

3.0 SUSTAINABLE COMMUNITIES ENVIRONMENTAL ASSESSMENT ELIGIBILITY

3.1 SUSTAINABLE COMMUNITIES STRATEGY CONSISTENCY ANALYSIS

SB 375 provides CEQA streamlining opportunities for TPPs that are “consistent with the use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy, for which the ARB has accepted a metropolitan planning organization’s determination that the sustainable communities strategy or the alternative planning strategy would, if implemented, achieve the greenhouse gas emission reduction targets established by ARB (see Public Resources Code, § 21155 (a)).

Use Designation, Density, and Building Intensity

On May 7, 2020, SCAG’s Regional Council approved Connect SoCal (2020 – 2045 Regional Transportation Plan/Sustainable Communities Strategy) for conformity purpose by the Federal Highway Administration (FHWA). On September 3, 2020, the Regional Council formally adopted the Connect SoCal plan to provide a roadmap to expand transportation options, improve air quality and bolster Southern California’s long-term economic viability. The proposed project would be consistent with the land use patterns promoted by the Connect SoCal Forecasted Regional Development Pattern. The project site, which is within one-half mile from a major transit stop, is in an area that is considered by SCAG as a Priority Growth Area. Furthermore, the project would not be located in any absolutely constrained areas such as on agricultural land, open space, or tribal lands.¹

The proposed project would include 84 apartment units in a 6-story plus mezzanine transit oriented mixed-use development that includes retail, restaurants, and work/live units at the ground level. Using height averaging, the building height would average 69 feet with a maximum roof height to 90 feet. Along Fair Oaks Avenue, the ground floor of the proposed building includes approximately 6,200 square feet of retail and food uses. The proposed project would include a total of 4,600 sf of amenity space for project residents, including a swimming pool and spa, gym, lounge, and roof deck. All parking for the project would be located within four levels of underground parking that would accommodate 195 parking spaces. The project site driveway would be located along Dayton Street and would provide access to the underground parking. Both ingress and egress would be available from Dayton Street. Pedestrian access to the residential lobby and commercial uses would be available off of Fair Oaks Avenue. The project would be served by the Metro L

¹ Southern California Association of Governments. 2020. Sustainable Communities Strategy Technical Report. Available at: https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_sustainable-communities-strategy.pdf?1606002097

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Line (formerly Gold Line), with the Central District served by three stations; Del Mar, Memorial Park, and Lake.

Further analysis of the proposed project’s consistency with Connect SoCal (2020–2045 Regional Transportation Plan/Sustainable Communities Strategy) is provided in **Table 3.0-1, Consistency Analysis with Connect SoCal (2020 – 2045 Regional Transportation Plan/Sustainable Communities Strategy)**.

**Table 3.0-1
Consistency Analysis with Connect SoCal
(2020–2045 Regional Transportation Plan/Sustainable Communities Strategy)**

