



**CITY OF SOUTH PASADENA
CITY COUNCIL REGULAR MEETING AGENDA**

**Council Chamber
1424 Mission Street, South Pasadena, CA 91030
November 18, 2020, at 7:30 p.m.**

South Pasadena City Council Statement of Civility

As your elected governing board, we will treat each other, members of the public, and city employees with patience, civility and courtesy as a model of the same behavior we wish to reflect in South Pasadena for the conduct of all city business and community participation. The decisions made tonight will be for the benefit of the South Pasadena community and not for personal gain.

NOTICE ON PUBLIC PARTICIPATION & ACCESSIBILITY

Pursuant to Section 3 of Executive Order N-29-20, issued by Governor Newsom on March 17, 2020, the regular meeting of the City Council for November 18, 2020 will be conducted remotely and held by video conference.

The Meeting will be broadcast live on the City's website
(http://www.spectrumstream.com/streaming/south_pasadena/live.cfm).

Please be advised that pursuant to the Executive Order, and to ensure the health and safety of the public by limiting human contact that could spread the COVID-19 virus, the Council Chambers will not be open for the meeting. Council Members will be participating remotely and will not be physically present in the Council Chambers.

If you would like to comment on an agenda item, members of the public may submit their comments for City Council consideration, by one of the following options:

Option 1:

1. Dial (626) 322-2344 and leave a recording of your public comment. Please state your name; if you are providing public comment for open or closed session; and, the agenda item number. If no agenda item number is provided, your public comment will automatically be played under the general public comment portion of the open session meeting. The cutoff time for public comment to be submitted via phone recording is 4 p.m. the day of the Council Meeting.

Option 2:

2. Email your public comments to ccpubliccomment@southpasadenaca.gov. Public Comments received in writing will not be read aloud at the meeting. Written public comments will be announced at the meeting and become part of the meeting record. Written public comments will be uploaded online for public viewing under Additional Documents. There is no word limit on

emailed Public Comment. Please make sure to indicate: 1) your name, and 2) what agenda item you are submitting public comment on.

CALL TO ORDER: Mayor Robert S. Joe

ROLL CALL: Councilmembers Michael A. Cacciotti; Stephen E. Rossi; and Richard D. Schneider, M.D.; Mayor Pro Tem Diana Mahmud; and Mayor Robert S. Joe

PLEDGE OF ALLEGIANCE: Mayor Pro Tem Diana Mahmud

CLOSED SESSION ANNOUNCEMENTS

1. CLOSED SESSION ANNOUNCEMENTS: A Closed Session Agenda has been posted separately.

COMMISSION APPOINTMENTS

2. Authorize Commission Appointments

Recommendation

It is recommended that the City Council:

1. Appoint the following resident to the unexpired term ending December 31, 2021:
 - Casey Law, Natural Resources and Environmental Commission
2. Appoint the following residents to a **second one-year term** ending December 31, 2021:
 - Juliana Fong, Youth Commission
 - Ella Chuang, Youth Commission
 - Zack Quezada, Youth Commission
 - Camille Whetsel, Youth Commission
 - Colin Wong, Youth Commission
3. Appoint the following resident to a one-year term ending December 31, 2021:
 - Sadie Abelson, Youth Commission

PUBLIC COMMENT AND SUGGESTIONS

The City Council welcomes public input. If you would like to comment on an agenda item, members of the public may submit their comments for City Council consideration by one of the following options:

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Pursuant to state law, the City Council may not discuss or take action on issues not on the meeting agenda, except that members of the City Council or staff may briefly respond to statements made or questions posed by persons exercising public testimony rights (Government Code Section 54954.2). Staff may be asked to follow up on such items.

3. Public Comment – General**COMMUNICATIONS****4. Councilmembers Communications**

Time allotted per Councilmember is three minutes. Additional time will be allotted at the end of the City Council Meeting agenda, if necessary.

5. City Manager Communications**6. Reordering of and Additions to the Agenda****OPPORTUNITY TO COMMENT ON CONSENT CALENDAR**

Items listed under the consent calendar are -considered by the City Manager to be routine in nature and will be enacted by one motion unless a public comment has been received or Councilmember requests otherwise, in which case the item will be removed for separate consideration. Any motion relating to an ordinance or a resolution shall also waive the reading of the ordinance or resolution and include its introduction or adoption as appropriate.

CONSENT CALENDAR

7. **Approval of Prepaid Warrants in the Amount of \$58,224.91; Prepaid Warrant Voids in the amount of (\$823.80); General city Warrants in the Amount of \$901,817.70; Payroll in the Amount of \$611,721.42; Supplemental ACH Payments in the amount of \$2,000.00; LAIF Transfer in the Amount of \$4,200,000.00.**

Recommendation

It is recommended that the City Council approve the Warrants as presented.

8. Monthly Investment Reports for September 2020Recommendation

It is recommended that the City Council receive and file the monthly investment reports for September 2020.

9. Authorization to Accept Grant Award in the Amount of \$45,000 from the California Office of Traffic Safety for the Strategic Traffic Enforcement ProgramRecommendation

It is recommended that the City Council:

1. Authorize the City Manager or designee to accept a grant award in the amount of \$45,000 from the California Office of Traffic Safety for the Strategic Traffic Enforcement Program;
2. Authorize the City Manager or designee to execute all necessary documents to accept the grant and all grant renewals.

10. Approve Second Amendment to the Agreement with Pacific Hydrotech (for Change Orders in the Amount of \$607,617.94) for Construction; Approve First Amendment to Agreement with NV5, Inc., for additional not-to-exceed amount of \$273,250 (Change Order # 1) for the Construction Management and Inspection Services for the Graves Reservoir Replacement ProjectRecommendation

It is recommended that the City Council:

1. It is recommended that the City Council Authorize the City Manager to approve the Second Amendment to the Construction Agreement with Pacifica Hydrotech Corporation in the amount of \$607,617.94 for the construction of the Graves Reservoir Replacement Project; and
2. Authorize the City Manager to execute the First Amendment to the Professional Services Agreement with NV5, Inc., for additional not-to-exceed amount of \$273,250 for providing continued Construction Management Services.

11. Receive and File Water and Sewer Service Charges Increase for Calendar Year 2021Recommendation

It is recommended that the City Council receive and file the water and sewer rates for Calendar Year (CY) 2021.

12. Approval to Engage Zions Bank as Custodial Agent for the CityRecommendation

It is recommended that the City Council approve the request to engage Zions Bank to comply with banking regulatory requirements and authorize the City Treasurer and staff to proceed.

13. Eliminate Library Overdue Material Fees to Ensure Equitable Access to Library Services

Recommendation

It is recommended that the City Council eliminate fees for overdue library material.

14. Al Fresco Dining and Retail Pilot Program Expansion to Waive Temporary Use Permit Fees for Special Events and Temporary Designation of City-Owned Off-Street Parking Spaces at Edison Lane as Public Parking

Recommendation

It is recommended that the City Council:

1. Approve expanding the Al Fresco Dining and Retail Pilot Program (Program) to include waiver of Temporary Use Permit (TUP) fees for special events; and
2. Approve the temporary designation of limited City-owned off-street parking spaces at Edison Lane as public parking spaces for the Program.

15. Discretionary Fund Request from Councilmember Joe in the Amount of \$2,000 for Installation of a Bench at the Senior Citizens' Center

Recommendation

It is recommended that the City Council approve the Discretionary Fund request by Councilmember Joe to allocate \$2,000 for the creation and installation of a bench at the South Pasadena Senior Citizens' Center.

PUBLIC HEARING

Agenda Item No. 16 is a continued Public Hearing from October 21, 2020

16. Project No. 2355-APP (Continued) - Appeal of the Planning Commission's Decision to Approve Project No. 2191-HDP/TRP – Hillside Development Permit for the street extension of Moffat Street, which will be a private street extending westward from the northern end of Lowell Avenue to allow access to seven lots in the City of Los Angeles and a Tree Removal Permit

Recommendation

It is recommended that the City Council **uphold** the Planning Commission's approval of Project No. 2191-HDP/TRP, Hillside Development Permit for the street design of the private street portion of Moffat Street connecting only to Lowell Avenue and Tree Removal Permit for the removal of five trees for the Moffat Street extension, subject to conditions of approval.

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17. Open the Public Hearing for Discussion of an Urgency Ordinance Establishing Additional Tenant Protections; Review Findings and Provide Direction Regarding No-Fault Just Cause Evictions for Substantial Remodels, Tenant Relocation Assistance and Penalties

Recommendation

It is recommended that the City Council:

1. Open the public hearing for discussion of a proposed urgency ordinance establishing additional procedures and requirements for no-fault just cause evictions for substantial remodels; and
2. Review initial study and provide direction regarding relocation assistance and direct staff to return with additional recommendations after stakeholder outreach and Planning Commission discussions.

ACTION/DISCUSSION ITEMS

18. Adoption of California Environmental Quality Act Initial Study and Negative Declaration and the Proposed Climate Action Plan

Recommendation

It is recommended that the City Council:

1. Adopt the California Environmental Quality Act (CEQA) Initial Study and Negative Declaration for Climate Action Plan; and
2. Adopt the proposed Climate Action Plan

ADJOURNMENT

**FUTURE CITY COUNCIL MEETINGS
(OPEN SESSION)**

December 2, 2020	Regular City Council Meeting	Council Chamber	7:30 p.m.
December 16, 2020	Regular City Council Meeting	Council Chamber	7:30 p.m.
January 6, 2021	Regular City Council Meeting	Council Chamber	7:30 p.m.

PUBLIC ACCESS TO AGENDA DOCUMENTS AND BROADCASTING OF MEETINGS

City Council Meeting agenda packets and any agenda related documents are available online for public inspection on the City website: <https://www.southpasadenaca.gov/government/city-council-meetings/2019-council-meetings-copy>. Additional Documents, when presented to City Council, will also be uploaded and available on the City’s website.

Currently, regular meetings are streamed live via the internet at: http://www.spectrumstream.com/streaming/south_pasadena/live.cfm

AGENDA NOTIFICATION SUBSCRIPTION

Individuals can be placed on an email notification list to receive forthcoming agendas by emailing CityClerk@southpasadenaca.gov or calling the City Clerk’s Division at (626) 403-7230.

ACCOMMODATIONS



The City of South Pasadena wishes to make all of its public meetings accessible to the public. If special assistance is needed to participate in this meeting, please contact the City Clerk's Division at (626) 403-7230 or CityClerk@southpasadenaca.gov. Upon request, this agenda will be made available in appropriate alternative formats to persons with disabilities. Notification at least 48 hours prior to the meeting will assist staff in assuring that reasonable arrangements can be made to provide accessibility to the meeting (28 CFR 35.102-35.104 ADA Title II).

I declare under penalty of perjury that I posted this notice of agenda on the bulletin board in the courtyard of City Hall at 1414 Mission Street, South Pasadena, CA 91030, and on the City’s website as required by law.

11/12/2020

/s/

Date

Maria E. Ayala
Chief City Clerk



City Council Agenda Report

ITEM NO. 2

DATE: November 18, 2020
FROM: Robert Joe, Mayor
PREPARED BY: Maria E. Ayala, Chief City Clerk
SUBJECT: **Authorize Commission Appointment**

Recommendation

It is recommended that the City Council:

1. Appoint the following resident to the unexpired term ending December 31, 2021:
 - Casey Law, Natural Resources and Environmental Commission
2. Appoint the following residents to a **second one-year term** ending December 31, 2021:
 - Juliana Fong, Youth Commission
 - Ella Chuang, Youth Commission
 - Zack Quezada, Youth Commission
 - Camille Whetsel, Youth Commission
 - Colin Wong, Youth Commission
3. Appoint the following resident to a one-year term ending December 31, 2021:
 - Sadie Abelson, Natural Resources and Environmental Commission

Legal Review

The City Attorney has not reviewed this item.

Fiscal Impact

There are no financial implications to the City.

Environmental Analysis

The action being considered does not constitute a "project" within the meaning of the California Environmental Quality Act ("CEQA") pursuant to CEQA Guidelines section 15378(a) as it has no potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environmental.

Public Notification of Agenda Item

The public was made aware that this item was to be considered this evening by virtue of its inclusion on the legally publicly noticed agenda, posting of the same agenda and reports on the City's website and/or notice in the *South Pasadena Review* and/or the *Pasadena Star-News*.



City Council Agenda Report

ITEM NO. 7

DATE: November 18, 2020

FROM: Sean Joyce, Interim City Manager

PREPARED BY: Elaine Aguilar, Interim Assistant City Manager

SUBJECT: **Approval of Prepaid Warrants in the Amount of \$58,224.91; Prepaid Warrant Voids in the Amount of (\$823.80); General City Warrants in the Amount of \$901,817.70; Payroll in the Amount of \$611,721.42; Supplemental ACH Payments in the Amount of \$2,000.00; LAIF Transfer in the Amount of \$4,200,000.00.**

Recommendation Action

It is recommended that the City Council approve the Warrants as presented.

Fiscal Impact

Prepaid Warrants:

Warrant # 311607-311618	\$	47,578.54
ACH	\$	10,646.37
Voids	\$	(823.80)

General City Warrants:

Warrant # 311619-311685	\$	380,916.14
ACH	\$	520,901.56
Voids	\$	0

Payroll Period Ending 11/08/2020	\$	611,721.42
Wire Transfers (LAIF)	\$	4,200,000.00
Wire Transfers (RSA)	\$	0
Wire Transfers (Acct # 2413)	\$	0
Wire Transfers (Acct # 1936)	\$	0
Supplemental ACH Payment	\$	2,000.00

RSA:

Prepaid Warrants	\$	0
General City Warrants	\$	0

Total	\$	<u>5,772,940.23</u>
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Commission Review and Recommendation

This matter was not reviewed by a Commission.

Approval of Warrants

November 18, 2020

Page 2 of 2

Legal Review

The City Attorney has not reviewed this item.

Public Notification of Agenda Item

The public was made aware that this item was to be considered this evening by virtue of its

inclusion on the legally publicly noticed agenda, posting of the same agenda and reports on the City's website.

Attachments:

1. Warrant Summary
2. Prepaid Warrant List
3. General City Warrant List
4. Supplemental ACH Payments
5. Voids
6. Payroll

ATTACHMENT 1
Warrant Summary

**City of South Pasadena
Demand/Warrant Register
Recap by fund**

Date 11.18.2020

Fund No.	Amounts	
	Prepaid	Written
101	50,964.89	209,212.24
103	-	-
104	-	26,611.00
105	-	16,102.50
205	-	-
207	-	49.01
208	-	103,224.38
210	-	18,032.31
211	-	-
215	-	11,948.07
217	-	-
218	-	-
220	-	-
223	-	-
226	-	-
228	-	-
230	-	630.00
232	-	-
233	-	262,581.90
236	-	-
237	-	-
238	-	-
239	-	-
241	-	-
242	-	-
245	-	-
248	-	-
249	-	-
255	-	-
260	-	-
270	-	-
272	-	-
274	-	-
275	-	-
277	-	-
295	-	-
310	-	-
500	-	253,360.34
503	-	65.95
505	-	-
510	-	-
550	-	-
700	5,510.02	-
Column Totals:	56,474.91	901,817.70

Fund No.	Amounts	
	Prepaid	Written
227	1,750.00	-
RSA Report Totals:	1,750.00	-
City Report Totals:		960,042.61

Payroll Period Ending 11/08/2020	611,721.42
Wire Transfer - LAIF	4,200,000.00
Wire Transfer - RSA	-
Wire Transfer - Acct # 2413	-
Wire Transfer - Acct # 1936	-
Supplemental ACH Payments	2,000.00
Voids - Prepaid	(823.80)
Voids - General Warrant	-
Grand Report Total:	5,772,940.23

Robert Joe, Mayor

Elaine Aguilar, Interim Assistant City Manager

ATTACHMENT 2
Prepaid Warrant List

Accounts Payable

Checks by Date - Detail by Check Date

User: ealvarez
 Printed: 11/4/2020 1:01 PM



Check No	Vendor No Invoice No	Vendor Name Description	Check Date Reference	Check Amount
ACH	ACTM3010	Accountemps (Robert Half International)	11/03/2020	
	56309151	Full Time Accountant for Finance Backlog W/E 09/04		2,396.25
	56338984	Full Time Accountant for Finance Backlog W/E 09/11		1,991.25
	56563790	Full Time Accountant for Finance Backlog W/E 10/23		2,430.00
Total for this ACH Check for Vendor ACTM3010:				6,817.50
ACH	AFLA7010	AFLAC	11/03/2020	
	126287	Employee Optional Insurance Account J5D65 (October)		871.29
	297670	Employee Optional Insurance Account J5D65 (August)		871.29
	712210	Employee Optional Insurance Account J5D65 (September)		871.29
Total for this ACH Check for Vendor AFLA7010:				2,613.87
ACH	SGMC2013	St. George's Medical Clinic	11/03/2020	
	127522.0	Pre-Employment Medical Exams		295.00
	127577.0	Pre-Employment Medical Exams		175.00
	127710.0	Pre-Employment Medical Exams		175.00
	128041.0	Pre-Employment Medical Exams		110.00
	128107.0	Pre-Employment Medical Exams		110.00
	128147.0	Pre-Employment Medical Exams		110.00
	86538.0	Pre-Employment Medical Exams		120.00
	99214.0	Pre-Employment Medical Exams		120.00
Total for this ACH Check for Vendor SGMC2013:				1,215.00
311607	ADPLC818	ADP, LLC	11/03/2020	
	567324781	ADP, LLC Payroll Services P/E 09/25 & 10/12/2020		10,477.51
Total for Check Number 311607:				10,477.51
311608	DTV5012	DIRECTV	11/03/2020	
	068653046x12	EOC Communications 10/28-11/27/2020		87.70
Total for Check Number 311608:				87.70
311609	DPWL8210	Dispatch Wellness LLC	11/03/2020	
	A62105B7-0001	PD Training for Police Assistance Cynthia Pacheco		125.00
Total for Check Number 311609:				125.00
311610	EEDT3010	Employment Development Dept.	11/03/2020	
	L0252502496	EDD Employer Share Acct ID # 944-0884-6 (07/01/2020-06/30/2020)		2,825.00
	L0252502496	EDD Employer Share Acct ID # 944-0884-6 (07/01/2020-06/30/2020)		3,002.50
	L0252502496	EDD Employer Share Acct ID # 944-0884-6 (07/01/2020-06/30/2020)		4,418.50
	L0252502496	EDD Employer Share Acct ID # 944-0884-6 (07/01/2020-06/30/2020)		1,028.75
	L0252502496	EDD Employer Share Acct ID # 944-0884-6 (07/01/2020-06/30/2020)		1,360.47
	L0252502496	EDD Employer Share Acct ID # 944-0884-6 (07/01/2020-06/30/2020)		15,448.75
Total for Check Number 311610:				28,083.97

