourage higher density in closer proximity to public transit.</b> Encourage higher residential densities and a reduced reliance on the automobile in the design of projects in proximity to public transit.</p>	<p><b>Consistent.</b> The Project is located approximately 600 feet east of the Metro Gold Line South Pasadena Station. The proposed mixed-use project has proposed a higher density residential component in exchange for the provision of public parking over and above the required number of parking spaces to serve the project to facilitate public accessibility to the Metro Gold Line Station. The higher density residential component within proximity to the Metro Gold Line Station provides residents alternative means of travel for commuting to work and shopping reducing reliance on the automobile. As such, the Project would be consistent with this policy.</p>

Plan Objectives	Project Consistency
<p><b>Policy 3.13: Promote mixed-use development.</b> Maintain compaction and encourage vertically mixed-use (ground floor retail, office, and residential above) to create nodes of activity and to promote the pedestrian use concept.</p>	<p><b>Consistent.</b> The Project proposes the construction two and three-story mixed-use buildings consisting of 36 multi-family units over and to the rear of 7394 square feet of commercial space. The Project also includes a pedestrian plaza and open space at street level promoting the pedestrian experience within commercial areas and connectivity to Mission Street. As such, the Project would be consistent with this policy.</p>
<p><b>Goal 4:</b> To ensure that an adequate supply of parking is available to meet the demands generated land use.</p>	<p><b>Consistent.</b> Parking required to serve the Project, including bonus public parking spaces totals 95 parking spaces. The Project proposes two levels of subterranean parking with 109 parking spaces of which 14 parking spaces are surplus, over and above the required number of parking spaces for the Project. As such, the Project would be consistent with this goal.</p>
<p><b>Goal 6:</b> To encourage the provision of and use of alternative modes of transit (bicycle, bus, light-rail).</p>	<p><b>Consistent.</b> The Project is located approximately 600 feet of the Metro Gold Line South Pasadena Station. Additionally, there are stops for Metro Bus 176 at the intersection of Mission and Fremont, approximately 400 feet east of the Project site, and Metro Buses 260 and 762 at the intersection of Mission and Fremont, approximately 1/4 mile east of the Project site. The Project is consistent with this goal.</p>
<p><b>Goal 7:</b> To preserve South Pasadena’s historic character, scale, and “small town” atmosphere.</p>	<p><b>Consistent.</b> The Project would retain the existing frontage of and one-third of the warehouse portion of the historic property at 1115 Mission Street. Additionally, the Project would comply with the City’s design guidelines and development standards for the Mission Street Specific Plan intended to preserve the character and scale of the historic district. As such, the Project would be consistent with this goal.</p>
<p><b>Policy 7.1: Reaffirm urban design objectives.</b> Maintain urban design guidelines encouraging pedestrian-oriented development, emphasizing ease of access to all parcels, uses, transit stops, and public spaces; requiring human scale in building massing and detail; encouraging varied and articulated facades; requiring that ground floor residential and commercial entries face and engage the street; and encouraging pedestrian-oriented streetscape amenities.</p>	<p><b>Consistent.</b> The proposed Project plans to construct two and three-story mixed-use buildings consisting of 36 multi-family units over and to the rear of 7,384 square feet of commercial space located along Mission Street, approximately 600 feet east of the Metro Gold Line South Pasadena Station. The Project proposes a pedestrian oriented scale of development with heavily landscaped plazas, gathering spaces and open space within the Project, providing connectivity to Mission Street encouraging pedestrian interaction and connectivity to transit stops. The Project incorporates varying building forms, building heights, and architectural features and details promoting an inviting, human scale streetscape. The proposed Project will comply with the MSSP design guidelines in building design and construction and the placement of ground floor commercial areas along Mission Street, a main commercial corridor in the City. As such, the Project would be consistent with this Policy.</p>
<p><b>Goal 9:</b> To conserve and preserve the historic “built” environment of the city by identifying the architectural and cultural resources of the city, by encouraging their maintenance and/or adaptive reuse, and by developing guidelines for new and infill development assuring design compatibility.</p>	<p><b>Consistent.</b> The Project would retain and renovate the existing frontage of and one-third of the warehouse portion of the historic property at 1115 Mission Street for the adaptive reuse of the building for mixed use purposes. As such, the Project would be consistent with this Policy.</p>

Plan Objectives	Project Consistency
<p><b>Policy 9.4: Encourage adaptive reuse.</b> Encourage and promote the adaptive reuse of South Pasadena’s historic resources.</p>	<p><b>Consistent.</b> The Project would retain and renovate the existing frontage of and one-third of the warehouse portion of the historic property at 1115 Mission Street for adaptive reuse of the building for mixed use purposes. As such, the Project would be consistent with this Policy.</p>
<p><b>Policy 11.1: Encourage Mixed-Use development.</b> Encourage upper-floor residential and office uses as a permitted secondary use in commercial districts.</p>	<p><b>Consistent.</b> The proposed Project plans to construct two and three-story mixed-use buildings consisting of 36 multi-family units located over and to the rear of 7,394 square feet of commercial space. As such, the Project would be consistent with this Policy.</p>

**Design Guidelines**

In accordance with Municipal Code Chapter 36.410.040, Design Review, the Project would be subject to the City’s design review process, which would ensure that the proposed improvements are consistent with the City’s MSSP design guidelines, which provide specific standards that would address the proposed landscaping, building mass, building color palette, circulation, and pedestrian walkway design. Subject to the City’s review and approval, the Project would be consistent with the applicable design guidelines and would not result in any conflicts that could result in a physical impact on the environment.

Based on the above, impacts would be less than significant.

**CUMULATIVE IMPACTS**

As described in **Section 3.0**, the surrounding area contains related development projects. The proposed Project, in combination with these related projects, would increase development in the City. The related projects would be reviewed for consistency with the City’s General Plan and Zoning Ordinance and would be required as individual projects to comply with CEQA. The Project and the related projects primarily reflect infill development consisting of retail, restaurant, office, and residential uses that would implement the growth and development forecasts of the City’s General Plan. As such land use impacts would not be cumulatively considerable.

**MITIGATION MEASURES**

No mitigation is required.

**LEVEL OF SIGNIFICANCE AFTER MITIGATION**

Land use and planning impacts would be less than significant.