Goals and Strategies	Consistency Assessment
Connect SoCal Goals	
Goal 1: Encourage regional economic prosperity and global competitiveness	Not Applicable. This Goal is directed at SCAG and the City of Pasadena and does not apply to the proposed project. This strategy calls on encouraging regional economic prosperity and global competitiveness. The proposed project would not interfere with such policymaking.
Goal 2: Improve mobility, accessibility, reliability, and travel safety for people and goods	Consistent. The project site is located in an urbanized area within the City of Pasadena. The proposed project would develop 84 apartment units, four work/live units approximately 1,300 sf each, 6,200 sf of retail and restaurant uses, and 4,600 sf of amenity space within a High Quality Transit Area (HQTA) as defined by SCAG and a transit priority area as defined by SB 743. The project site is located less than one-quarter mile from the Metro Del Mar L Line (formerly Gold Line) station to the southeast of the project site and less than one-half a mile to the Memorial Park Station to the northeast of the project site. Furthermore, the site is located less than one-half mile from Metro bus lines with frequency of service intervals of 15 minutes or less during the morning and afternoon peak commute periods. The proposed project would provide residents, employees, and visitors with convenient access to public transit and opportunities for walking and biking. The location of the proposed project encourages a variety of transportation options and access and is therefore consistent with this Goal.
Goal 3: Enhance the preservation, security, and resilience of the regional transportation system	Not Applicable. This Goal is directed towards SCAG and does not apply to the proposed project. While this strategy calls on enhancing the preservation, security, and resilience of the transportation system, the proposed project would not interfere with such policymaking.
Goal 4: Increase person and goods movement and travel choices within the transportation system	Not Applicable. This strategy calls on SCAG to increase person and goods movement and travel choices across the transportation system. The proposed project would not interfere with this goal.
Goal 5: Reduce greenhouse gas emissions and improve air quality	Consistent. The Project would result in criteria air pollutant and GHG emissions during construction and operation. However, emissions would not exceed the SCAQMD significance thresholds and would be consistent with the City's CAP.
Goal 6: Support healthy and equitable communities	Not Applicable. This Goal is directed towards SCAG and does not apply to the proposed project. This strategy calls on supporting healthy and equitable communities. The proposed project would not interfere with this goal.

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Goals and Strategies	Consistency Assessment
Goal 7: Adapt to a changing climate and support an integrated regional development pattern and transportation network	Not Applicable. This goal is directed towards SCAG and does not apply to individual development projects. The proposed project would be located in proximity to public transit opportunities and would implement a transportation demand management (TDM) program.
Goal 8: Leverage new transportation technologies and data-driven solutions that result in more efficient travel	Not Applicable. This Goal is directed towards SCAG and does not apply to the proposed project. This strategy calls on SCAG to use new transportation technologies and data-driven solutions to increase travel efficiency. The proposed project would not interfere with this goal.
Goal 9: Encourage development of diverse housing types in areas that are supported by multiple transportation options	Consistent. The proposed project would construct 84 apartment units which would include 24 studios, 37 one-bedroom flats, three (3) one-bedroom townhouses, 18 two-bedroom flats, and two (2) two-bedroom townhouses. Furthermore, eight on-site residents would be set aside for very low-income residents. The proposed project would also include four work/live units. The proposed project would be within a quarter-mile radius of the Del Mar Metro Station and within a half-mile of the Memorial Park Station.
Goal 10: Promote conservation of natural and agricultural lands and restoration of habitats	Not Applicable. This Goal is directed towards SCAG and does not apply to the proposed project. This strategy calls on SCAG to promote the conservation of natural and agricultural land and the restoration of habitats. The proposed project site currently serves as a surface parking lot. Therefore, the proposed project would not interfere with this goal.
Connect SoCal Strategies	
Strategy 1: Focus growth near destinations and mobility options	Consistent. The proposed project site is located within a HQTAs and transit priority area as defined by SCAG. The project site is located within one-quarter mile of the Metro Del Mar Station and within one-half mile of Memorial Park Station.
Strategy 2: Promote diverse housing choices.	Consistent. The proposed project would develop 84 apartments units (24 studios, 37 one-bedroom flats, three (3) one-bedroom townhouses, 18 two-bedroom flats, and two (2) two-bedroom townhouses), including eight (8) on-site residences for very low-income residents. The proposed project would also include four work/live units.
Strategy 3: Leverage technology innovations	Not Applicable. This strategy is directed to SCAG and does not apply to the proposed project. This strategy aims to promote low emission technologies, improve access to services through technology, and identify ways to incorporate “micro-power grids” in communities. The proposed project would not interfere with this strategy.
Strategy 4: Support implementation of sustainability policies	Consistent. The proposed project incorporates Green Building Measures, including passive environmental control strategies and/or active environmental control systems, into the building’s design.
Strategy 5: Promote a Green Region	Consistent. The proposed project would promote access to public park space located across Dayton Street at Central Park due to the project’s proximity. Furthermore, the development would emphasize sustainability features that promote more resource efficient development. The project site is also located within one-quarter mile of the Metro Del Mar Station and one-half mile of Memorial Park Station.