Check No	Vendor No Invoice No	Vendor Name Description	Check Date Reference	Check Amount
311611	HDLC3011 0027929-IN	HdL Coren & Cone Qtr. Contract Service Pmt. for Property Tax Services Apr-June 20	11/03/2020	2,974.80
Total for Check Number 311611:				2,974.80
311612	PEG4590 00091334467 00091334467	NUFIC AD& D Insurance Coverage Voluntary (October 2020) AD& D Insurance Coverage Basic (October 2020)	11/03/2020	805.15 201.00
Total for Check Number 311612:				1,006.15
311613	RBPR4460 B-154553-6	Robert Probst Refund Annual Parking Permit due to Denial Per SPMC 19.61(b)2	11/03/2020	96.00
Total for Check Number 311613:				96.00
311614	JORM4011 10/08-10/09/20	Jose Ramirez Training Class Reimb. for Police Clerk Ramirez	11/03/2020	133.51
Total for Check Number 311614:				133.51
311615	MICH4011 09.21-09.24.20 09.28-10.08.20	Michael Sanchez Reimb. Training Expense (Corporal Sanchez) 09 Reimb. Training Expense (Corporal Sanchez) 09	11/03/2020	37.11 51.03
Total for Check Number 311615:				88.14
311616	HAFR7000 080209802891 087342229452	The Hartford Premiums for Employee Life Insurance (October 2020) Premiums for Employee Life Insurance (September 2020)	11/03/2020	1,012.50 877.50
Total for Check Number 311616:				1,890.00
311617	URBA3011 CD-2020-107	Urban Futures Inc. TAB 2000 EMMA Compliance FY2018-19	11/03/2020	1,750.00
Total for Check Number 311617:				1,750.00
311618	TNWE5200 1674569185 1674569185	Tony Wei Refund Duplicate Payment Transaction ID# 1712766092 Refund Duplicate Payment Transaction ID# 1712766092	11/03/2020	863.60 2.16
Total for Check Number 311618:				865.76
Total for 11/3/2020:				58,224.91
Report Total (15 checks):				58,224.91

ATTACHMENT 3
General City Warrant List

Check No	Vendor No Invoice No	Vendor Name Description	Check Date Reference	Check Amount
	2035493456	Books		39.81
	2035496457	Books		4.46
	2035516913	Books		30.32
	2035519461	Books		21.08
	2035525268	Books		38.66
Total for this ACH Check for Vendor BAK0369:				9,644.99
ACH	CAEN9297	Carollo Engineers	11/18/2020	
	191850	Prep of City's Integrated Water & Wastewater Resource Mgmt Plan		23,039.85
	191850	Prep of City's Integrated Water & Wastewater Resource Mgmt Plan		1,854.78
Total for this ACH Check for Vendor CAEN9297:				24,894.63
ACH	CDW5246	CDW Government LLC	11/18/2020	
	XCP6782	MS Surface Pro & Dock for Kanika Kith		1,854.33
	XHD0026	Purchase & Install 5 Desktops & 2 iMac Core i5'		1,985.97
	XHW7360	Renewal of Word Perfect License & Renewal		78.87
	ZVX8422	Purchase of Microsoft Windows Server Standard		6,802.87
	ZWB1892	Adobe Acrobat Pro License		211.46
	ZWB1892	Adobe Acrobat Pro License		211.47
Total for this ACH Check for Vendor CDW5246:				11,144.97
ACH	CFLC8272	Clean Fuel Connection	11/18/2020	
	9206	CNG Station Upgrade Project FY2017-04		14,980.77
Total for this ACH Check for Vendor CFLC8272:				14,980.77
ACH	CHWP2010	Colantuono,Highsmith & Whatley,PC	11/18/2020	
	44110	SCE Split Share Billing 09/2020		191.58
Total for this ACH Check for Vendor CHWP2010:				191.58
ACH	CRDA1021	Corodata Records Management	11/18/2020	
	RS4616506	Record Management Storage 07/01-07/31/2020		359.49
	RS4624742	Record Management Storage 08/01-08/31/2020		359.84
	RS4632998	Record Management Storage 09/01-09/30/2020		457.38
Total for this ACH Check for Vendor CRDA1021:				1,176.71
ACH	ECC9000	E.C.Construction	11/18/2020	
	10	STP-L Monterey Rd. St. Improvement		35,625.00
	10	Measure R Monterey Rd. St. Improvement		7,125.00
	11	STP-L Monterey Rd. St. Improvement		67,599.38
	11	Measure R Monterey Rd. St. Improvement		255,456.90
Total for this ACH Check for Vendor ECC9000:				365,806.28
ACH	LDCR6410	LandCare USA LLC	11/18/2020	
	325567	Landscape Management July 2020		3,682.69
	325567	Landscape Management July 2020		1,468.08
	325567	Landscape Management July 2020		17,248.39
	334988	Landscape Management August 2020		17,583.94
	334988	Landscape Management August 2020		1,468.08
	334988	Landscape Management August 2020		3,682.69
	341548	Landscape Management September 2020		1,468.08
	341548	Landscape Management September 2020		17,583.94
	341548	Landscape Management September 2020		3,682.69
	347959	Playground Cleanup for Open (COVID-19)		4,700.00

Check No	Vendor No Invoice No	Vendor Name Description	Check Date Reference	Check Amount
Total for this ACH Check for Vendor LDCR6410:				72,568.58
ACH	OFF4011	Office Solutions	11/18/2020	
	I-01791011	PD Office Supplies		350.60
	I-01794172	PD Office Supplies		393.58
	I-01796495	PD Office Supplies		241.44
Total for this ACH Check for Vendor OFF4011:				985.62
ACH	OVDR8011	OverDrive Inc.	11/18/2020	
	01148CO20335876	eBooks/ Audiobooks		431.00
	01148CO20336088	eBooks/ Audiobooks		1,383.80
	01148CO20336100	eBooks/ Audiobooks		16.99
Total for this ACH Check for Vendor OVDR8011:				1,831.79
ACH	SGV5685	S.G.V. Medical Center	11/18/2020	
	852730	Blood Alcohol Withdrawal 09/07/2020		48.00
	860589	Blood Alcohol Withdrawal 09/30/2020		48.00
Total for this ACH Check for Vendor SGV5685:				96.00
ACH	STA5219	Staples Business Advantage	11/18/2020	
	3450984313	PW Office Supplies		45.82
	3453354456	PD Office Supplies		143.31
	3453533631	PD Office Supplies		32.07
	3456723247	MS Office Supplies		207.13
	3456793538	PW Office Supplies		48.70
	3457737900	MS Office Supplies		150.99
	3458819445	PD Office Supplies		271.83
	3459658254	PW Engineering Supplies		59.04
	3459804021	Fire Dept. Office Supplies		74.51
	3459804022	File Cabinets for Fire Dept.		1,175.90
	3459804023	PW Engineering Supplies		65.95
	3459804023	PW Engineering Supplies		8.99
	3460350334	Fire Dept. Office Supplies		107.96
Total for this ACH Check for Vendor STA5219:				2,392.20
ACH	STSM1020	Studio Spectrum	11/18/2020	
	191725	Streaming Services & Voicemail Line Septembe		5,625.00
	191726	COVID-19 Related Commission Streaming for S		8,775.00
Total for this ACH Check for Vendor STSM1020:				14,400.00
311619	ALH0179	Alhambra Car Wash	11/18/2020	
	September 2020	PD Car Washes September 2020.		352.00
Total for Check Number 311619:				352.00
311620	ALL0197	All Star Fire Equipment, Inc.	11/18/2020	
	225739	Annual FY20-21 PO for Safety Clothing & Equipment		593.15
	227286	Annual FY20-21 PO for Safety Clothing & Equipment		223.26
Total for Check Number 311620:				816.41
311621	EMPI5011	AramSCO, Inc. (Formerly Empire Cleaning Supplies)	11/18/2020	
	S4336667.001	Fire Dept. Cleaning Supplies		313.54
Total for Check Number 311621:				313.54

Check No	Vendor No Invoice No	Vendor Name Description	Check Date Reference	Check Amount
311622	BRMR8267 September 2020	BRIT West Soccer Class Instructor for Soccer (13 Classes)	11/18/2020	3,812.25
Total for Check Number 311622:				3,812.25
311623	CAL5236 1814863 1816455	CA Linen Services Fire Dept. Linen Services Fire Dept. Linen Services	11/18/2020	97.01 106.12
Total for Check Number 311623:				203.13
311624	CAN0607 10001	Cantu Graphics Printing Services Public Works	11/18/2020	20.04
Total for Check Number 311624:				20.04
311625	CBSE6010 69798706	Cell Business Equipment Community Services Copier (10/01-10/31/2020)	11/18/2020	248.50
Total for Check Number 311625:				248.50
311626	CERE9324 1007	Cerco Engineering City Hall Courtyard Project Payment # 1	11/18/2020	16,102.50
Total for Check Number 311626:				16,102.50
311627	JDCG5270 112264	Judy Chang Refund cancelled class due to poor air quality.	11/18/2020	20.00
Total for Check Number 311627:				20.00
311628	CHKT5270 112288	Kathy Cho Refund cancelled class due to poor air quality.	11/18/2020	20.00
Total for Check Number 311628:				20.00
311629	CBMS5011 45212	Christian Brothers Mechanical Svcs Inc. Replace Damaged Suction Hoses & Exhaust System on Emergency Fire	11/18/2020	5,740.00
Total for Check Number 311629:				5,740.00
311630	ALPD4010 SoPas 07/2020 SoPas 08/2020 SoPas 09/2020	City of Alhambra Police Dept. Inmate Housing 07/2020 Inmate Housing 08/2020 Inmate Housing 09/2020	11/18/2020	1,204.00 1,204.00 1,118.00
Total for Check Number 311630:				3,526.00
311631	CSM8030 0000498	City of San Marino Co-Op Agreement 06/21-07/04 & 09/13-09/26/2	11/18/2020	13,932.07
Total for Check Number 311631:				13,932.07
311632	CORE6011 82045098	CoreLogic Information Solutions, Inc. Public Record Information for Property Ownership Details.	11/18/2020	300.00
Total for Check Number 311632:				300.00
311633	DSP0755 8846	D & S Printing 100 Overnight Parking Decals (July & August)	11/18/2020	496.13
Total for Check Number 311633:				496.13

Check No	Vendor No Invoice No	Vendor Name Description	Check Date Reference	Check Amount
311634	DVMA5270 112289	Mary Davenport Refund cancelled class due to poor air quality.	11/18/2020	20.00
Total for Check Number 311634:				20.00
311635	DEM0777 6859012	Demco Durafold 10"x21" Book Jackets	11/18/2020	156.20
Total for Check Number 311635:				156.20
311636	DPSI7101 413934	Desktop Publishing Supplies Inc. Postcard Paper for Public Notice	11/18/2020	260.68
Total for Check Number 311636:				260.68
311637	DOO0805 58808	Dooley Enterprises Inc Ammunition for Police Dept.	11/18/2020	5,923.03
Total for Check Number 311637:				5,923.03
311638	DUST5270 112257	Senthil Durairaj Refund cancelled class due to poor air quality.	11/18/2020	20.00
Total for Check Number 311638:				20.00
311639	EGBC4011 000049413	E.G. Brennan & Co. Corp. Repair of PD Shredder.	11/18/2020	494.50
Total for Check Number 311639:				494.50
311640	EJWR5011 0073360-IN 0073360-IN 0073360-IN 0073360-IN 0073360-IN 0073360-IN	EJ Ward Inc. Annual Software Maint. for Fuel Management System October 2020 t Annual Software Maint. for Fuel Management System October 2020 t Annual Software Maint. for Fuel Management System October 2020 t Annual Software Maint. for Fuel Management System October 2020 t Annual Software Maint. for Fuel Management System October 2020 t Annual Software Maint. for Fuel Management System October 2020 t	11/18/2020	1,293.91 77.55 7,635.89 6.12 9.18 1,181.66
Total for Check Number 311640:				10,204.31
311641	FED1109 7-106-94907	FedEx Shipment of Fragile Small Electronic Box	11/18/2020	11.01
Total for Check Number 311641:				11.01
311642	COSU8011 87-0565195	Frances Orton, COSUGI Membership & W SirsiDynix Group - COSUGI Membership Renev	11/18/2020	100.00
Total for Check Number 311642:				100.00
311643	GRAN2032 127792	Granicus Granicus Portable Encoder Online Training.	11/18/2020	720.79
Total for Check Number 311643:				720.79
311644	HGKM5270 11259-60	Fannie Huang Kim Refund cancelled class due to poor air quality.	11/18/2020	40.00
Total for Check Number 311644:				40.00
311645	HWKR5270 112261 112262	Karen Hwa Refund cancelled class due to poor air quality. Refund cancelled class due to poor air quality.	11/18/2020	20.00 20.00

Check No	Vendor No Invoice No	Vendor Name Description	Check Date Reference	Check Amount
			Total for Check Number 311645:	40.00
311646	PGHW5270 112295	Punghwa Hwang Cancelled class due to poor air quality.	11/18/2020	20.00
			Total for Check Number 311646:	20.00
311647	ICPS8060 1013641	ICMA Membership # 1013641 Renewal (Maria Ayala)	11/18/2020	200.00
			Total for Check Number 311647:	200.00
311648	INKO5270 112265	Kaoru Inafuku Refund cancelled class due to poor air quality.	11/18/2020	20.00
			Total for Check Number 311648:	20.00
311649	JGMC5270 112292	Michelle Jang Refund cancelled class due to poor air quality.	11/18/2020	20.00
			Total for Check Number 311649:	20.00
311650	JCRS5011 48452	Jones Coffee Roasters Fire Dept. Supplies	11/18/2020	139.05
			Total for Check Number 311650:	139.05
311651	JDST2997 24123 24123 24123	Judson Studios Ray Bradbury Windows Project Ray Bradbury Windows Project Ray Bradbury Windows Project	11/18/2020	9,925.00 9,022.00 5,500.00
			Total for Check Number 311651:	24,447.00
311652	KBBE9203 1586	Kabbara Engineering Professional Engineering Design Services Bushn	11/18/2020	2,700.00
			Total for Check Number 311652:	2,700.00
311653	CLADPW #1	L.A.C. Dept. of Public Works Design plan cost for the Three Load Reduction Strategy Project	11/18/2020	389.00
			Total for Check Number 311653:	389.00
311654	HNLE5260 112293-112294	Hanna Lee Refund cancelled class due to poor air quality.	11/18/2020	40.00
			Total for Check Number 311654:	40.00
311655	LWVV5270 112258	Vivian Lew Refund cancelled class due to poor air quality.	11/18/2020	20.00
			Total for Check Number 311655:	20.00
311656	LIFE822 1021369 1021381 1022753 1022757 1023565 1026669 1036141	Life-Assist Inc. FY20-21 Medical Supplies FY20-21 Medical Supplies COVID-19 Medical Supplies COVID-19 Medical Supplies COVID-19 Medical Supplies FY20-21 Medical Supplies FY20-21 Medical Supplies	11/18/2020	109.58 33.13 960.06 192.06 768.05 447.88 191.20

Check No	Vendor No Invoice No	Vendor Name Description	Check Date Reference	Check Amount
	1041076	FY20-21 Medical Supplies		492.16
			Total for Check Number 311656:	3,194.12
311657	LPC4011 373677	Lynn Peavey Company Police Evidence Tape	11/18/2020	166.87
			Total for Check Number 311657:	166.87
311658	MER2145 604460 604460 604460 604460 604460	Merit Oil Company Unleaded Diesel Fuel Unleaded Diesel Fuel Unleaded Diesel Fuel Unleaded Diesel Fuel Unleaded Diesel Fuel	11/18/2020	138.36 5,949.49 138.36 138.36 553.44
			Total for Check Number 311658:	6,918.01
311659	MOR2900 P-1-12506	Morrow & Holman Plumbing Inc Urgent Repair to Drain Pipe on Beacon Ave.	11/18/2020	535.30
			Total for Check Number 311659:	535.30
311660	MRPT8134 148957	Motorport USA Police Saftey Equipment	11/18/2020	751.54
			Total for Check Number 311660:	751.54
311661	NCRS6711 5886498	National Construction Rentals Temporary Fencing Arroyo Park Field South	11/18/2020	1,375.10
			Total for Check Number 311661:	1,375.10
311662	JNNG8110 10.08.2020	Jonathan Nugent Reimburse Paramedic License Renewal	11/18/2020	275.00
			Total for Check Number 311662:	275.00
311663	NSSAT 112263	Autumn Nuss Refund cancelled class due to poor air quality.	11/18/2020	20.00
			Total for Check Number 311663:	20.00
311664	OREI6711 3213-187990	O' Reilly Automotive Inc. Community Services Auto Supplies	11/18/2020	49.01
			Total for Check Number 311664:	49.01
311665	ORI2659 705377681-01	Oriental Trading Co., Inc. Halloween Supplies for SpookThru 2020	11/18/2020	289.76
			Total for Check Number 311665:	289.76
311666	OLNP8010 69770 69771 69772 70530 70531 70568 70570	Outlook Newspaper Legal Notice Seven Patios Notice of Intent Legal Notice 95 Short Way CHC Legal Notice ZCA Streamlining PC Legal Notice 2065 Marengo Ave. Legal Notice 95 Short Way DRB Legal Notice 822 Orange Grove Legal Notice So Pasadena Ordinance 2348 ZCA	11/18/2020	330.00 157.50 157.50 195.00 217.50 187.50 180.00

Check No	Vendor No Invoice No	Vendor Name Description	Check Date Reference	Check Amount
			Total for Check Number 311666:	1,425.00
311667	PWP4465 80176-1	Pasadena Water & Power Water Purchase for Pasadena Pressure Zone 07/1	11/18/2020	12,824.77
			Total for Check Number 311667:	12,824.77
311668	RHEL5270 112291	Elinor Rhee Refund cancelled class due to poor air quality.	11/18/2020	20.00
			Total for Check Number 311668:	20.00
311669	SCOT8300 IN1647156	So Cal Office Technologies Citywide Copier Chages 09/18-11/17/2020	11/18/2020	2,830.25
			Total for Check Number 311669:	2,830.25
311670	SCPL2013 95-3337560	Southern CA Public Labor Relations Council SCPLRC Annual Membership August to July 20	11/18/2020	250.00
			Total for Check Number 311670:	250.00
311671	SSSG6116 3708 3708 3708 3708 3708 3708 3708	Sundays Silk Screening PW Safety Committee Protective Clothing & Gear PW Safety Committee Protective Clothing & Gear PW Safety Committee Protective Clothing & Gear PW Safety Committee Protective Clothing & Gear PW Safety Committee Protective Clothing & Gear PW Safety Committee Protective Clothing & Gear PW Safety Committee Protective Clothing & Gear	11/18/2020	869.34 450.00 450.00 450.00 450.00 450.00 450.00
			Total for Check Number 311671:	3,569.34
311672	THCRGR 117475	The Claro Group Legal Services September 2020.	11/18/2020	1,558.75
			Total for Check Number 311672:	1,558.75
311673	TOM4455 17366 17367 17549	Tom's Clothing & Uniforms Inc PD Uniforms & Accessories PD Uniforms & Accessories PD Uniforms & Accessories	11/18/2020	16.53 33.08 99.06
			Total for Check Number 311673:	148.67
311674	TRE9241 R120053010	Trench Shoring K Rail for Hanscom Drive 08/10-09/06/2020	11/18/2020	180.00
			Total for Check Number 311674:	180.00
311675	UCL6115 2703 2733	UC Regents Annual PO for Continuing Education & Improve Annual PO for Continuing Education & Improve	11/18/2020	2,150.50 2,150.50
			Total for Check Number 311675:	4,301.00
311676	POR4707 114-11052559 114-11076785 SP-USS-29820	United Site Services, Inc. Building Maint. for Portable Sink & Toilet Skate Park Portable Restrooms Building Maint. for Portable Sink & Toilet	11/18/2020	1,300.00 339.72 -1,300.00

Check No	Vendor No Invoice No	Vendor Name Description	Check Date Reference	Check Amount
			Total for Check Number 311676:	339.72
311677	UPP7789 2/08-20 2/09-20 2020Q4	Upper S.G.Mun. Water Dist. Water Purchase to Offset Graves Reservoir month of August 2020 Water Purchase to Offset Graves Reservoir month of Sept. 2020 4th Quarter MWD Capacity Charge to Comply w/ State Regulations	11/18/2020	94,598.10 102,160.04 13,860.00
			Total for Check Number 311677:	210,618.14
311678	VPSI407 I33952	Valley Power Systems Inc. Vehicle Maint. Unit # AU81 (Leak Repair, Fan & Oil)	11/18/2020	8,458.39
			Total for Check Number 311678:	8,458.39
311679	JAWG5270 112290	Julia Wang Refund cancelled class due to poor air quality.	11/18/2020	20.00
			Total for Check Number 311679:	20.00
311680	WGLD5270 112274	Linda Wang Refund cancelled class due to poor air quality.	11/18/2020	20.00
			Total for Check Number 311680:	20.00
311681	WEWW6710 577361-00	Western Water Works Pipe Fittings to Install Pump at Graves Well # 2.	11/18/2020	942.53
			Total for Check Number 311681:	942.53
311682	WLHD8020 14301133 14301189	Westlake Hardware Fire Dept. Supplies Fire Dept. Supplies	11/18/2020	93.68 89.26
			Total for Check Number 311682:	182.94
311683	WIL2010 415942 415985	Willdan Engineering On-Call Construction Mgmt. & Inspection Services for Monterey Rd On-Call Construction Mgmt. & Inspection Services for Monterey Rd	11/18/2020	12,214.50 11,696.50
			Total for Check Number 311683:	23,911.00
311684	WIT6353 2009059	Wittman Enterprises LLC Annual PO for Paramedic Services for FY20-21	11/18/2020	3,812.79
			Total for Check Number 311684:	3,812.79
311685	LCWG5270 11297-98	Lucinda Wong Refund cancelled class due to poor air quality.	11/18/2020	40.00
			Total for Check Number 311685:	40.00
			Total for 11/18/2020:	901,817.70
			Report Total (83 checks):	901,817.70

ATTACHMENT 4
Supplemental ACH
Payments



ACH Payment Log			
Date	Vendor	Amount	Description
11/10/2020	Pitney Bowes	\$2,000.00	Pre-Load Pitney Bowes Postage Machine Funds.

Total: **\$2,000.00**

ATTACHMENT 5
Prepaid & Warrant Voids

Accounts Payable

Void Check Proof List

User: ealvarez
 Printed: 11/04/2020 - 12:52PM



Account Number	Amount	Invoice No	Inv Date	Description	Reference	Task Label	Type	PONumber	Close PO?	Line Item
Vendor: OLNP8010				Outlook Newspaper						
Check No: 311317				Check Date: 09/10/2020						
	105.00	09773	07/31/2020	Notice of Weed Abatement (07/03/202					No	0
101-5010-5011-8025-000										
Check Total:	105.00									
Vendor Total:	105.00									
Report Total:	105.00									

Accounts Payable

Void Check Proof List

User: ealvarez
Printed: 11/05/2020 - 5:39PM



Account Number	Amount	Invoice No	Inv Date	Description	Reference	Task Label	Type	PONumber	Close PO?	Line Item
Vendor: DSP0755	D & S Printing									
Check No: 311575	Check Date: 11/04/2020									
	132.30	8824	10/27/2020	Rubber Stamps for Police Dept.					No	0
101-4010-4011-8050-000										
Check Total:	132.30									
Vendor Total:	132.30									
Report Total:	132.30									

Accounts Payable

Void Check Proof List

User: ealvarez
Printed: 11/05/2020 - 3:33PM



Account Number	Amount	Invoice No	Inv Date	Description	Reference	Task Label	Type	PONumber	Close PO?	Line Item
Vendor: ARAMSCO	Aramsco									
Check No: 311558	Check Date: 11/04/2020									
	411.50	S4302923.001	10/26/2020	Station / Household Cleaning Supplies					No	0
101-5010-5011-8020-000										
Check Total:	411.50									
Vendor Total:	411.50									
Report Total:	411.50									

Accounts Payable

Void Check Proof List

User: ealvarez
Printed: 11/10/2020 - 10:18AM



Account Number	Amount	Invoice No	Inv Date	Description	Reference	Task Label	Type	PONumber	Close PO?	Line Item
Vendor: ORA4011				Orange County Sheriff's Dept						
Check No: 311438				Check Date: 10/07/2020						
	175.00	CC2060-3359C	09/29/2020	Training Class for Ofcr. Burgos (11/02					No	0
101-4010-4011-8210-000										
Check Total:	175.00									
Vendor Total:	175.00									
Report Total:	175.00									

ATTACHMENT 6
Payroll Summary

Period Ending:
11/08/2020

Liability	Taxes Debited			
	Federal Income Tax		87,963.25	
	Earned Income Credit Advances		.00	
	Social Security - EE		1,217.61	
	Social Security - ER		1,217.60	
	Social Security Adj - EE		.00	
	Medicare - EE		9,718.16	
	Medicare - ER		9,718.07	
	Medicare Adj - EE		.00	
	Medicare Surtax - EE		101.42	
	Medicare Surtax Adj - EE		.00	
	COBRA Premium Assistance Payments		.00	
	Federal Unemployment Tax		.00	
	Families First FMLA-PSL Payments Credit		.00	
	Families First ER Medicare Credit		.00	
	Families First FMLA-PSL Health Care Premium Credit		.00	
	CARES Retention Qualified Payments Credit		.00	
	CARES Retention Qualified Health Care Credit		.00	
	State Income Tax		34,907.47	
	State Unemployment Insurance - EE		.00	
	State Unemployment/Disability Ins - ER		.00	
	State Unemployment Insurance Adj - EE		.00	
	State Disability Insurance - EE		.00	
	State Disability Insurance Adj - EE		.00	
	State Family Leave Insurance - EE		.00	
	State Family Leave Insurance - ER		.00	
	State Medical Leave Insurance - EE		.00	
	State Medical Leave Insurance - ER		.00	
	Workers' Benefit Fund Assessment - EE		.00	
	Workers' Benefit Fund Assessment - ER		.00	
	Transit Tax - EE		.00	
	Local Income Tax		.00	
	School District Tax		.00	
	Total Taxes Debited	Acct. No. XXXXX3688	Tran/ABA XXXXXXXXXX	144,843.58
Other Transfers	ADP Direct Deposit	Acct. No. XXXXX3688	Tran/ABA XXXXXXXXXX	463,043.37
	ADP Check	Acct. No. XXXXX3688	Tran/ABA XXXXXXXXXX	926.21
	Wage Garnishments	Acct. No. XXXXX3688	Tran/ABA XXXXXXXXXX	2,908.26
	Total Amount Debited From Your Accounts			611,721.42
Bank Debits and Other Liability	Adjustments/Prepay/Voids			.00
Taxes - Your Responsibility	None This Payroll			

Note: If you have chosen to defer your Employer Social Security taxes under the CARES Act, then this report will not display deferral information. Actual amounts being deferred will display on your Tax Invoices with Reason Code CV in ADP SmartCompliance.

Total Liability	611,721.42
	611,721.42
	611,721.42

Net Pay	Checks	926.21	
	Direct Deposits	463,043.37	
	Subtotal Net Pay		463,969.58
	Adjustments	.00	
	Total Net Pay Liability (Net Cash)		463,969.58

Taxes	Agency	Rate	You are responsible for Depositing these amounts		Amount debited from your account	
			EE withheld	ER contrib.	EE withheld	ER contrib.
Federal	Federal Income Tax				87,963.25	
	Earned Income Credit Advances					
	Social Security				1,217.61	1,217.60
	Medicare				9,718.16	9,718.07
	Medicare Surtax				101.42	
	Federal Unemployment Tax					
	Subtotal Federal				99,000.44	10,935.67
	Families First FMLA-PSL Payments Credit					
	Families First ER Medicare Credit					
	Families First Health Care Premium Credit					
	CARES Retention Qualified Payments Credit					
	CARES Retention Qualified Health Care Cre					
	Cobra Premium Assistance Payments					
	Total Federal				99,000.44	10,935.67
State	CA State Income Tax				34,907.47	
	CA State Unemployment/Disability Ins-ER					
	CA State Disability Insurance-EE					
	Subtotal CA				34,907.47	34,907.47
	Total Taxes		.00	.00	133,907.91	10,935.67

Amount ADP Debited From Account XXXXX3688 Tran/ABA XXXXXXXXXX 144,843.58

Excludes Taxes That Are Your Responsibility

Other	ADP Direct Deposit	463,043.37	
Transfers	ADP Check	926.21	
	Wage Garnishments	2,908.26	
	Amount ADP Debited From Account XXXXX3688		466,877.84

214 Employee Transactions

Total Amount ADP Debited From Your Accounts 611,721.42



City Council Agenda Report

ITEM NO. 8

DATE: November 18, 2020

FROM: Sean Joyce, Interim City Manager

PREPARED BY: Elaine Aguilar, Interim Assistant City Manager
Albert Trinh, Finance Manager

SUBJECT: **Monthly Investment Reports for September 2020**

Recommendation Action

It is recommended that the City Council receive and file the monthly investment reports for September 2020.

Commission Review and Recommendation

This matter was not reviewed by a commission.

Discussion/Analysis

The City's investments have shown a slight decrease from prior month. The market value of the investments held at Morgan Stanley decreased by \$97k from prior month. The decrease in market value of the investments were anticipated as the Federal interest rates are leveling off, in turn the market values of the bonds will follow suit.

While the City plans ahead and prepares for the potential economic downturn, the investments are held in a strategic manner where significant money is held in LAIF. The liquidity with LAIF is one business day—this allows the City to access funds as needed.

Background

As required by law, a monthly investment report, including water bond funds, is presented to the City Council disclosing investment activities, types of investments, dates of maturities, amounts of deposits, rates of interest, and securities with a maturity of more than 12 months at current market values.

The reports reflect all investments at the above-referenced date and are in conformity with the City Investment Policy as stated in Resolution No. 7635. A copy of the Resolution is available at the City Clerk's Office.

Legal Review

The City Attorney has not reviewed this item.

Fiscal Impact

The investments herein provide sufficient cash flow liquidity to meet the estimated expenditures, as required in the investment policy.

Public Notification of Agenda Item

The public was made aware that this item was to be considered this evening by virtue of its inclusion on the legally publicly noticed agenda, posting of the same agenda and reports on the City's website and/or notice in the *South Pasadena Review* and/or the *Pasadena Star-News*.

Attachments: City Investment Reports for September 2020

ATTACHMENT 1
City Investment Reports for August 2020

Exhibit A

City of South Pasadena
INVESTMENT REPORT
 September 30, 2020

Investment Balances at Month End

INSTITUTION NAME	MATURITY DATE	CURRENT YIELD	PERCENT OF PORTFOLIO	COST	CURRENT MARKET VALUE *
LOCAL AGENCY INVESTMENT FUND:					
LAIF City	ON DEMAND	0.685%	50.94%	17,607,487.84	17,607,487.84
SUBTOTAL			50.94%	17,607,487.84	17,607,487.84
MORGAN STANLEY SMITH BARNEY					
Government Securities	See Exhibit B-1	1.76%	34.99%	12,095,642.58	12,498,701.14
Corporate Bonds	See Exhibit B-1	2.50%	14.07%	4,864,473.79	5,001,949.05
SUBTOTAL			49.06%	16,960,116.37	17,500,650.19
TOTAL INVESTMENTS			100.00%	\$34,567,604.21	\$35,108,138.03

BANK ACCOUNTS:

Bank of the West Account Balance:	\$2,831,543.96
Morgan Stanley Uninvested Cash Balance ¹ :	\$323,269.85
Morgan Stanley Unsettled Transactions ¹	-
BNY Mellon Uninvested Cash Balance ²	158,352.64

Footnotes:

¹ The Morgan Stanley Uninvested Cash Balance and Unsettled Transactions are separate from the investment portion. The sum of the three Morgan Stanley balance totals to the balance reflected on the provided statement.

² The BNY Mellon Uninvested Cash Balance is information-only as it is funds intended for 2016 Water Revenue Bond.

Required Disclosures:

Average weighted maturity of the portfolio	427 DAYS
Average weighted total yield to maturity of the portfolio	1.326%
Projected Expenditures for the next 6 months:	\$ 20,647,167

* Current market valuation is required for investments with maturities of more than twelve months.

In compliance with the California Code Section 53646, as the City Treasurer of the City of South Pasadena, I hereby certify that sufficient investment liquidity to meet the City's expenditure requirements for the next six months and that all investments are in compliance to the City's Statement of Investment Policy.

I also certify that this report reflects all Government Agency pooled investments and all City's bank balances.



Gary Pia, City Treasurer

11/2/2020

Date

CLIENT STATEMENT | For the Period September 1-30, 2020



STATEMENT FOR:

CITY OF SOUTH PASADENA
C/O GARY E PIA, LUCY DEMIRJIAN &
KAREN ACEVES

TOTAL VALUE OF YOUR ACCOUNT (as of 9/30/20)
Includes Accrued Interest

\$17,907,875.83

Your Financial Advisor Team
The Jewel City Group

Your Financial Advisors

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Morgan Stanley Smith Barney LLC. Member SIPC.

#BWNJGWM

CITY OF SOUTH PASADENA
C/O GARY E PIA, LUCY DEMIRJIAN &
KAREN ACEVES
1414 MISSION STREET
S PASADENA CA 91030-3214

Your Branch

55 SOUTH LAKE AVE, STE 700
PASADENA, CA 91101
Telephone: 626-449-1240; Alt. Phone: 800-488-1240; Fax: 626-584-1251

Client Service Center (24 Hours a Day; 7 Days a Week): 800-869-3326

Access Your Account Online: www.morganstanley.com/online

*INVESTMENTS AND INSURANCE PRODUCTS: NOT FDIC INSURED • NOT A BANK DEPOSIT •
NOT INSURED BY ANY FEDERAL GOVERNMENT AGENCY • NOT BANK GUARANTEED •
MAY LOSE VALUE*



Standard Disclosures

The following Disclosures are applicable to the enclosed statement(s). Expanded Disclosures are attached to your most recent June and December statement (or your first Statement if you have not received a statement for those months). The Expanded Disclosures are also available by selecting Account Documents when you log on to www.morganstanley.com/online or, call 800-869-3326.

Questions?

Questions regarding your account may be directed to us by using the contact information on the statement cover page, or the Client Service Center at (800) 869-3326.

Errors and Inquiries

Be sure to review your statement promptly, and immediately address any concerns regarding entries that you do not understand or believe were made in error by contacting the Branch Manager of the office where you maintain your account. Oral communications regarding any inaccuracy or discrepancy in this statement should be re-confirmed in writing to further protect your rights, including rights under the Securities Investor Protection Act (SIPA). Your statement will be deemed correct unless we receive a written inquiry of a suspected error. See your account documentation for special rules regarding your rights and responsibilities with respect to erroneous electronic fund transfers, including a description of the transfers covered. For concerns or complaints, contact our Client Relations Department at (866) 227-2256.

Senior Investor Helpline

In order to provide Morgan Stanley's senior investor clients a convenient way to communicate with us, we offer a Senior Investor Helpline. Senior investors or those acting on their behalf may call (800) 280-4534, Monday-Friday 9am-7pm Eastern Time.

Availability of Free Credit Balances and Financial Statements

Under the customer protection rules of the SEC [17 CFR §240.15c3-3], we may use funds comprising free credit balances carried for customer accounts here, provided that these funds are payable to customers on demand (i.e., are free of a lien or right of set-off in our favor or on behalf of some third party to whom you have given control). A financial statement of this organization is available for your personal inspection at its offices, or a copy will be mailed to you upon your written request.

Listed Options

Information with respect to commissions and other charges related to the execution of options transactions has been included in confirmations of such transactions previously furnished to you and such information will be made available to you promptly at your request. Promptly advise us of any material change in your investment objectives or financial situation.

Important Information if you are a Margin Customer (not available for certain retirement accounts)

If you have margin privileges, you may borrow money from us in exchange for pledging assets in your accounts as collateral for any outstanding margin loan. The amount you may borrow is based on the value of the eligible securities in your margin accounts. If a security has eligible shares, the number of shares pledged as collateral will be indicated below the position.

Margin Interest Charges

We calculate interest charges on margin loans as follows: (1) multiply the applicable margin interest rate by the daily close of business net settled debit balance, and (2) divide by 360 (days). Margin interest accrues daily throughout the month and is added to your debit balance at month-end. The month-end interest charge is the sum of the daily accrued interest calculations for the month. We add the accrued interest to your debit balance and start a new calculation each time the applicable interest rate changes and at the close of every statement month. For interest rate information, log into your Morgan Stanley account at morganstanley.com/online. Select your account with a Margin agreement and click Interest Rates for more information.

Information regarding Special Memorandum Account

If you have a Margin Account, this is a combined statement of your Margin Account and Special Memorandum Account maintained for you under Section 220.5 of Regulation T issued by the Board of Governors of the Federal Reserve System. The permanent record of the Special Memorandum Account as required by Regulation T is available for your inspection at your request.

Important Information About Auction Rate Securities

For certain Auction Rate Securities there is no or limited liquidity. Therefore, the price(s) for these Auction Rate Securities are indicated by N/A (not available). There can be no assurance that a successful auction will occur or that a secondary market exists or will develop for a particular security.

Structured Investments Risks and Considerations

Structured Investments (Structured Products) are complex products and may be subject to special risks. Investors should consider the concentration risk of owning the related security and their total exposure to any underlying asset. Structured Investments, which may appear in various statement product categories and are identified on the Position Description Details line as "Asset Class: Struct Inv," may not perform in a manner consistent with the statement product category where they appear and therefore may not satisfy portfolio asset allocation needs for that category. For information on the risks and conflicts of interest related to Structured Investments generally, log in to Morgan Stanley Online and go to

www.morganstanley.com/structuredproductsrisksandconflicts.

Security Measures

This statement features several embedded security elements to safeguard its authenticity. One is a unique blue security rectangle, printed in heat-sensitive ink on the back of every page. When exposed to warmth, the color will disappear, and then reappear.

SIPC Protection

We are a member of Securities Investor Protection Corporation (SIPC), which protects securities of its customers up to \$500,000 (including \$250,000 for claims for cash). An explanatory brochure is available upon request or at www.sipc.org. Losses due to market fluctuation are not protected by SIPC and assets not held with us may not be covered by SIPC protection. To obtain information about SIPC, including an explanatory SIPC brochure, contact SIPC at 1-202-371-8300 or visit www.sipc.org.

Transaction Dates and Conditions

Upon written request, we will furnish the date and time of a transaction and the name of the other party to a transaction. We and/or our affiliates may accept benefits that constitute payment for order flow. Details regarding these benefits and the source and amount of any other remuneration received or to be received by us in connection with any transaction will be furnished upon written request.

Equity Research Ratings Definitions and Global Investment Manager Analysis Status

Some equity securities may have research ratings from Morgan Stanley & Co. LLC or Morningstar, Inc. Research ratings are the research providers' opinions and not representations or guarantees of performance. For more information about each research provider's rating system, see the Research Ratings on your most recent June or December statement (or your first statement if you have not received a statement for those months), go to www.morganstanley.com/online or refer to the research provider's research report. Research reports contain more complete information concerning the analyst's views and you should read the entire research report and not infer its contents from the rating alone. If your account contains an advisory component or is an advisory account, a GIMA status will apply.

Credit Ratings from Moody's Investors Service and Standard & Poor's
The credit rating from Moody's Investors Service and Standard & Poor's may be shown for certain securities. All credit ratings represent the opinions of the provider and are not representations or guarantees of performance. Please contact us if you need further information or assistance in interpreting these credit ratings.