Source: SCAG Connect SoCal (2020 – 2045 Regional Transportation Plan/ Sustainable Communities Strategy).

3.2 TRANSIT PRIORITY PROJECT CRITERIA ANALYSIS

SB 375 provides CEQA streamlining opportunities for certain Transit Priority Projects (TPPs). A TPP is a project that meets the following three criteria (see Public Resources Code, § 21155 (b)):

- a) Contains at least 50 percent residential use, based on total building square footage and, if the project contains between 26 percent and 50 percent nonresidential uses, a floor area ratio of not less than 0.75;
- b) Provides a minimum net density of at least 20 units per acre; and
- c) Is within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan.

As discussed below, the proposed project qualifies as a TPP pursuant to the criteria set by Public Resources Code § 21155.

Consistency with Criterion #1a

The proposed project is a mixed-use development consisting of 84 apartment units of varying types and sizes, including eight on-site residences for very low-income residents. The residential component of the proposed project encompasses approximately 54,448 sf of the project's total 93,355 sf of floor area, or 58 percent of total floor area. As such, the proposed project would be consistent with this Criterion.

Consistency with Criterion #2a

The proposed project site is approximately 0.74 acres. With 84 residential dwellings, the proposed project would have a density of approximately 113 units per acre. As such, the proposed project would be consistent with this Criterion.

Consistency with Criterion #3a

PRC Section 21155 (b) defines a "high-quality transit corridor" as a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.

Public Resources Code Section 21099 defines a "transit priority area" as an area within one-half mile of a major transit stop that is "existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations." Public Resources Code Section 21064.3 defines "major transit stop" as "a site containing an existing rail transit station, a ferry terminal served by either a

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bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.” PRC Section 21155 (b) states that a “major transit stop” is defined in PRC Section 21064.3, except that, for purposes of Section 21155 (b), it also includes major transit stops that are included in the applicable regional transportation plan.

The proposed project is located within a High Quality Transit Area (HQT) as defined by SCAG and a transit priority area as defined by SB 743. The project site is located within one-quarter mile of the Metro Del Mar Station and within one-half mile of the Memorial Park Station. As such, all development on the project site is within one-half mile from the light rail station. The L Line (formerly Gold Line) provides service intervals less than 15 minutes during peak commute hours. The proposed project is consistent with this Criterion.

3.3 INCORPORATION OF FEASIBLE MITIGATION MEASURES, PERFORMANCE STANDARDS, AND CRITERIA FROM PRIOR APPLICABLE EIRS

Public Resources Code Section 21151.2 requires that a transit priority project incorporate all feasible mitigation measures, performance standards, or criteria from prior applicable EIRs. The City has complied with PRC Section 21151.2 by reviewing all of the suggested mitigation measures in the SCAG Connect SoCal (2020 – 2045 Regional Transportation Plan/Sustainable Communities Strategy) EIR, the City of Pasadena General Plan EIR, and the Central District Specific Plan EIR for imposition on the project. The mitigation measures were not imposed if the project was found to be in substantial compliance with the mitigation measure as proposed or if the mitigation measures were found not to be relevant. If the project was not found to be in substantial compliance or the mitigation measure was found relevant, the City considered whether to use the mitigation measure or an equally effective City mitigation measure (including the mitigation measures developed for the SCEA prepared for the proposed project). The applicable mitigation measures, performance standards, or criteria from the aforementioned documents are included in applicable technical sections of the Environmental Checklist portion of this SCEA. Some of the mitigation measures from prior applicable EIRs are duplicative or have minor inconsistencies with the project-specific mitigation measures set forth below. The City, as lead agency, retains the discretion to modify or delete the measures from the prior EIRs to avoid duplication or resolve inconsistencies.