Revised 10/2017

Consulting and Evaluation Services Basic Securities Acct.

CITY OF SOUTH PASADENA
C/O GARY E PIA, LUCY DEMIRJIAN &

Account Summary

CHANGE IN VALUE OF YOUR ACCOUNTS (includes accrued interest)

	This Period (9/1/20-9/30/20)	This Year (1/1/20-9/30/20)
TOTAL BEGINNING VALUE	\$17,909,454.01	\$17,256,598.35
Credits	2.67	7.90
Debits	(1,174.39)	(32,924.27)
Security Transfers	—	—
Net Credits/Debits/Transfers	\$(1,171.72)	\$(32,916.37)
Change in Value	(406.46)	684,193.85
TOTAL ENDING VALUE	\$17,907,875.83	\$17,907,875.83

Net Credits / Debits include investment advisory fees as applicable. See Activity section for details.

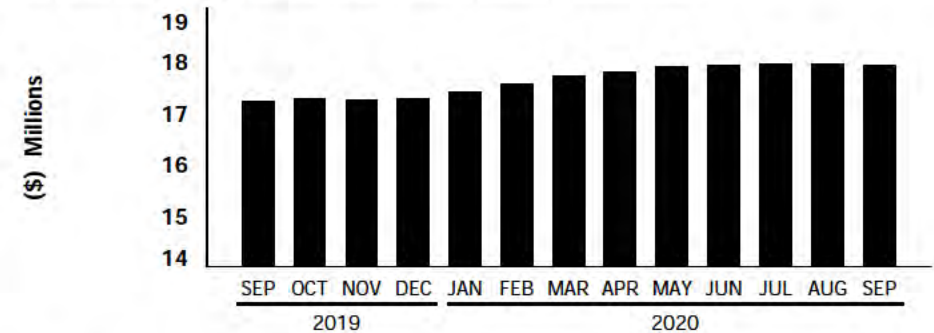
ASSET ALLOCATION (includes accrued interest)

	Market Value	Percentage
Cash	\$323,269.85	1.81
Fixed Income & Preferreds	17,584,605.98	98.19
TOTAL VALUE	\$17,907,875.83	100.00%

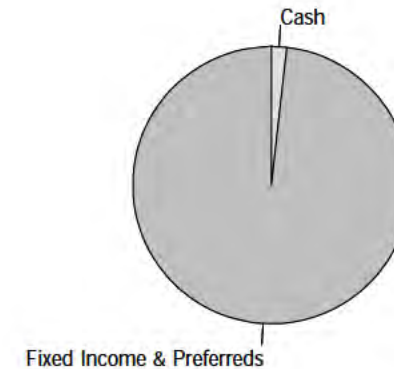
FDIC rules apply and Bank Deposits are eligible for FDIC insurance but are not covered by SIPC. Cash and securities (including MMFs) are eligible for SIPC coverage. See Expanded Disclosures. Values may include assets externally held, which are provided to you as a courtesy, and may not be covered by SIPC. For additional information, refer to the corresponding section of this statement.

MARKET VALUE OVER TIME

The below chart displays the most recent thirteen months of Market Value.



This chart does not reflect corrections to Market Value made subsequent to the dates depicted. It may exclude transactions in Annuities or positions where we are not the custodian, which could delay the reporting of Market Value.



This asset allocation represents holdings on a trade date basis, and projected settled Cash/BDP and MMF balances. These classifications do not constitute a recommendation and may differ from the classification of instruments for regulatory or tax purposes.

Consulting and Evaluation Services Basic Securities Acct.

CITY OF SOUTH PASADENA
C/O GARY E PIA, LUCY DEMIRJIAN &

Account Summary

BALANCE SHEET (^ includes accrued interest)

	Last Period (as of 8/31/20)	This Period (as of 9/30/20)
Cash, BDP, MMFs	\$219,052.42	\$501,757.22
Corporate Fixed Income ^	5,139,179.24	5,039,105.16
Government Securities ^	12,551,222.35	12,545,500.82
Net Unsettled Purchases/Sales	—	(178,487.37)
Total Assets	\$17,909,454.01	\$17,907,875.83
Total Liabilities (outstanding balance)	—	—
TOTAL VALUE	\$17,909,454.01	\$17,907,875.83

INCOME AND DISTRIBUTION SUMMARY

	This Period (9/1/20-9/30/20)	This Year (1/1/20-9/30/20)
Other Dividends	\$2.55	\$2.55
Interest	39,179.37	303,325.25
Income And Distributions	\$39,181.92	\$303,327.80
Tax-Exempt Income	—	—
TOTAL INCOME AND DISTRIBUTIONS	\$39,181.92	\$303,327.80

Taxable and tax exempt income classifications are based on the characteristics of the underlying securities and not the taxable status of the account.

CASH FLOW

	This Period (9/1/20-9/30/20)	This Year (1/1/20-9/30/20)
OPENING CASH, BDP, MMFs	\$219,052.42	\$131,739.39
Purchases	(983,922.51)	(4,295,100.86)
Sales and Redemptions	1,050,129.74	4,216,219.89
Net Unsettled Purch/Sales	178,487.37	178,487.37
Income and Distributions	39,181.92	303,327.80
Total Investment Related Activity	\$283,876.52	\$402,934.20
Electronic Transfers-Credits	2.67	7.90
Other Debits	(1,174.39)	(32,924.27)
Total Cash Related Activity	\$(1,171.72)	\$(32,916.37)
CLOSING CASH, BDP, MMFs	\$501,757.22	\$501,757.22

GAIN/(LOSS) SUMMARY

	Realized This Period (9/1/20-9/30/20)	Realized This Year (1/1/20-9/30/20)	Unrealized Inception to Date (as of 9/30/20)
Short-Term Gain	\$37.30	\$2,847.19	\$80,959.06
Short-Term (Loss)	(1.57)	(1.57)	(481.86)
Total Short-Term	\$35.73	\$2,845.62	\$80,477.20
Long-Term Gain	8,064.07	38,446.43	460,056.62
Long-Term (Loss)	—	(843.46)	—
Total Long-Term	\$8,064.07	\$37,602.97	\$460,056.62
TOTAL GAIN/(LOSS)	\$8,099.80	\$40,448.59	\$540,533.82

The Gain/(Loss) Summary, which may change due to basis adjustments, is provided for informational purposes and should not be used for tax preparation. Refer to Gain/(Loss) in the Expanded Disclosures.

Consulting and Evaluation Services Basic Securities Acct.

CITY OF SOUTH PASADENA
C/O GARY E PIA, LUCY DEMIRJIAN &

Account Summary

ADDITIONAL ACCOUNT INFORMATION

Category	This Period (9/1/20-9/30/20)	This Year (1/1/20-9/30/20)	Category	This Period (9/1/20-9/30/20)	This Year (1/1/20-9/30/20)
Accrued Interest Paid	\$1,858.43	\$15,680.34	Accrued Interest Received	347.85	8,821.75
U.S. Treasury Coupon Interest	8,961.88	128,593.77			

All Municipal and U.S. Treasury coupon interest displayed in this section is also included in the Income and Distribution Summary. Municipal interest above is subject to federal income tax, but may be exempt from state and local income tax. U.S. Treasury interest is subject to federal income tax, but is exempt from both state and local income tax.

Consulting and Evaluation Services Basic Securities Acct.

CITY OF SOUTH PASADENA
C/O GARY E PIA, LUCY DEMIRJIAN &

Account Detail

CORPORATE FIXED INCOME

CORPORATE BONDS

Security Description	Trade Date	Face Value	Orig Unit Cost Adj Unit Cost	Unit Price	Orig Total Cost Adj Total Cost	Market Value	Unrealized Gain/(Loss)	Est Ann Income Accrued Interest	Current Yield %
BANK OF AMERICA CORP Coupon Rate 2.625%; Matures 10/19/2020; CUSIP 06051GFT1 <i>Int. Semi-Annually; Yield to Maturity .553%; Moody A2 S&P A-; Issued 10/19/15; Asset Class: FI & Pref</i>	12/12/17	163,000.000	\$100.864 \$100.016	\$100.109	\$164,408.32 \$163,025.36	\$163,177.67	\$152.31 LT	\$2,139.00 \$1,913.55	1.31
COCA-COLA CO/THE Coupon Rate 1.875%; Matures 10/27/2020; CUSIP 191216BT6	6/1/16 6/22/16	62,000.000 19,000.000	101.352 100.023 101.947 100.033	100.116 100.116	62,838.86 62,014.19 19,369.93 19,006.32	62,071.92 19,022.04	57.73 LT 15.72 LT		
Total		81,000.000			82,208.79 81,020.51	81,093.96	73.45 LT	759.00 645.46	0.93
<i>Int. Semi-Annually; Moody A1 S&P A+; Issued 10/27/15; Asset Class: FI & Pref</i>									
CHUBB INA HOLDINGS INC Coupon Rate 2.300%; Matures 11/03/2020; CUSIP 00440EAT4	6/1/16 5/17/17	61,000.000 62,000.000	101.978 100.041 101.187 100.031	100.141 100.141	62,207.19 61,025.17 62,735.94 62,019.49	61,086.01 62,087.42	60.84 LT 67.93 LT		
Total		123,000.000			124,943.13 123,044.66	123,173.43	128.77 LT	1,415.00 1,155.17	1.14
<i>Int. Semi-Annually; Callable \$100.00 on 10/30/20; Yield to Call .601%; Moody A3 S&P A; Issued 11/03/15; Asset Class: FI & Pref</i>									
CHEVRON CORP Coupon Rate 2.419%; Matures 11/17/2020; CUSIP 166764AY6	6/8/16 6/22/16	55,000.000 25,000.000	102.673 100.080 102.888 100.087	100.159 100.159	56,470.15 55,043.85 25,722.25 25,021.70	55,087.45 25,039.75	43.60 LT 18.05 LT		
Total		80,000.000			82,192.40 80,065.55	80,127.20	61.65 LT	968.00 714.94	1.20
<i>Int. Semi-Annually; Callable \$100.00 on 10/30/20; Yield to Call .505%; Moody AA2 S&P AA; Issued 11/17/15; Asset Class: FI & Pref</i>									
VISA INC Coupon Rate 2.200%; Matures 12/14/2020; CUSIP 92826CAB8 <i>Int. Semi-Annually; Callable \$100.00 on 11/14/20; Yield to Call .396%; Moody AA3 S&P AA-; Issued 12/14/15; Asset Class: FI & Pref</i>	5/8/17	162,000.000	100.745 100.043	100.220	163,206.90 162,070.11	162,356.40	286.29 LT	1,782.00 1,049.39	1.09
EXXON MOBIL CORP Coupon Rate 2.222%; Matures 03/01/2021; CUSIP 30231GAV4 <i>Int. Semi-Annually; Callable \$100.00 on 02/01/21; Yield to Call .253%; Moody AA1 S&P AA; Issued 03/03/16; Asset Class: FI & Pref</i>	6/21/16	162,000.000	102.354 100.217	100.661	165,815.10 162,350.84	163,070.82	719.98 LT	1,800.00 289.97	1.10
HOME DEPOT INC Coupon Rate 4.400%; Matures 04/01/2021; CUSIP 437076AW2 <i>Int. Semi-Annually; Callable \$100.00 on 01/01/21; Yield to Call .353%; Moody A2 S&P A; Issued 03/31/11; Asset Class: FI & Pref</i>	6/19/19	81,000.000	103.385 100.964	101.021	83,741.85 81,780.47	81,827.01	46.54 LT	3,564.00 1,772.09	4.35

Consulting and Evaluation Services Basic Securities Acct.

CITY OF SOUTH PASADENA
C/O GARY E PIA, LUCY DEMIRJIAN &

Account Detail

Security Description	Trade Date	Face Value	Orig Unit Cost Adj Unit Cost	Unit Price	Orig Total Cost Adj Total Cost	Market Value	Unrealized Gain/(Loss)	Est Ann Income Accrued Interest	Current Yield %
CHARLES SCHWAB CORP/THE Coupon Rate 3.250%; Matures 05/21/2021; CUSIP 808513AW5 <i>Int. Semi-Annually; Callable \$100.00 on 04/21/21; Yield to Call</i>	8/19/19	83,000.000	102.301 100.845	101.603	84,909.83 83,701.67	84,330.49	628.82 LT	2,698.00 966.60	3.19
<i>.373%; Moody A2 S&P A; Issued 05/22/18; Asset Class: FI & Pref</i>									
PEPSICO INC Coupon Rate 3.000%; Matures 08/25/2021; CUSIP 713448BW7 <i>Int. Semi-Annually; Moody A1 S&P A+; Issued 08/29/11; Asset Class: FI & Pref</i>	8/19/19	82,000.000	102.381 101.073	102.414	83,953.24 82,880.00	83,979.48	1,099.48 LT	2,460.00 239.16	2.92
LINDE INC/CT Coupon Rate 3.000%; Matures 09/01/2021; CUSIP 74005PAZ7 <i>Int. Semi-Annually; Moody A2 S&P A; Issued 09/06/11; Asset Class: FI & Pref</i>	8/21/19	82,000.000	102.248 101.026	102.424	83,843.36 82,841.56	83,987.68	1,146.12 LT	2,460.00 198.16	2.92
3M CO Coupon Rate 1.625%; Matures 09/19/2021; CUSIP 88579YAU5	9/20/16	65,000.000	100.123 100.025	101.227	65,079.95 65,015.98	65,797.55	781.57 LT		
	9/13/17	17,000.000	99.207 99.207	101.227	16,865.19 16,865.19	17,208.59	343.40 LT		
Total		82,000.000			81,945.14 81,881.17	83,006.14	1,124.97 LT	1,333.00 40.71	1.60
<i>Int. Semi-Annually; Callable \$100.00 on 08/19/21; Moody A1 S&P A+; Issued 09/19/16; Asset Class: FI & Pref</i>									
PRUDENTIAL FINANCIAL INC Coupon Rate 4.500%; Matures 11/16/2021; CUSIP 74432QBT1 <i>Int. Semi-Annually; Moody A3 S&P A; Issued 11/16/11; Asset Class: FI & Pref</i>	8/12/19	80,000.000	105.396 102.714	104.671	84,316.80 82,171.13	83,736.80	1,565.67 LT	3,600.00 1,339.99	4.29
AMERICAN EXPRESS CREDIT CORP Coupon Rate 2.700%; Matures 03/03/2022; CUSIP 0258M0EG0	9/6/17	162,000.000	102.081 100.681	103.109	165,371.22 163,103.61	167,036.58	3,932.97 LT		
	6/2/20	10,000.000	103.551 102.884	103.109	10,355.10 10,288.39	10,310.90	22.51 ST		
Total		172,000.000			175,726.32 173,392.00	177,347.48	3,932.97 LT 22.51 ST	4,644.00 348.30	2.61
<i>Int. Semi-Annually; Callable \$100.00 on 01/31/22; Yield to Call .365%; Moody A2 S&P A-; Issued 03/03/17; Asset Class: FI & Pref</i>									
BURLINGTON NORTHERN SANTA FE LLC Coupon Rate 3.050%; Matures 03/15/2022; CUSIP 12189LAH4 <i>Int. Semi-Annually; Callable \$100.00 on 12/15/21; Yield to Call</i>	9/12/17	79,000.000	103.846 101.283	103.100	82,039.13 80,013.56	81,449.00	1,435.44 LT	2,410.00 100.39	2.95
<i>.474%; Moody A3 S&P A+; Issued 03/02/12; Asset Class: FI & Pref</i>									
US BANCORP Coupon Rate 3.000%; Matures 03/15/2022; CUSIP 91159HHC7 <i>Int. Semi-Annually; Callable \$100.00 on 02/15/22; Moody A1 S&P A+; Issued 03/02/12; Asset Class: FI & Pref</i>	6/26/19	165,000.000	102.094 101.136	103.711	168,456.75 166,875.05	171,123.15	4,248.10 LT	4,950.00 206.25	2.89
INTEL CORP Coupon Rate 2.350%; Matures 05/11/2022; CUSIP 458140BB5 <i>Int. Semi-Annually; Callable \$100.00 on 04/11/22; Moody A1 S&P A+; Issued 05/11/17; Asset Class: FI & Pref</i>	7/5/19	169,000.000	100.414 100.237	103.055	169,699.66 169,400.68	174,162.95	4,762.27 LT	3,972.00 1,533.44	2.28

Consulting and Evaluation Services Basic Securities Acct.

CITY OF SOUTH PASADENA
C/O GARY E PIA, LUCY DEMIRJIAN &

Account Detail

Security Description	Trade Date	Face Value	Orig Unit Cost Adj Unit Cost	Unit Price	Orig Total Cost Adj Total Cost	Market Value	Unrealized Gain/(Loss)	Est Ann Income Accrued Interest	Current Yield %
APPLE INC Coupon Rate 2.700%; Matures 05/13/2022; CUSIP 037833BF6	9/6/17	160,000.000	102.678 100.953	103.851	164,284.80 161,525.36	166,161.60	4,636.24 LT		
	6/2/20	10,000.000	104.838 104.018	103.851	10,483.80 10,401.80	10,385.10	(16.70) ST		
Total		170,000.000			174,768.60 171,927.16	176,546.70	4,636.24 LT (16.70) ST	4,590.00 1,746.75	2.59
<i>Int. Semi-Annually; Moody AA1 S&P AA+; Issued 05/13/15; Asset Class: FI & Pref</i>									
ORACLE CORP Coupon Rate 2.500%; Matures 05/15/2022; CUSIP 68389XBBO <i>Int. Semi-Annually; Callable \$100.00 on 03/15/22; Yield to Call .345%; Moody A3 S&P A; Issued 05/05/15; Asset Class: FI & Pref</i>	10/3/17	81,000.000	101.621 100.588	103.132	82,313.01 81,475.95	83,536.92	2,060.97 LT	2,025.00 759.37	2.42
BRISTOL-MYERS SQUIBB CO Coupon Rate 2.000%; Matures 08/01/2022; CUSIP 110122AT5 <i>Int. Semi-Annually; Moody A2 S&P A+; Issued 07/31/12; Asset Class: FI & Pref</i>	11/4/19	170,000.000	100.403 100.272	103.084	170,685.10 170,461.72	175,242.80	4,781.08 ST	3,400.00 557.22	1.94
GILEAD SCIENCES INC Coupon Rate 3.250%; Matures 09/01/2022; CUSIP 375558BC6 <i>Int. Semi-Annually; Callable \$100.00 on 07/01/22; Yield to Call .543%; Moody A3 S&P A (-); Issued 09/14/15; Asset Class: FI & Pref</i>	1/25/19	164,000.000	100.162 100.089	104.715	164,265.68 164,145.16	171,732.60	7,587.44 LT	5,330.00 429.36	3.10
LOCKHEED MARTIN CORP Coupon Rate 3.100%; Matures 01/15/2023; CUSIP 539830BG3 <i>Int. Semi-Annually; Callable \$100.00 on 11/15/22; Moody A3 S&P A-; Issued 11/23/15; Asset Class: FI & Pref</i>	12/17/19	82,000.000	103.260 102.442	106.039	84,673.20 84,002.83	86,951.98	2,949.15 ST	2,542.00 529.58	2.92
JPMORGAN CHASE & CO Coupon Rate 3.200%; Matures 01/25/2023; CUSIP 46625HJH4 <i>Int. Semi-Annually; Moody A2 S&P A-; Issued 01/25/13; Asset Class: FI & Pref</i>	9/29/20	167,000.000	106.292 106.277	106.298	177,507.64 177,482.61	177,517.66	35.05 ST	5,344.00 964.88	3.01
BANK OF NEW YORK MELLON CORP/THE Coupon Rate 2.950%; Matures 01/29/2023; CUSIP 06406RAE7 <i>Int. Semi-Annually; Callable \$100.00 on 12/29/22; Yield to Call .557%; Moody A1 S&P A; Issued 01/29/18; Asset Class: FI & Pref</i>	1/25/19	168,000.000	99.109 99.109	105.337	166,503.12 166,503.12	176,966.16	10,463.04 LT	4,956.00 839.76	2.80
AMAZON.COM INC Coupon Rate 2.400%; Matures 02/22/2023; CUSIP 023135AW6 <i>Int. Semi-Annually; Callable \$100.00 on 01/22/23; Moody A2 S&P AA-; Issued 02/22/18; Asset Class: FI & Pref</i>	2/7/19	125,000.000	98.568 98.568	104.841	123,210.00 123,210.00	131,051.25	7,841.25 LT	3,000.00 316.66	2.28
GENERAL DYNAMICS CORP Coupon Rate 3.375%; Matures 05/15/2023; CUSIP 369550BD9 <i>Int. Semi-Annually; Callable \$100.00 on 04/15/23; Yield to Call .452%; Moody A2 S&P A; Issued 05/11/18; Asset Class: FI & Pref</i>	1/30/19	163,000.000	101.644 101.029	107.378	165,679.72 164,676.59	175,026.14	10,349.55 LT	5,501.00 2,062.96	3.14
CISCO SYSTEMS INC Coupon Rate 2.200%; Matures 09/20/2023; CUSIP 17275RBH4 <i>Int. Semi-Annually; Callable \$100.00 on 07/20/23; Yield to Call .408%; Moody A1 S&P AA-; Issued 09/20/16; Asset Class: FI & Pref</i>	2/5/19	84,000.000	97.479 97.479	104.993	81,882.36 81,882.36	88,194.12	6,311.76 LT	1,848.00 51.33	2.09
JOHN DEERE CAPITAL CORP Coupon Rate 3.650%; Matures 10/12/2023; CUSIP 24422EUM9	4/11/19	161,000.000	103.760 102.582	109.883	167,055.21 165,156.64	176,911.63	11,754.99 LT	5,877.00 2,742.36	3.32

Consulting and Evaluation Services Basic Securities Acct.

CITY OF SOUTH PASADENA
C/O GARY E PIA, LUCY DEMIRJIAN &

Account Detail

Security Description	Trade Date	Face Value	Orig Unit Cost Adj Unit Cost	Unit Price	Orig Total Cost Adj Total Cost	Market Value	Unrealized Gain/(Loss)	Est Ann Income Accrued Interest	Current Yield %
<i>Int. Semi-Annually; Moody A2 S&P A; Issued 10/12/18; Asset Class: FI & Pref</i>									
STATE STREET CORP	9/18/19	80,000.000	106.460	110.179	85,168.80				
Coupon Rate 3.700%; Matures 11/20/2023; CUSIP 857477AM5			104.907		83,925.32	88,143.20	4,217.88 LT		
	8/20/20	80,000.000	110.696	110.179	88,557.60				
			110.324		88,259.31	88,143.20	(116.11) ST		
Total		160,000.000			173,726.40			5,920.00	3.35
					172,184.63	176,286.40	4,217.88 LT (116.11) ST	2,137.77	
<i>Int. Semi-Annually; Moody A1 S&P A; Issued 11/19/13; Asset Class: FI & Pref</i>									
CATERPILLAR FINANCIAL SERVICES CORP	7/5/19	79,000.000	105.821	110.397	83,598.59			2,963.00	3.39
Coupon Rate 3.750%; Matures 11/24/2023; CUSIP 14912L5X5			104.235		82,346.00	87,213.63	4,867.63 LT	1,036.87	
<i>Int. Semi-Annually; Moody A3 S&P A; Issued 11/26/13; Asset Class: FI & Pref</i>									
TRUIST FINANCIAL CORP	2/5/19	121,000.000	102.566	109.240	124,106.07			4,538.00	3.43
Coupon Rate 3.750%; Matures 12/06/2023; CUSIP 05531FBB9			101.731		123,094.64	132,180.40	9,085.76 LT	1,436.87	
<i>Int. Semi-Annually; Callable \$100.00 on 11/06/23; Yield to Call .730%; Moody A3 S&P A-; Issued 12/06/18; Asset Class: FI & Pref</i>									
METLIFE INC	12/17/19	80,000.000	106.366	110.440	85,093.60			2,880.00	3.25
Coupon Rate 3.600%; Matures 04/10/2024; CUSIP 59156RBH0			105.243		84,194.61	88,352.00	4,157.39 ST	1,359.99	
<i>Int. Semi-Annually; Yield to Maturity .605%; Moody A3 S&P A-; Issued 04/10/14; Asset Class: FI & Pref</i>									
COMCAST CORP	2/26/20	159,000.000	107.984	110.430	171,696.15			5,883.00	3.35
Coupon Rate 3.700%; Matures 04/15/2024; CUSIP 20030NCRO			106.865		169,915.64	175,583.70	5,668.06 ST	2,696.37	
<i>Int. Semi-Annually; Callable \$100.00 on 03/15/24; Yield to Call .645%; Moody A3 S&P A-; Issued 10/05/18; Asset Class: FI & Pref</i>									
TEXAS INSTRUMENTS INC	9/18/19	166,000.000	102.729	107.383	170,530.14			4,358.00	2.44
Coupon Rate 2.625%; Matures 05/15/2024; CUSIP 882508BB9			102.143		169,557.86	178,255.78	8,697.92 LT	1,634.06	
<i>Int. Semi-Annually; Callable \$100.00 on 03/15/24; Yield to Call .470%; Moody A1 S&P A+; Issued 05/04/17; Asset Class: FI & Pref</i>									
UNITEDHEALTH GROUP INC	7/13/20	83,000.000	106.693	106.477	88,555.19				
Coupon Rate 2.375%; Matures 08/15/2024; CUSIP 91324PDRO			106.343		88,264.46	88,375.91	111.45 ST		
	7/17/20	123,000.000	107.070	106.477	131,696.10				
			106.717		131,262.44	130,966.71	(295.73) ST		
Total		206,000.000			220,251.29			4,893.00	2.23
					219,526.90	219,342.62	(184.28) ST	611.56	
<i>Int. Semi-Annually; Yield to Maturity .679%; Moody A3 S&P A+; Issued 07/25/19; Asset Class: FI & Pref</i>									
UNITED PARCEL SERVICE INC	2/6/20	84,000.000	101.668	106.005	85,401.96			1,848.00	2.07
Coupon Rate 2.200%; Matures 09/01/2024; CUSIP 911312BT2			101.439		85,208.54	89,044.20	3,835.66 ST	148.86	
<i>Int. Semi-Annually; Callable \$100.00 on 08/01/24; Yield to Call .614%; Moody A2 S&P A-; Issued 08/16/19; Asset Class: FI & Pref</i>									
PNC FINANCIAL SERVICES GROUP INC/THE	2/13/20	170,000.000	101.837	105.781	173,122.90			3,740.00	2.07
Coupon Rate 2.200%; Matures 11/01/2024; CUSIP 693475AY1			101.599		172,718.19	179,827.70	7,109.51 ST	1,547.94	
<i>Int. Semi-Annually; Callable \$100.00 on 10/02/24; Yield to Call .733%; Moody A3 S&P A-; Issued 11/01/19; Asset Class: FI & Pref</i>									

Consulting and Evaluation Services Basic Securities Acct.

CITY OF SOUTH PASADENA
C/O GARY E PIA, LUCY DEMIRJIAN &

Account Detail

Security Description	Trade Date	Face Value	Orig Unit Cost Adj Unit Cost	Unit Price	Orig Total Cost Adj Total Cost	Market Value	Unrealized Gain/(Loss)	Est Ann Income Accrued Interest	Current Yield %
CHEVRON CORP	8/13/20	172,000.000	103.760	103.625	178,467.20			2,673.00	1.49
Coupon Rate 1.554%; Matures 05/11/2025; CUSIP 166764BW9			103.656		178,288.32	178,235.00	(53.32) ST	1,032.02	
<i>Int. Semi-Annually; Callable \$100.00 on 04/11/25; Yield to Call .739%; First Coupon 11/11/20; Moody AA2 S&P AA; Issued 05/11/20; Asset Class: FI & Pref</i>									

	Percentage of Holdings	Face Value	Orig Total Cost Adj Total Cost	Market Value	Unrealized Gain/(Loss)	Est Ann Income Accrued Interest	Current Yield %
CORPORATE FIXED INCOME		4,778,000.000	\$4,905,944.66			\$125,063.00	2.50%
			\$4,864,473.79	\$5,001,949.05	\$109,287.26 LT	\$37,156.11	
					\$28,188.00 ST		
TOTAL CORPORATE FIXED INCOME	28.14%			\$5,039,105.16			
<i>(includes accrued interest)</i>							

Watchlist and CreditWatch Indicators: (*) = developing/uncertain (+) = On Watchlist/CreditWatch Upgrade (-) = On Watchlist/CreditWatch Downgrade

GOVERNMENT SECURITIES

TREASURY SECURITIES

Security Description	Trade Date	Face Value	Orig Unit Cost Adj Unit Cost	Unit Price	Orig Total Cost Adj Total Cost	Market Value	Unrealized Gain/(Loss)	Est Ann Income Accrued Interest	Current Yield %
UNITED STATES TREASURY NOTE	8/9/19	427,000.000	\$100.226	\$101.348	\$427,967.58				
Coupon Rate 1.750%; Matures 07/31/2021; CUSIP 9128287F1			\$100.096		\$427,410.81	\$432,755.96	\$5,345.15 LT		
	8/21/19	599,000.000	100.390	101.348	601,339.69				
			100.168		600,009.27	607,074.52	7,065.25 LT		
Total		1,026,000.000			1,029,307.27	1,039,830.48	12,410.40 LT	17,955.00	1.72
					1,027,420.08			2,976.23	

Int. Semi-Annually; Moody AAA; Issued 07/31/19; Asset Class: FI & Pref

UNITED STATES TREASURY NOTE	11/1/17	494,000.000	100.312	102.008	495,543.75				
Coupon Rate 2.000%; Matures 10/31/2021; CUSIP 912828F96			100.087		494,429.07	503,919.52	9,490.45 LT		
	8/13/19	437,000.000	100.867	102.008	440,789.66				
			100.427		438,866.50	445,774.96	6,908.46 LT		
	6/2/20	25,000.000	102.566	102.008	25,641.60				
			101.969		25,492.14	25,502.00	9.86 ST		
Total		956,000.000			961,975.01	975,196.48	16,398.91 LT	19,120.00	1.96
					958,787.71		9.86 ST	7,949.34	

Int. Semi-Annually; Moody AAA; Issued 10/31/14; Asset Class: FI & Pref

Consulting and Evaluation Services Basic Securities Acct.

CITY OF SOUTH PASADENA
C/O GARY E PIA, LUCY DEMIRJIAN &

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Security Description	Trade Date	Face Value	Orig Unit Cost Adj Unit Cost	Unit Price	Orig Total Cost Adj Total Cost	Market Value	Unrealized Gain/(Loss)	Est Ann Income Accrued Interest	Current Yield %
UNITED STATES TREASURY NOTE Coupon Rate 1.625%; Matures 12/31/2021; CUSIP 912828Y7Z	1/14/20	258,000.000	100.089 100.057	101.859	258,231.68 258,148.08	262,796.22	4,648.14 ST		
	2/6/20	259,000.000	100.336 100.222	101.859	259,869.98 259,573.99	263,814.81	4,240.82 ST		
Total		517,000.000			518,101.66 517,722.07	526,611.03	8,888.96 ST	8,401.00 2,100.31	1.59
<i>Int. Semi-Annually; Moody AAA; Issued 12/31/19; Asset Class: FI & Pref</i>									
UNITED STATES TREASURY NOTE Coupon Rate 1.750%; Matures 07/15/2022; CUSIP 9128287C8	8/9/19	426,000.000	100.476 100.293	102.906	428,030.32 427,248.86	438,379.56	11,130.70 LT		
	8/13/19	426,000.000	100.574 100.354	102.906	428,446.09 427,509.77	438,379.56	10,869.79 LT		
	8/21/19	33,000.000	100.722 100.449	102.906	33,238.49 33,148.24	33,958.98	810.74 LT		
Total		885,000.000			889,714.90 887,906.87	910,718.10	22,811.23 LT	15,488.00 3,240.59	1.70
<i>Int. Semi-Annually; Moody AAA; Issued 07/15/19; Asset Class: FI & Pref</i>									
UNITED STATES TREASURY NOTE Coupon Rate 1.750%; Matures 01/31/2023; CUSIP 912828P38	7/5/19	423,000.000	99.723 99.723	103.746	421,827.02 421,827.02	438,845.58	17,018.56 LT		
	8/21/19	2,000.000	100.879 100.600	103.746	2,017.58 2,012.00	2,074.92	62.92 LT		
	8/22/19	383,000.000	100.746 100.510	103.746	385,857.56 384,952.46	397,347.18	12,394.72 LT		
Total		808,000.000			809,702.16 808,791.48	838,267.68	29,476.20 LT	14,140.00 2,343.85	1.68
<i>Int. Semi-Annually; Moody AAA; Issued 02/01/16; Asset Class: FI & Pref</i>									
UNITED STATES TREASURY NOTE Coupon Rate 1.375%; Matures 06/30/2023; CUSIP 912828S35	5/1/19	434,000.000	96.477 96.477	103.383	418,708.44 418,708.44	448,682.22	29,973.78 LT	5,968.00 1,491.87	1.33
<i>Int. Semi-Annually; Moody AAA; Issued 06/30/16; Asset Class: FI & Pref</i>									
UNITED STATES TREASURY NOTE Coupon Rate 2.875%; Matures 11/30/2023; CUSIP 9128285P1	6/25/19	730,000.000	104.961 103.579	108.539	766,214.57 756,126.81	792,334.70	36,207.89 LT	20,988.00 6,995.83	2.64
<i>Int. Semi-Annually; Moody AAA; Issued 11/30/18; Asset Class: FI & Pref</i>									
UNITED STATES TREASURY NOTE Coupon Rate 2.125%; Matures 03/31/2024; CUSIP 912828W71	4/11/19	719,000.000	99.168 99.168	106.773	713,017.92 713,017.92	767,697.87	54,679.95 LT	15,279.00 —	1.99
<i>Int. Semi-Annually; Moody AAA; Issued 03/31/17; Asset Class: FI & Pref</i>									
UNITED STATES TREASURY NOTE Coupon Rate 2.000%; Matures 04/30/2024; CUSIP 912828X70	6/25/19	1,010,000.000	101.234 100.922	106.469	1,022,467.44 1,019,309.20	1,075,336.90	56,027.70 LT	20,200.00 8,398.36	1.87
<i>Int. Semi-Annually; Moody AAA; Issued 05/01/17; Asset Class: FI & Pref</i>									

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CITY OF SOUTH PASADENA
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Security Description	Trade Date	Face Value	Orig Unit Cost Adj Unit Cost	Unit Price	Orig Total Cost Adj Total Cost	Market Value	Unrealized Gain/(Loss)	Est Ann Income Accrued Interest	Current Yield %
UNITED STATES TREASURY NOTE	4/23/20	529,000.000	100.687 100.627	101.160	532,636.88 532,315.41	535,136.40	2,820.99 ST	2,645.00 —	0.49
Coupon Rate 0.500%; Matures 03/31/2025; CUSIP 912828ZF0 Int. Semi-Annually; Moody AAA; Issued 03/31/20; Asset Class: FI & Pref									
TREASURY SECURITIES		7,614,000.000			\$7,661,846.25 \$7,640,105.99	\$7,909,811.86	\$257,986.06 LT \$11,719.81 ST	\$140,184.00 \$35,496.38	1.77%

FEDERAL AGENCIES

Security Description	Trade Date	Face Value	Orig Unit Cost Adj Unit Cost	Unit Price	Orig Total Cost Adj Total Cost	Market Value	Unrealized Gain/(Loss)	Est Ann Income Accrued Interest	Current Yield %
FED HOME LN BK	8/11/16	665,000.000	\$99.305 \$99.305	\$100.790	\$660,378.25 \$660,378.25	\$670,253.50	\$9,875.25 LT	\$7,481.00 \$1,579.37	1.11
Coupon Rate 1.125%; Matures 07/14/2021; CUSIP 3130A8QS5 Int. Semi-Annually; Moody AAA S&P AA +; Issued 07/14/16; Asset Class: FI & Pref									
FED HOME LN MTG CORP MED TERM NOTE	4/23/20	511,000.000	103.523 102.627	102.887	529,007.64 524,426.25	525,752.57	1,326.32 ST	12,136.00 2,595.80	2.30
Coupon Rate 2.375%; Matures 01/13/2022; CUSIP 3137EADB2 Int. Semi-Annually; Moody AAA S&P AA +; Issued 01/13/12; Asset Class: FI & Pref									
FED NATL MTG ASSN	2/13/19	225,000.000	101.166 100.766	107.779	227,625.53 226,724.46	242,502.75	15,778.29 LT		
Coupon Rate 2.875%; Matures 09/12/2023; CUSIP 3135G0U43									
	4/9/19	140,000.000	102.191 101.485	107.779	143,068.80 142,078.67	150,890.60	8,811.93 LT		
Total									
		365,000.000			370,694.33 368,803.13	393,393.35	24,590.22 LT	10,494.00 524.68	2.66
Int. Semi-Annually; Moody AAA S&P AA +; Issued 09/14/18; Asset Class: FI & Pref									
FED NATL MTG ASSN	4/9/19	833,000.000	100.713 100.503	107.504	838,947.62 837,190.49	895,508.32	58,317.83 LT	20,825.00 3,181.59	2.32
Coupon Rate 2.500%; Matures 02/05/2024; CUSIP 3135G0V34 Int. Semi-Annually; Moody AAA S&P AA +; Issued 02/08/19; Asset Class: FI & Pref									
FED NATL MTG ASSN	10/15/19	535,000.000	104.706 103.798	109.257	560,180.31 555,317.39	584,524.95	29,207.56 ST	14,044.00 936.25	2.40
Coupon Rate 2.625%; Matures 09/06/2024; CUSIP 3135G0ZR7 Int. Semi-Annually; Moody AAA S&P AA +; Issued 09/08/14; Asset Class: FI & Pref									
FED HOME LN MTG CORP	4/8/20	681,000.000	103.892 103.512	104.958	707,511.33 704,918.56	714,763.98	9,845.42 ST	10,215.00 1,361.99	1.42
Coupon Rate 1.500%; Matures 02/12/2025; CUSIP 3137EAEP0 Int. Semi-Annually; Moody AAA; Issued 02/14/20; Asset Class: FI & Pref									
FED NATL MTG ASSN	9/4/20	801,000.000	100.443 100.437	100.461	804,556.44 804,502.52	804,692.61	190.09 ST	4,005.00 1,123.62	0.49
Coupon Rate 0.500%; Matures 06/17/2025; CUSIP 3135G04Z3									

Consulting and Evaluation Services Basic Securities Acct.

CITY OF SOUTH PASADENA
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Account Detail

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<i>Int. Semi-Annually; First Coupon 12/17/20; Moody AAA S&P AA+; Issued 06/19/20; Asset Class: FI & Pref</i>									
FEDERAL AGENCIES		4,391,000.000			\$4,471,275.92 \$4,455,536.59	\$4,588,889.28	\$92,783.30 LT \$40,569.39 ST	\$79,200.00 \$11,303.30	1.73%
	Percentage of Holdings	Face Value			Orig Total Cost Adj Total Cost	Market Value	Unrealized Gain/(Loss)	Est Ann Income Accrued Interest	Current Yield %
GOVERNMENT SECURITIES		12,005,000.000			\$12,133,122.17 \$12,095,642.58	\$12,498,701.14	\$350,769.36 LT \$52,289.20 ST	\$219,384.00 \$46,799.68	1.76%
TOTAL GOVERNMENT SECURITIES (includes accrued interest)	70.06%					\$12,545,500.82			
	Percentage of Holdings				Total Cost	Market Value	Unrealized Gain/(Loss)	Est Ann Income Accrued Interest	Current Yield %
TOTAL VALUE					\$16,960,116.37	\$17,823,920.04	\$460,056.62 LT \$80,477.20 ST	\$344,496.28 \$83,955.79	1.92%
TOTAL VALUE (includes accrued interest)	100.00%					\$17,907,875.83			

Unrealized Gain/(Loss) totals only reflect positions that have both cost basis and market value information available. Cash, MMF, Deposits and positions stating 'Please Provide' or 'Pending Corporate Actions' are not included.

ALLOCATION OF ASSETS (^ includes accrued interest)

	Cash	Equities	Fixed Income & Preferred Securities	Alternatives	Structured Investments	Other
Cash, BDP, MMFs	\$323,269.85	—	—	—	—	—
Corporate Fixed Income ^	—	—	\$5,039,105.16	—	—	—
Government Securities ^	—	—	12,545,500.82	—	—	—
TOTAL ALLOCATION OF ASSETS ^	\$323,269.85	—	\$17,584,605.98	—	—	—

Consulting and Evaluation Services Basic Securities Acct.

CITY OF SOUTH PASADENA
C/O GARY E PIA, LUCY DEMIRJIAN &

Account Detail

ACTIVITY

INVESTMENT RELATED ACTIVITY

PURCHASES, DIVIDEND REINVESTMENTS, SALES AND REDEMPTIONS

Activity Date	Settlement Date	Activity Type	Description	Comments	Quantity	Price	Credits/(Debits)
9/4	9/8	Bought	FNMA 0500 25JN17 0.500% DUE2025-06-17 [3135G04Z3]	ACTED AS AGENT; STEP-OUT TRADE ACCRUED INTEREST 878.70	801,000.000	\$100.4440	\$(805,435.14)
9/8	9/8	Sold	UNITED STATES TREASURY NOTE 2.000% DUE2021-02-28 [912828B90]	ACTED AS AGENT ACCRUED INTEREST 347.85 a/o 09/04/20	787,000.000	100.8789	794,264.79
9/17	9/17	Redemption	WALT DISNEY CO/THE	2.150% DUE2020-09-17 [25468PDE3] REDEMPTION OF MATURED BOND	80,000.000	100.0000	80,000.00
9/21	9/21	Redemption	JPMORGAN CHASE & CO	4.625% DUE2021-05-10 [46699AZA7] TENDER PAYMENT	171,000.000	102.8450	175,864.95
9/29	10/1	Bought	JPMORGAN CHASE & CO 3.200% DUE2023-01-25 [46625HJH4]	ACTED AS AGENT; STEP-OUT TRADE ACCRUED INTEREST 979.73	167,000.000	106.2920	(178,487.37)

TOTAL PURCHASES, DIVIDEND REINVESTMENTS, SALES AND REDEMPTIONS

TOTAL PURCHASES	\$66,207.23
TOTAL SALES AND REDEMPTIONS	\$(983,922.51)
TOTAL PURCHASES, DIVIDEND REINVESTMENTS, SALES AND REDEMPTIONS	\$1,050,129.74

For trades marked "STEP-OUT TRADE," you may have been assessed trading related costs (mark-ups, mark-downs and/or other fees or charges) by another broker dealer. These costs are in addition to your Morgan Stanley program fees and are included in the net price of the security. For additional information, visit <https://www.morganstanley.com/wealth/investmentsolutions/pdfs/adv/sotresponse.pdf>

Purchase and Sale transactions above may have received an average price execution. Details regarding the actual prices are available upon request.

UNSETTLED PURCHASES/SALES ACTIVITY

Activity Date	Settlement Date	Activity Type	Description	Comments	Quantity	Price	Pending Credits/(Debits)
9/29	10/1	Bought	JP MORGAN CHASE 3200 23JA25	UNSETTLED PURCHASE	167,000.000	\$106.2920	\$(178,487.37)

NET UNSETTLED PURCHASES/SALES

This section displays transactions that have not settled during this statement period. The Holdings section includes positions purchased and omits positions sold or sold short as of the trade-date. The unit/share price for unsettled fixed income new issues in the Holdings section may be approximate in advance of active market pricing or pricing from third party pricing services.

TAXABLE INCOME AND DISTRIBUTIONS

Activity Date	Activity Type	Description	Comments	Credits/(Debits)
9/1	Interest Income	GILEAD SCIENCES INC	3.250% DUE2022-09-01 [375558BC6]	\$2,665.00
9/1	Interest Income	EXXON MOBIL CORP	2.222% DUE2021-03-01 [30231GAV4]	1,799.82
9/1	Interest Income	PRAXAIR INC	3.000% DUE2021-09-01 [74005PAZ7]	1,230.00
9/1	Interest Income	UNITED PARCEL SERVICE INC	2.200% DUE2024-09-01 [911312BT2]	924.00
9/3	Interest Income	AMERICAN EXPRESS CREDIT CORP	2.700% DUE2022-03-03 [0258MOEG0]	2,322.00
9/8	Interest Income	FNMA 2625 24SP06	2.625% DUE2024-09-06 [3135G0ZR7]	7,021.88
9/14	Interest Income	FNMA 2875 23SP12	2.875% DUE2023-09-12 [3135G0U43]	5,246.88
9/15	Interest Income	US BANCORP	3.000% DUE2022-03-15 [91159HHC7]	2,475.00
9/15	Interest Income	BURLINGTON NORTHERN SANTA FE LL	3.050% DUE2022-03-15 [12189LAH4]	1,204.75
9/17	Interest Income	WALT DISNEY CO/THE	2.150% DUE2020-09-17 [25468PDE3]	860.00

Consulting and Evaluation Services Basic Securities Acct.

CITY OF SOUTH PASADENA
C/O GARY E PIA, LUCY DEMIRJIAN &

Account Detail

TAXABLE INCOME AND DISTRIBUTIONS (CONTINUED)

Activity Date	Activity Type	Description	Comments	Credits/(Debits)
9/21	Interest Income-Adj	JPMORGAN CHASE & CO ACCRUED BOND INTEREST	4.625% DUE2021-05-10 [46699AZA7]	2,877.91
9/21	Interest Income	CISCO SYSTEMS INC	2.200% DUE2023-09-20 [17275RBH4]	924.00
9/21	Interest Income	3M CO	1.625% DUE2021-09-19 [88579YAU5]	666.25
9/30	Interest Income	UNITED STATES TREASURY NOTE	2.125% DUE2024-03-31 [912828W71]	7,639.38
9/30	Interest Income	UNITED STATES TREASURY NOTE	0.500% DUE2025-03-31 [912828ZF0]	1,322.50
9/30	Dividend	MS U.S. GOVT MONEY MARKET TR		2.55

TOTAL TAXABLE INCOME AND DISTRIBUTIONS				\$39,181.92
TOTAL OTHER DIVIDENDS				\$2.55
TOTAL INTEREST				\$39,179.37

CASH RELATED ACTIVITY

ELECTRONIC TRANSFERS

Check disbursements from branch offices are displayed as Electronic Transfers.

Activity Date	Activity Type	Description	Comments	Credits/(Debits)
9/15	Cash Transfer - Credit	MONEY MGR REFUND-WEC		\$2.67

TOTAL ELECTRONIC TRANSFERS				\$2.67
TOTAL ELECTRONIC TRANSFERS-CREDITS				\$2.67

OTHER CREDITS AND DEBITS

Activity Date	Activity Type	Description	Comments	Credits/(Debits)
9/8	Service Fee	ADV FEE 09/01-09/30		\$(1,174.39)

TOTAL OTHER CREDITS AND DEBITS				\$(1,174.39)
TOTAL OTHER DEBITS				\$(1,174.39)

MONEY MARKET FUND (MMF) AND BANK DEPOSIT PROGRAM ACTIVITY

Activity Date	Activity Type	Description	Credits/(Debits)
9/1	Automatic Investment	MS U.S. GOVT MONEY MARKET TR	\$7,870.00
9/2	Automatic Investment	MS U.S. GOVT MONEY MARKET TR	6,618.82
9/4	Automatic Investment	MS U.S. GOVT MONEY MARKET TR	2,322.00
9/9	Automatic Redemption	MS U.S. GOVT MONEY MARKET TR	(11,171.13)
9/10	Automatic Investment	MS U.S. GOVT MONEY MARKET TR	5,848.27
9/15	Automatic Investment	MS U.S. GOVT MONEY MARKET TR	5,246.88
9/16	Automatic Investment	MS U.S. GOVT MONEY MARKET TR	3,682.42
9/18	Automatic Investment	MS U.S. GOVT MONEY MARKET TR	80,860.00
9/22	Automatic Investment	MS U.S. GOVT MONEY MARKET TR	180,333.11
9/30	Automatic Investment	MS U.S. GOVT MONEY MARKET TR	2.55

NET ACTIVITY FOR PERIOD			\$281,612.92
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Consulting and Evaluation Services Basic Securities Acct.

CITY OF SOUTH PASADENA
C/O GARY E PIA, LUCY DEMIRJIAN &

Account Detail

TRANSFERS, CORPORATE ACTIONS AND ADDITIONAL ACTIVITY

CORPORATE ACTIONS

Activity Date	Activity Type	Description	Comments	Quantity
9/17	Exchange Delivered Out	JPMORGAN CHASE & CO	4.625% DUE2021-05-10 [46625HHZ6] TENDER	(171,000.000)
9/17	Exchange Received In	JPMORGAN CHASE & CO	4.625% DUE2021-05-10 [46699AZA7] TENDER	171,000.000

REALIZED GAIN/(LOSS) DETAIL

LONG-TERM GAIN/(LOSS)

Security Description	Date Acquired	Date Sold	Quantity	Sales Proceeds	Orig / Adj Total Cost	Realized Gain/(Loss)	Comments
JPM TND A1FMO 4625 21MY10	08/03/17	09/21/20	151,000.000	\$155,295.95	\$153,238.55	\$2,057.40	
THE WALT DISNEY 2150 20SP17	11/23/15	09/17/20	60,000.000	60,000.00	60,000.00	0.00	
	06/15/16	09/17/20	20,000.000	20,000.00	20,000.00	0.00	
US TSY NOTE 2000 21FB28	11/01/17	09/04/20	736,000.000	742,468.70	736,644.97	5,823.73	
	08/21/19	09/04/20	26,000.000	26,228.52	26,045.58	182.94	
Long-Term This Period				\$1,003,993.17	\$995,929.10	\$8,064.07	
Long-Term Year to Date				\$3,851,478.45	\$3,813,875.48	\$37,602.97	

SHORT-TERM GAIN/(LOSS)

Security Description	Date Acquired	Date Sold	Quantity	Sales Proceeds	Orig / Adj Total Cost	Realized Gain/(Loss)	Comments
JPM TND A1FMO 4625 21MY10	06/02/20	09/21/20	20,000.000	\$20,569.00	\$20,531.70	\$37.30	
US TSY NOTE 2000 21FB28	06/02/20	09/04/20	25,000.000	25,219.72	25,221.29	(1.57)	
Short-Term This Period				\$45,788.72	\$45,752.99	\$35.73	
Short-Term Year to Date				\$355,919.69	\$353,074.07	\$2,845.62	
Net Realized Gain/(Loss) This Period				\$1,049,781.89	\$1,041,682.09	\$8,099.80	
Net Realized Gain/(Loss) Year to Date				\$4,207,398.14	\$4,166,949.55	\$40,448.59	

Treasury regulations require that we report on Form 1099-B a) adjusted cost basis on the sale of covered securities acquired on or after 1/1/11 (or the applicable date for the type of security), b) the gain or loss as either long-term or short-term, and c) basis adjustments on covered securities due to wash sales, certain corporate actions and transfers by gift or inheritance. This section may not reflect all the basis adjustments required when filing your tax return. Refer to the Expanded Disclosures.

COPIES OF THIS STATEMENT HAVE ALSO BEEN SENT TO:

GARY PIA

Account Detail

Consulting and Evaluation Services Basic Securities Acct.

CITY OF SOUTH PASADENA
C/O GARY E PIA, LUCY DEMIRJIAN &

MESSAGES

Consolidated Statement of Financial Condition (in millions of dollars):

At June 30, 2020 Morgan Stanley Smith Barney LLC had net capital of \$3,031 which exceeded the Securities and Exchange Commission's minimum requirement by \$2,860. A copy of the Morgan Stanley Smith Barney LLC Consolidated Statement of Financial Condition at June 30, 2020 can be viewed online at: http://www.morganstanley.com/about-us-ir/shareholder/morganstanley_smithbarney_llc.pdf, or may be mailed to you at no cost by calling 1 (866) 825-1675, after September 15, 2020.

Protecting Yourself from Fraudulent Scams—An Important Message For Our Clients

The COVID 19 crisis is creating opportunities for fraudsters to exploit individuals, especially senior citizens. The safety of our clients is of utmost importance to Morgan Stanley. We are taking this opportunity to alert our clients of the following scams that have been identified by a number of organizations. **Please be reminded that you should never provide your account numbers, passwords, or personal information, including your social security number, to anyone you do not know** Be aware that as a result of COVID 19, these scams have been identified: **Treatment scams; Supply scams; Provider scams; Charity scams; Phishing scams; App scams; Investment scams; Tech Support scams; Home Sanitation scams; and Government Assistance scams**

If you have any questions regarding these scams, please immediately contact us.

Senior Investor Helpline

For any inquiries or potential concerns, senior investors or someone acting on their behalf may contact our Firm by calling (800) 280-4534.

Important Information About Advisory Accounts

Please contact us if there have been any changes in your financial situation or investment objectives, or if you wish to impose any reasonable restrictions on the management of your Investment Advisory accounts, or to reasonably modify existing restrictions.

For a copy of the applicable ADV Brochure for Morgan Stanley Smith Barney LLC, or for any investment adviser with whom we contract to manage your investment advisory account, please visit www.morganstanley.com/ADV. These ADV Brochures contain important information about our advisory programs.

Exhibit B-2

**Funds and Investments
Held by Contracted (Third) Parties
September 30, 2020**

2016 Water Revenue Bonds

Investment Type	Issuer	Settlement Date	Par Value	Coupon Rate	Market Value	Current YTM	Maturity Date	Days to Maturity	CUSIP Account Number
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BNY Mellon Project Fund

1	Cash		65.71	0.010%	65.71	0.010%		1	
2	Morgan Stanley Treasury Portfolio		158,286.93	0.250%	158,288.17	0.250%		1	
Subtotal Cash & Cash Equivalents			158,352.64	0.250%	158,353.88	0.250%		1	
Total Project Fund			158,352.64	0.250%	158,353.88	0.250%		1	

Exhibit C

**City of South Pasadena
Investment Report**

Summary of Invested Funds -- Last Day of the Month

MONTH	FY 2011-12	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21
JULY	11,604,558	14,003,563	17,332,153	20,958,651	26,306,572	28,541,631	74,033,803	33,187,829	34,119,395	39,309,559
AUGUST	11,595,476	13,043,563	17,330,985	12,658,088	26,294,151	28,405,544	73,122,925	31,258,493	34,245,197	35,205,219
SEPTEMBER	11,582,026	11,783,420	16,331,557	19,715,369	22,058,959	27,049,892	70,952,657	31,219,168	34,211,588	35,108,138
OCTOBER	10,575,907	11,795,960	13,841,158	17,221,779	22,325,114	27,023,005	70,917,973	26,989,542	30,424,551	
NOVEMBER	8,992,178	11,800,260	13,836,635	17,221,849	22,287,418	73,246,265	26,547,176	26,916,772	30,394,571	
DECEMBER	10,185,282	11,805,140	16,837,192	20,603,990	22,253,300	71,499,585	28,949,643	27,028,835	30,398,333	
JANUARY	9,186,793	11,816,031	18,846,359	26,309,319	27,399,997	71,229,735	32,878,042	35,305,506	30,183,446	
FEBRUARY	9,184,331	13,818,580	18,845,663	26,260,788	30,108,605	71,084,575	33,013,420	34,571,287	35,784,459	
MARCH	9,126,552	13,319,038	13,145,894	26,315,158	28,939,924	72,604,964	32,833,141	32,568,840	35,894,036	
APRIL	11,130,863	17,327,604	13,153,853	26,326,876	28,276,276	75,018,330	33,064,100	32,242,202	36,081,161	
MAY	11,128,155	19,327,983	23,452,878	26,310,240	28,429,928	76,053,277	32,879,674	36,925,478	34,133,626	
JUNE	10,275,475	19,323,510	22,452,628	29,289,712	26,594,581	75,918,587	33,102,349	38,922,757	34,218,755	



City Council Agenda Report

ITEM NO. 9

DATE: November 18, 2020

FROM: Sean Joyce, City Manager

PREPARED BY: Joe Ortiz, Police Chief

SUBJECT: **Authorization to Accept Grant Award in the Amount of \$45,000 from the California Office of Traffic Safety for the Strategic Traffic Enforcement Program**

Recommendation

It is recommended that the City Council:

1. Authorize the City Manager or designee to accept a grant award in the amount of \$45,000 from the California Office of Traffic Safety for the Strategic Traffic Enforcement Program;
2. Authorize the City Manager or designee to execute all necessary documents to accept the grant and all grant renewals.

Commission Review and Recommendation

This matter was not reviewed by a commission.

Executive Summary

The South Pasadena Police Department applied for and received a grant award from the California Office of Traffic Safety, otherwise known as the Strategic Traffic Enforcement Program, in the amount of \$45,000 to provide additional traffic safety to the City at no net cost.

To access funding, the South Pasadena Police Department was required to submit an application and scope of work outlining the proposed activities, approach, and budget.

Discussion / Analysis

The California Office of Traffic Safety's Strategic Traffic Enforcement Program grant funding is specifically directed toward law enforcement traffic safety operations. Safe movement throughout the city is an ongoing high priority at both the state and local levels, particularly as South Pasadena has experienced a substantial impact as a result of increased local traffic. Following the construction of the Gold Line and several Safe Routes to school initiatives, there has been a significant increase in the number of community members and visitors who, in lieu of driving, are opting to use bicycles and train as alternative transportation. This grant award would support and enhance the South Pasadena Police Department's efforts to promote safe movement throughout the city. The Strategic Traffic Enforcement Program grant program would be implemented and administered by the South Pasadena Police Department in three phases. Phase one consists of the creation of operational plans, training, and a press release announcing the grant award.

In phase two, the South Pasadena Police Department would begin conducting various traffic safety operations, including bicycle and pedestrian enforcement operations, Driving Under the Influence (DUI) saturation patrols, DUI check points, distracted driving operations, traffic enforcement operations, and motorcycle safety operations. Phase three would consist of data collection, analysis, and comparison of the grant performance measures against actual grant enforcement and educational goals. Additionally, the grant would include two DUI checkpoints, five DUI saturation patrols, and two presentations regarding traffic safety; participation in the National Highway Traffic Safety Administration Summer and Winter Mobilization to effectively address DUI drivers; participation in the annual National Distracted Driving Awareness Month in April 2021; and participation in the annual Click It or Ticket mobilization period in May 2021. With this grant, the goal is to utilize both education and enforcement strategies to provide enhanced roadway safety for residents and visitors to the City of South Pasadena while also ultimately reducing the number of persons killed or injured in all categories of traffic collisions.

Background

The South Pasadena Police Department has been awarded a grant in the amount of \$45,000 from the Office of Traffic Safety for a year-long program of special enforcement and education efforts to prevent traffic-related deaths and injuries. The South Pasadena Police Department would use the funding as part of the City's ongoing commitment to maintain safe roadways to improve quality of life. The Strategic Traffic Enforcement Program grant would provide funding for an array of best practice strategies to impact traffic safety including training, community education, and strategic enforcement to promote bicycle, pedestrian, and motorist safety for all ages.

Legal Review

The City Attorney has been consulted regarding this item and has stated that the proposed course of action is consistent with current laws and city policies.

Fiscal Impact

The City of South Pasadena will receive award in the amount of \$45,000 from the Office of Traffic Safety for the Strategic Traffic Enforcement Program. No local matching funds are required.

Environmental Analysis

This item is exempt from any California Environmental Quality Act (CEQA) analysis based on State CEQA Guidelines Section 15061 (b)(3), the General Rule that CEQA only applies to projects that may have an effect on the environment.

Public Notification of Agenda Item

The public was made aware that this item was to be considered this evening by virtue of its inclusion on the legally publicly noticed agenda, posting of the same agenda and reports on the City's website and/or notice in the *South Pasadena Review* and/or the *Pasadena Star-News*.

Attachments:


1. Grant Agreement between the City of South Pasadena and the Office of Traffic Safety for the Strategic Traffic Enforcement Program (Pages 1-15).

ATTACHMENT 1

Grant Agreement between the City of South Pasadena
and the California Office of Traffic Safety

1. GRANT TITLE Selective Traffic Enforcement Program (STEP)	
2. NAME OF AGENCY South Pasadena	3. Grant Period From: 10/01/2020 To: 09/30/2021
4. AGENCY UNIT TO ADMINISTER GRANT South Pasadena Police Department	
5. GRANT DESCRIPTION Best practice strategies will be conducted to reduce the number of persons killed and injured in crashes involving alcohol and other primary crash factors. The funded strategies may include impaired driving enforcement, enforcement operations focusing on primary crash factors, distracted driving, night-time seat belt enforcement, special enforcement operations encouraging motorcycle safety, enforcement and public awareness in areas with a high number of bicycle and pedestrian crashes, and educational programs. These strategies are designed to earn media attention thus enhancing the overall deterrent effect.	
6. Federal Funds Allocated Under This Agreement Shall Not Exceed: \$45,000.00	
<p>7. TERMS AND CONDITIONS: The parties agree to comply with the terms and conditions of the following which are by this reference made a part of the Agreement:</p> <ul style="list-style-type: none"> • Schedule A – Problem Statement, Goals and Objectives and Method of Procedure • Schedule B – Detailed Budget Estimate and Sub-Budget Estimate (if applicable) • Schedule B-1 – Budget Narrative and Sub-Budget Narrative (if applicable) • Exhibit A – Certifications and Assurances • Exhibit B* – OTS Grant Program Manual • Exhibit C – Grant Electronic Management System (GEMS) Access <p>*Items shown with an asterisk (*), are hereby incorporated by reference and made a part of this agreement as if attached hereto.</p> <p>These documents can be viewed at the OTS home web page under Grants: www.ots.ca.gov.</p> <p>We, the officials named below, hereby swear under penalty of perjury under the laws of the State of California that we are duly authorized to legally bind the Grant recipient to the above described Grant terms and conditions. IN WITNESS WHEREOF, this Agreement has been executed by the parties hereto.</p>	
8. Approval Signatures	
<p>A. GRANT DIRECTOR</p> <p>NAME: Shannon Robledo TITLE: Lieutenant EMAIL: srobledo@southpasadenaca.gov PHONE: (626) 403-7269 ADDRESS: 1414 Mission Street South Pasadena, CA 91030</p> <p>_____ (Signature) _____ (Date)</p>	<p>B. AUTHORIZING OFFICIAL</p> <p>ADDRESS: Joe Ortiz Chief of Police jortiz@southpasadenaca.gov (626) 403-7273 1414 Mission Street South Pasadena, CA 91030</p> <p>_____ (Signature) _____ (Date)</p>
<p>C. FISCAL OFFICIAL</p> <p>ADDRESS: Albert Trinh Finance Manager atrinh@southpasadenaca.gov (626) 403-7256 1414 Mission Street South Pasadena, CA 91030</p> <p>_____ (Signature) _____ (Date)</p>	<p>D. AUTHORIZING OFFICIAL OF OFFICE OF TRAFFIC SAFETY</p> <p>ADDRESS: Barbara Rooney Director barbara.rooney@ots.ca.gov (916) 509-3030 2208 Kausen Drive, Suite 300 Elk Grove, CA 95758</p> <p><i>Barbara L. Rooney</i> _____ (Signature) Sep 3, 2020 _____ (Date)</p>

E. ACCOUNTING OFFICER OF OFFICE OF TRAFFIC SAFETY NAME: Carolyn Vu ADDRESS: 2208 Kausen Drive, Suite 300 Elk Grove, CA 95758	9. DUNS INFORMATION DUNS #: 108170093 REGISTERED ADDRESS: 1422 Mission Street CITY: South Pasadena ZIP+4: 91030-3214
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10. PROJECTED EXPENDITURES						
FUND	CFDA	ITEM/APPROPRIATION	F.Y.	CHAPTER	STATUTE	PROJECTED EXPENDITURES
402PT-21	20.600	0521-0890-101	2020	2020	BA/20	\$25,000.00
164 AL-21	20.608	0521-0890-101	2020	2020	BA/20	\$20,000.00
					AGREEMENT TOTAL	\$45,000.00
<i>I CERTIFY upon my own personal knowledge that the budgeted funds for the current budget year are available for the period and purpose of the expenditure stated above.</i>					AMOUNT ENCUMBERED BY THIS DOCUMENT	
					\$45,000.00	
					PRIOR AMOUNT ENCUMBERED FOR THIS AGREEMENT	
\$ 0.00						
OTS ACCOUNTING OFFICER'S SIGNATURE			DATE SIGNED	TOTAL AMOUNT ENCUMBERED TO DATE		
 <small>Carolyn Vu (Sep 2, 2020 13:28 PDT)</small>			Sep 2, 2020	\$45,000.00		

1. PROBLEM STATEMENT

The City of South Pasadena is located in the west San Gabriel Valley in Los Angeles County. The City encompasses 3.4 square miles and is home to approximately 26,000 residents. Though predominately a residential city, South Pasadena lies in the middle of several major freeway systems including Highway 134, Highway 60, 110 Parkway and the 210, 710, and 10 freeways. There are multiple major surface arterial streets that bisect the city and connect these freeway systems together, increasing the volume of commuter traffic. A 2014 traffic flow study conducted by Minagar and Associates showed that the daytime population increased to approximately 138,000, a population increase of over 112,000 members (See attached daily traffic flow map). Though there are minor fluctuations in the volume of reported incidents between the years 2015-2018, there is a persistent trend that indicates that traffic-related incidents continue to pose a significant issue within the City. The number of non-injury accidents, DUI arrests, and citations issued clearly shows that traffic enforcement, education, and engineering are areas that need to be constantly addressed. In 2017, officers issued 4,358 citations and made 82 DUI arrests; comparatively, in 2018, officers issued 3,647 citations and made 112 DUI arrests.

Our most recent fatality occurred in the first week of January 2020, by a motorcyclist who was exceeding the speed limit and struck a commercial truck on one of the city's main thoroughfares. Commercial trucks utilize the main corridors in South Pasadena to conduct business. Even though the City of South Pasadena has adequate signage designating truck routes, the need for more enforcement is needed to preserve the integrity of our roadways. Checkpoints are historically conducted, when staffing permits. The South Pasadena Police Department intends to target commuters within the geographic areas and time frames that are shown to have the highest volume of reported incidents. By focusing on these areas, the City hopes to reduce injury collisions and increase driver safety awareness.

In 2019, The South Pasadena Police Department handled 28,855 calls for service. Our average staffing levels at the time consisted of three patrol officers and one supervisor.

2. PERFORMANCE MEASURES

A. Goals:

1. Reduce the number of persons killed in traffic crashes.
2. Reduce the number of persons injured in traffic crashes.
3. Reduce the number of pedestrians killed in traffic crashes.
4. Reduce the number of pedestrians injured in traffic crashes.
5. Reduce the number of bicyclists killed in traffic crashes.
6. Reduce the number of bicyclists injured in traffic crashes.
7. Reduce the number of persons killed in alcohol-involved crashes.
8. Reduce the number of persons injured in alcohol-involved crashes.
9. Reduce the number of persons killed in drug-involved crashes.
10. Reduce the number of persons injured in drug-involved crashes.
11. Reduce the number of persons killed in alcohol/drug combo-involved crashes.
12. Reduce the number of persons injured in alcohol/drug combo-involved crashes.
13. Reduce the number of motorcyclists killed in traffic crashes.
14. Reduce the number of motorcyclists injured in traffic crashes.
15. Reduce hit & run fatal crashes.
16. Reduce hit & run injury crashes.
17. Reduce nighttime (2100 - 0259 hours) fatal crashes.
18. Reduce nighttime (2100 - 0259 hours) injury crashes.

B. Objectives:

1. Issue a press release announcing the kick-off of the grant by November 15. The kick-off press releases and media advisories, alerts, and materials must be emailed to the OTS Public Information Officer at pio@ots.ca.gov, and copied to your OTS Coordinator, for approval 14 days prior to the issuance date of the release.

Target Number
1

2. Participate and report data (as required) in the following campaigns, National Walk to School Day, National Teen Driver Safety Week, NHTSA Winter Mobilization, National Distracted Driving Awareness Month, National Motorcycle Safety Month, National Bicycle Safety Month, National Click it or Ticket Mobilization, NHTSA Summer Mobilization, National Child Passenger Safety Week, and California's Pedestrian Safety Month.	10
3. Develop (by December 31) and/or maintain a "HOT Sheet" program to notify patrol and traffic officers to be on the lookout for identified repeat DUI offenders with a suspended or revoked license as a result of DUI convictions. Updated HOT sheets should be distributed to patrol and traffic officers monthly.	12
4. Send law enforcement personnel to the NHTSA Standardized Field Sobriety Testing (SFST) (minimum 16 hours) POST-certified training.	2
5. Send law enforcement personnel to the NHTSA Advanced Roadside Impaired Driving Enforcement (ARIDE) 16 hour POST-certified training.	2
6. Conduct DUI/DL Checkpoints. A minimum of 1 checkpoint should be conducted during the NHTSA Winter Mobilization and 1 during the Summer Mobilization. To enhance the overall deterrent effect and promote high visibility, it is recommended the grantee issue an advance press release and conduct social media activity for each checkpoint. For combination DUI/DL checkpoints, departments should issue press releases that mention DL's will be checked at the DUI/DL checkpoint. Signs for DUI/DL checkpoints should read "DUI/Driver's License Checkpoint Ahead." OTS does not fund or support independent DL checkpoints. Only on an exception basis and with OTS pre-approval will OTS fund checkpoints that begin prior to 1800 hours. When possible, DUI/DL Checkpoint screeners should be DRE- or ARIDE-trained.	2
7. Conduct DUI Saturation Patrol operation(s).	5
8. Conduct Traffic Enforcement operation(s), including but not limited to, primary crash factor violations.	8
9. Conduct highly publicized Distracted Driving enforcement operation(s) targeting drivers using hand held cell phones and texting.	3
10. Conduct highly publicized pedestrian and/or bicycle enforcement operation(s) in areas or during events with a high number of pedestrian and/or bicycle crashes resulting from violations made by pedestrians, bicyclists, and drivers.	2
11. Conduct Traffic Safety educational presentation(s) with an effort to reach community members. Note: Presentation(s) may include topics such as distracted driving, DUI, speed, bicycle and pedestrian safety, seat belts and child passenger safety.	2
12. Conduct highly visible collaborative Traffic Enforcement operations	3
3. METHOD OF PROCEDURE	
A. Phase 1 – Program Preparation (1st Quarter of Grant Year)	
<ul style="list-style-type: none"> • The department will develop operational plans to implement the "best practice" strategies outlined in the objectives section. • All training needed to implement the program should be conducted this quarter. • All grant related purchases needed to implement the program should be made this quarter. • In order to develop/maintain the "Hot Sheets," research will be conducted to identify the "worst of the worst" repeat DUI offenders with a suspended or revoked license as a result of DUI convictions. The Hot Sheets may include the driver's name, last known address, DOB, description, current license status, and the number of times suspended or revoked for DUI. Hot Sheets should be updated and distributed to traffic and patrol officers at least monthly. • Implementation of the STEP grant activities will be accomplished by deploying personnel at high crash locations. <u>Media Requirements</u> • Issue a press release announcing the kick-off of the grant by November 15, but no earlier than October 1. If unable to meet the November 15 date, communicate reasons to your OTS Coordinator. The kick-off press releases and any related media advisories, alerts, and materials must be emailed for approval to the OTS Public Information Officer at pio@ots.ca.gov, and copied to your OTS Coordinator, 14 days prior to the issuance date of the release. 	
B. Phase 2 – Program Operations (Throughout Grant Year)	

- The department will work to create media opportunities throughout the grant period to call attention to the innovative program strategies and outcomes. Media Requirements
- Send all grant-related activity press releases, media advisories, alerts and general public materials to the OTS Public Information Officer (PIO) at pio@ots.ca.gov, with a copy to your OTS Coordinator. The following requirements are for grant-related activities and are different from those regarding any grant kick-off release or announcement.
- If an OTS-supplied, template-based press release is used, there is no need for pre-approval, however, the OTS PIO and Coordinator should be copied when at the same time as the release is distributed to the press.
- If an OTS-supplied template is not used, or is substantially changed, a draft press release shall be sent to the OTS PIO for approval. Optimum lead-time would be 10 days prior to the release distribution date, but should be no less than 5 working days prior to the release distribution date.
- Press releases reporting the immediate and time-valued results of grant activities such as enforcement operations are exempt from the recommended advance approval process, but still should be copied to the OTS PIO and Coordinator when the release is distributed to the press.
- Activities such as warrant or probation sweeps and court stings that could be compromised by advanced publicity are exempt from pre-publicity, but are encouraged to offer embargoed media coverage and to report the results.
- Use the following standard language in all press, media, and printed materials: Funding for this program was provided by a grant from the California Office of Traffic Safety, through the National Highway Traffic Safety Administration.
- Email the OTS PIO at pio@ots.ca.gov and copy your OTS Coordinator at least 30 days in advance, a short description of any significant grant-related traffic safety event or program so OTS has sufficient notice to arrange for attendance and/or participation in the event.
- Submit a draft or rough-cut of all printed or recorded material (brochures, posters, scripts, artwork, trailer graphics, etc.) to the OTS PIO at pio@ots.ca.gov and copy your OTS Coordinator for approval 14 days prior to the production or duplication.
- Space permitting, include the OTS logo, on grant-funded print materials; consult your OTS Coordinator for specifics and format-appropriate logos.
- Contact the OTS PIO or your OTS Coordinator, sufficiently far enough in advance of need, for consultation when deviation from any of the above requirements might be contemplated

C. Phase 3 – Data Collection & Reporting (Throughout Grant Year)

1. Prepare and submit invoice claims (due January 30, April 30, July 30, and October 30)
2. Prepare and submit Quarterly Performance Reports (QPR) (due January 30, April 30, July 30, and October 30)
 - Collect and report quarterly, appropriate data that supports the progress of goals and objectives.
 - Provide a brief list of activity conducted, procurement of grant-funded items, and significant media activities. Include status of grant-funded personnel, status of contracts, challenges, or special accomplishments.
 - Provide a brief summary of quarterly accomplishments and explanations for objectives not completed or plans for upcoming activities.
 - Collect, analyze and report statistical data relating to the grant goals and objectives.

4. METHOD OF EVALUATION

Using the data compiled during the grant, the Grant Director will complete the "Final Evaluation" section in the fourth/final Quarterly Performance Report (QPR). The Final Evaluation should provide a brief summary of the grant's accomplishments, challenges and significant activities. This narrative should also include whether goals and objectives were met, exceeded, or an explanation of why objectives were not completed.

5. ADMINISTRATIVE SUPPORT

This program has full administrative support, and every effort will be made to continue the grant activities after grant conclusion.

FUND NUMBER	CATALOG NUMBER (CFDA)	FUND DESCRIPTION	TOTAL AMOUNT
402PT-21	20.600	State and Community Highway Safety	\$25,000.00
164AL-21	20.608	Minimum Penalties for Repeat Offenders for Driving While Intoxicated	\$20,000.00

COST CATEGORY	FUND NUMBER	UNIT COST OR RATE	UNITS	TOTAL COST TO GRANT
A. PERSONNEL COSTS				
Positions and Salaries				
<u>Straight Time</u>				\$0.00
<u>Overtime</u>				
DUI/DL Checkpoints	164AL-21	\$7,000.00	2	\$14,000.00
DUI Saturation Patrols	164AL-21	\$1,200.00	5	\$6,000.00
Traffic Enforcement	402PT-21	\$1,500.00	8	\$12,000.00
Distracted Driving	402PT-21	\$1,200.00	3	\$3,600.00
Pedestrian and Bicycle Enforcement	402PT-21	\$1,200.00	2	\$2,400.00
Traffic Safety Education	402PT-21	\$500.00	2	\$1,000.00
Collaborative Traffic Enforcement	402PT-21	\$1,000.00	3	\$3,000.00
Category Sub-Total				\$42,000.00
B. TRAVEL EXPENSES				
In State Travel	402PT-21	\$3,000.00	1	\$3,000.00
				\$0.00
Category Sub-Total				\$3,000.00
C. CONTRACTUAL SERVICES				
				\$0.00
Category Sub-Total				\$0.00
D. EQUIPMENT				
				\$0.00
Category Sub-Total				\$0.00
E. OTHER DIRECT COSTS				
				\$0.00
Category Sub-Total				\$0.00
F. INDIRECT COSTS				
				\$0.00
Category Sub-Total				\$0.00
GRANT TOTAL				\$45,000.00

BUDGET NARRATIVE
<p>PERSONNEL COSTS DUI/DL Checkpoints - Overtime for grant funded law enforcement operations conducted by appropriate department personnel.</p>
<p>DUI Saturation Patrols - Overtime for grant funded law enforcement operations conducted by appropriate department personnel.</p>
<p>Traffic Enforcement - Overtime for grant funded law enforcement operations conducted by appropriate department personnel.</p>
<p>Distracted Driving - Overtime for grant funded law enforcement operations conducted by appropriate department personnel.</p>
<p>Pedestrian and Bicycle Enforcement - Overtime for grant funded law enforcement operations conducted by appropriate department personnel.</p>
<p>Traffic Safety Education - Overtime for grant funded traffic safety presentations or campaigns conducted by appropriate department personnel.</p>
<p>Collaborative Traffic Enforcement - Overtime for grant funded Collaborative Traffic Enforcement operations conducted by appropriate department personnel</p>
<p>TRAVEL EXPENSES In State Travel - Costs are included for appropriate staff to attend conferences and training events supporting the grant goals and objectives and/or traffic safety. Local mileage for grant activities and meetings is included. Anticipated travel may include the Lifesavers conference in Long Beach, CA. All conferences, seminars or training not specifically identified in the Budget Narrative must be approved by OTS. All travel claimed must be at the agency approved rate. Per Diem may not be claimed for meals provided at conferences when registration fees are paid with OTS grant funds.</p>
<p>CONTRACTUAL SERVICES -</p>
<p>EQUIPMENT -</p>
<p>OTHER DIRECT COSTS -</p>
<p>INDIRECT COSTS -</p>
<p>STATEMENTS/DISCLAIMERS There will be no program income generated from this grant. Nothing in this "agreement" shall be interpreted as a requirement, formal or informal, that a particular law enforcement officer issue a specified or predetermined number of citations in pursuance of the goals and objectives here under.</p>

CERTIFICATIONS AND ASSURANCES FOR HIGHWAY SAFETY GRANTS
(23 U.S.C. Chapter 4; Sec. 1906, Pub. L. 109-59, As Amended By Sec. 4011, Pub. L. 114-94)

The officials named on the grant agreement, certify by way of signature on the grant agreement signature page, that the Grantee Agency complies with all applicable Federal statutes, regulations, and directives and State rules, guidelines, policies and laws in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but are not limited to, the following:

GENERAL REQUIREMENTS

- 23 U.S.C. Chapter 4 – Highway Safety Act of 1966, as amended
- Sec. 1906, Pub. L. 109-59, as amended by Sec. 4011, Pub. L. 114-94
- 23 CFR part 1300 – Uniform Procedures for State Highway Safety Grant Programs
- 2 CFR part 200 – Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards
- 2 CFR part 1201 – Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards

NONDISCRIMINATION

(applies to subrecipients as well as States)

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination ("Federal Nondiscrimination Authorities"). These include but are not limited to:

- **Title VI of the Civil Rights Act of 1964** (42 U.S.C. 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin) and 49 CFR part 21;
- **The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970**, (42 U.S.C. 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- **Federal-Aid Highway Act of 1973**, (23 U.S.C. 324 *et seq.*), and **Title IX of the Education Amendments of 1972**, as amended (20 U.S.C. 1681-1683 and 1685-1686) (prohibit discrimination on the basis of sex);
- **Section 504 of the Rehabilitation Act of 1973**, (29 U.S.C. 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability) and 49 CFR part 27;
- **The Age Discrimination Act of 1975**, as amended, (42 U.S.C. 6101 *et seq.*), (prohibits discrimination on the basis of age);
- **The Civil Rights Restoration Act of 1987**, (Pub. L. 100-209), (broadens scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal aid recipients, subrecipients and contractors, whether such programs or activities are Federally-funded or not);
- **Titles II and III of the Americans with Disabilities Act** (42 U.S.C. 12131-12189) (prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing) and 49 CFR parts 37 and 38;
- **Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations** (prevents discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations); and
- **Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency** (guards against Title VI national origin discrimination/discrimination because of limited English proficiency (LEP) by ensuring that funding recipients take reasonable steps to ensure that LEP persons have meaningful access to programs (70 FR 74087-74100).

The Subgrantee-

- Will take all measures necessary to ensure that no person in the United States shall, on the grounds of race, color, national origin, disability, sex, age, limited English proficiency, or membership in any other class protected by Federal Nondiscrimination Authorities, be excluded from participation in, be denied the benefits of,

or be otherwise subjected to discrimination under any of its programs or activities, so long as any portion of the program is Federally-assisted;

- Will administer the program in a manner that reasonably ensures that any of its subrecipients, contractors, subcontractors, and consultants receiving Federal financial assistance under this program will comply with all requirements of the Non-Discrimination Authorities identified in this Assurance;
- Agrees to comply (and require its subrecipients, contractors, subcontractors, and consultants to comply) with all applicable provisions of law or regulation governing US DOT's or NHTSA's access to records, accounts, documents, information, facilities, and staff, and to cooperate and comply with any program or compliance reviews, and/or complaint investigations conducted by US DOT or NHTSA under any Federal Nondiscrimination Authority;
- Acknowledges that the United States has a right to seek judicial enforcement with regard to any matter arising under these Non-Discrimination Authorities and this Assurance;
- Agrees to insert in all contracts and funding agreements with other State or private entities the following clause:

"During the performance of this contract/funding agreement, the contractor/funding recipient agrees—

- a. To comply with all Federal nondiscrimination laws and regulations, as may be amended from time to time;
- b. Not to participate directly or indirectly in the discrimination prohibited by any Federal non-discrimination law or regulation, as set forth in appendix B of 49 CFR part 21 and herein;
- c. To permit access to its books, records, accounts, other sources of information, and its facilities as required by the State highway safety office, US DOT or NHTSA;
- d. That, in event a contractor/funding recipient fails to comply with any nondiscrimination provisions in this contract/funding agreement, the State highway safety agency will have the right to impose such contract/agreement sanctions as it or NHTSA determine are appropriate, including but not limited to withholding payments to the contractor/funding recipient under the contract/agreement until the contractor/funding recipient complies; and/or cancelling, terminating, or suspending a contract or funding agreement, in whole or in part; and
- e. To insert this clause, including paragraphs (a) through (e), in every subcontract and sub agreement and in every solicitation for a subcontract or sub-agreement, that receives Federal funds under this program.

POLITICAL ACTIVITY (HATCH ACT)

(applies to subrecipients as well as States)

The State will comply with provisions of the Hatch Act (5 U.S.C. 1501-1508), which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

CERTIFICATION REGARDING FEDERAL LOBBYING

(applies to subrecipients as well as States)

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of

any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement;

2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions;

3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

RESTRICTION ON STATE LOBBYING

(applies to subrecipients as well as States)

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

(applies to subrecipients as well as States)

Instructions for Primary Tier Participant Certification (States)

1. By signing and submitting this proposal, the prospective primary tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR parts 180 and 1200.

2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective primary tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary tier participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.

3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.

4. The prospective primary tier participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary tier participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

5. The terms *covered transaction*, *civil judgment*, *debarment*, *suspension*, *ineligible*, *participant*, *person*, *principal*, and *voluntarily excluded*, as used in this clause, are defined in 2 CFR parts 180 and 1200. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

6. The prospective primary tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person

who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

7. The prospective primary tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Participant Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR parts 180 and 1200.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency may terminate the transaction for cause or default.

Certification Regarding Debarment, Suspension, and Other Responsibility Matters-Primary Tier Covered Transactions

(1) The prospective primary tier participant certifies to the best of its knowledge and belief, that it and its principals:

- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency;
- (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
- (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
- (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary tier participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Participant Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR parts 180 and 1200.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered in to. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the

department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms *covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded*, as used in this clause, are defined in 2 CFR parts 180 and 1200. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Participant Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR parts 180 and 1200.

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transactions:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

BUY AMERICA ACT

(applies to subrecipients as well as States)

The State and each subrecipient will comply with the Buy America requirement (23 U.S.C. 313) when purchasing items using Federal funds. Buy America requires a State, or subrecipient, to purchase with Federal funds only steel, iron and manufactured products produced in the United States, unless the Secretary of Transportation determines that such domestically produced items would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. In order to use Federal

funds to purchase foreign produced items, the State must submit a waiver request that provides an adequate basis and justification for approval by the Secretary of Transportation.

PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE

(applies to subrecipients as well as States)

The State and each subrecipient will not use 23 U.S.C. Chapter 4 grant funds for programs to check helmet usage or to create checkpoints that specifically target motorcyclists.

POLICY ON SEAT BELT USE

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information and resources on traffic safety programs and policies for employers, please contact the Network of Employers for Traffic Safety (NETS), a public-private partnership dedicated to improving the traffic safety practices of employers and employees. You can download information on seat belt programs, costs of motor vehicle crashes to employers, and other traffic safety initiatives at www.trafficsafety.org. The NHTSA website (www.nhtsa.gov) also provides information on statistics, campaigns, and program evaluations and references.

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or rented vehicles, Government-owned, leased or rented vehicles, or privately-owned vehicles when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

INSTRUCTIONS FOR ADDING OR UPDATING GEMS USERS

1. Each agency is allowed a total of **FIVE (5) GEMS Users**.
2. GEMS Users listed on this form will be authorized to login to GEMS to complete and submit Quarterly Performance Reports (QPRs) and reimbursement claims.
3. Complete the form if adding, removing or editing a GEMS user(s).
4. The Grant Director must sign this form and return it with the Grant Agreement.

GRANT DETAILS	
Grant Number:	PT21065
Agency Name:	South Pasadena Police Department
Grant Title:	Selective Traffic Enforcement Program (STEP)
Agreement Total:	\$45,000.00
Authorizing Official:	Joe Ortiz
Fiscal Official:	Albert Trinh
Grant Director:	Shannon Robledo

CURRENT GEMS USER(S)

1. Shannon Robledo

Title: Lieutenant

Phone: (626) 403-7269

Email: srobledo@southpasadenaca.gov

Media Contact: Yes

Complete the below information if adding, removing or editing a GEMS user(s)

GEMS User 1		Add as a media contact? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	
Add/Change <input checked="" type="checkbox"/>	Remove Access <input type="checkbox"/>		
shannon robledo		Police Lieutenant	
Name		Job Title	
srobledo@southpasadenaca		626-403-7269	
Email address		Phone number	
GEMS User 2		Add as a media contact? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
Add/Change <input checked="" type="checkbox"/>	Remove Access <input type="checkbox"/>		
Joe Ortiz		Police Chief	
Name		Job Title	
jortiz@southpasadenaca.gov		626-403-7297	
Email address		Phone number	
GEMS User 3		Add as a media contact? Yes <input type="checkbox"/> No <input type="checkbox"/>	
Add/Change <input checked="" type="checkbox"/>	Remove Access <input type="checkbox"/>		
Brian Solinsky		Deputy Chief	
Name		Job Title	
bsolinsky@southpasadenaca.gov		626-403-7297	
Email address		Phone number	
GEMS User 4		Add as a media contact? Yes <input type="checkbox"/> No <input type="checkbox"/>	
Add/Change <input checked="" type="checkbox"/>	Remove Access <input type="checkbox"/>		
Mike Sanchez		Police Corporal	
Name		Job Title	
msanchez@southpasadenaca.gov		626-403-7297	
Email address		Phone number	
GEMS User 5		Add as a media contact? Yes <input type="checkbox"/> No <input type="checkbox"/>	
Add/Change <input type="checkbox"/>	Remove Access <input type="checkbox"/>		
Name		Job Title	
Email address		Phone number	
Form completed by: <u>Shanno Robledo</u>		Date: Sep 2, 2020	
As a signatory I hereby authorize the listed individual(s) to represent and have GEMS user access.			
<u>Shannon Robledo</u>		Shannon Robledo	
Signature		Name	
Sep 2, 2020		Grant Director	
Date		Title	



City Council Agenda Report

ITEM NO. 10

DATE: November 18, 2020

FROM: Sean Joyce, Interim City Manager

PREPARED BY: Shahid Abbas, Public Works Director
Julian Lee, P.E., Deputy Public Works Director
Anteneh Tesfaye, Water Operations Manager

SUBJECT: **Approve Second Amendment to the Agreement with Pacific Hydrotech (for Change Orders in the Amount of \$607,617.94) for Construction; Approve First Amendment to Agreement with NV5, Inc., for additional not-to-exceed amount of \$273,250 (Change Order # 1) for the Construction Management and Inspection Services for the Graves Reservoir Replacement Project**

Recommendation

It is recommended that the City Council;

1. Authorize the City Manager to approve the Second Amendment to the Construction Agreement with Pacifica Hydrotech Corporation in the amount of \$607,617.94 for the construction of the Graves Reservoir Replacement Project; and
2. Authorize the City Manager to execute the First Amendment to the Professional Services Agreement with NV5, Inc., for additional not-to-exceed amount of \$273,250 for providing continued Construction Management Services.

Background

Graves Reservoir is located outside of the City limits in a residential neighborhood of the City of San Marino on an approximately 0.72-acre lot. The existing reservoir, built in the early 1900s, was purchased by the City in January 1939. The old reservoir was a partially buried cast in place concrete structure that included a timber roof supported by interior columns and had a storage capacity of approximately one million gallons. Two submersible booster pumps installed inside the reservoir pumped water from the reservoir into the City's distribution mains. A chlorination system, housed in a freestanding concrete block building, provided the ability to inject chlorine directly into the reservoir and/or into the City's distribution piping.

The old reservoir exhibited following significant deficiencies:

- Roof structure collapsed in December 2016 and the reservoir was placed out of service.
- Did not meet current seismic design codes and was vulnerable to seismic events.
- Did not meet current California Department of Public Health standards and codes.
- Subsidence was occurring at the reservoir site.

Approve Second Amendment to Construction Agreement with Pacific Hydrotech Corporation and the first Amendment to Agreement with NV5, Inc., for additional Construction Management Services for the Graves Reservoir Replacement Project
November 18, 2020
Page 2 of 4

The City awarded the engineering design of the Project to MWH Global (now Stantec) on September 2, 2015 and the design was completed in November 2017. On May 16, 2018, the City Council awarded a construction contract to Pacific Hydrotech Corporation in the amount of \$9,312,400, and Project Management Services to NV5, Inc., for \$705,424.00 respectively. The scope of this construction contract included removal and replacement of the existing Graves Reservoir, pump station, and construction of the wellhead treatment system.

On May 1, 2019, an amendment to the construction contract in the not-to-exceed amount of \$194,282.34 was approved by City Council for the removal of asbestos containing materials (ACM) in compliance with South Coast Air Quality District (SCAQMD) regulation and guidelines.

Discussion/Analysis

Graves Reservoir Replacement Project is the complete replacement of an aging water infrastructure funded by a low interest Drinking Water State Revolving Fund (DWSRF) loan, an Environmental Protection Agency grant and an Insurance Claim Settlement for collapse of the reservoir roof. Since the City awarded the construction contract to Pacific Hydrotech Corporation and project management Services to NV5, Inc. in May 2018, the removal and replacement of the existing Graves Reservoir, the pump station, and the construction of wellhead treatment system have been challenging.

Unforeseen field conditions required changes to the project scope, and significant associated design issues have resulted in numerous change orders and substantial delays to the project. Pacific Hydrotech Corporation initially requested an additional amount of \$668,719.03 for the changes. After extensive negotiation, the City staff was able to reduce the request to \$607,617.94, a reduction of \$61,101.09. Since a contingency provision, which generally ranges between 10 to 15 percent of the bid amount, was not included at the time of the award of the construction contract in May 2018, changes to the contract scope and price (via change order or an Amendment to the Agreement) now require the City Council's approval. The combined change orders to Pacific Hydrotech Corporation for construction and NV5, Inc. for the project management for the construction phase of the project will be \$801,900.28, which is 8.6% of the original bid amount and is less than the average 12 percent contingencies expected on projects of this nature.

The contractor performed the following major field changes:

- Modification of the Granular Activated Carbon and Ion Exchange concrete slab. This resulted in delay of 140 days due to design mistakes and changes.
- Modification of the facility entrance and furnishing and installation of motorized rolling gate with gate operator. These modifications were required following the City of San Marino's denial of the City's tree removals request.
- Installation of conduits and wirings for actuators and intrusion alarm for the well facility.

Approve Second Amendment to Construction Agreement with Pacific Hydrotech Corporation and the first Amendment to Agreement with NV5, Inc., for additional Construction Management Services for the Graves Reservoir Replacement Project

November 18, 2020

Page 3 of 4

- Integration of Supervisory Controls and Data Acquisition (SCADA) system for the well and booster pumps. This was missing from the original design, and without a SCADA system, the well pumps cannot be operated safely and continuously.

The above changes resulted in an extended construction schedule of 219 additional calendar days, requiring additional construction management services from NV5. In addition to this, NV5 provided numerous construction management services, which were originally assigned to the design-engineering firm Stantec. For the efficiency of the project schedule, NV5 performed approximately \$114,000 valued work from Stantec's engineering support obligation of \$221,003. The City did not pay Stantec for the engineering support work performed by NV5. The construction management services costs are usually estimated at 10% of the total project construction costs. NV5's total construction management cost of \$978,674.00 (9.7% of the construction cost), is within the customary industry norm.

NV5 and City staff reviewed all the construction contractor's documents and materials submitted in support of its change order requests and found the bulk of the requested change orders' amount to be fair and equitable based on the amended scope of work. As noted earlier, the contractor's \$668,719.03 request was then negotiated down by almost 10%.

To prevent potential costly delays and ensure compliance with the construction schedule of DWSRF loan agreement, staff administratively authorized the contractor and consultant to proceed with the additional work and seeks retroactive approval from the City Council at this time. The project is now almost complete barring a few relatively minor items like integration of the SCADA system and installation of motorized gate. Therefore, staff does not anticipate additional change orders on this project.

Upon completion of the construction by Pacific Hydrotech Corporation and the City Council's approval of Notice to Completion, the warranty of all construction work including change order works for Graves Reservoir Replacement Project will be for one year, as per existing contract.

Next Steps

1. Complete testing and obtain approval from the State Water Resources Control Board-Division of Drinking Water for putting the facility back in service.
2. File the notice of project completion with Los Angeles County Recorder and finalize DWSRF claim reimbursement for total project cost.
3. The City will commence DWSRF payment as stipulated in the loan agreement.

Legal Review

The City Attorney has reviewed this item.

Approve Second Amendment to Construction Agreement with Pacific Hydrotech Corporation and the first Amendment to Agreement with NV5, Inc., for additional Construction Management Services for the Graves Reservoir Replacement Project
November 18, 2020
Page 4 of 4

Fiscal Impact

Graves Reservoir Replacement Project has no impact on General Fund as the project is funded by DWSRF loan, an Environmental Protection Agency grant and a \$200,000 insurance claim settlement.

The original contract amount for Pacific Hydrotech Corporation and NV5, Inc., as approved in the May 16, 2018 City Council meeting was \$9,312,400.00 and \$705,424.00 respectively. The new contract amounts inclusive of the amendments will be \$10,114,300.28 and \$978,674.00 respectively.

There are sufficient DWSRF funds available in the water budget (Account No. 500-9000-9289-9289) to cover these amendments. The amended amounts fall within a normal project budget contingency of 10 to 15%.

Pacific Hydrotech Corporation

Original Agreement	(approved 5/16/18)	\$9,312,400.00
Amendment No. 1	(approved 5/1/19)	\$194,282.34
Amendment No. 2	(proposed)	<u>\$607,617.94</u>
TOTAL		\$10,114,300.28

NV5 Inc.

Original Agreement	(approved 5/16/18)	\$705,424.00
Amendment No. 1	(proposed)	<u>\$273,250.00</u>
TOTAL		\$978,674.00

Environmental Analysis

Environmental review under CEQA was conducted by MWH Americans as part of the engineering and design services for the Project. On January 18, 2017, the City Council approved the Graves Reservoir Initial Study and Mitigated Negative Declaration, adopted the Mitigation Monitoring and Reporting Program, and authorized the preparation and filing of the Notice of Determination and Environmental Filing Fee Payment.

Public Notification of Agenda Item

The public was made aware that this item was to be considered this evening by virtue of its inclusion on the legally publicly noticed agenda, posting of the same agenda and reports on the City’s website and/or notice in the *South Pasadena Review* and/or the *Pasadena Star-News*.

Attachments

1. Pacific Hydrotech Corporation Second Amendment to Construction Agreement
2. NV5 Inc. First Amendment to Professional Services Agreement

ATTACHMENT 1
Pacific Hydrotech Corporation Second Amendment

SECOND AMENDMENT TO
AGREEMENT FOR CONSTRUCTION SERVICES

THIS AMENDMENT (“Amendment 2”) is made as of November ____, 2020, by and between the CITY OF SOUTH PASADENA (“City”) and PACIFIC HYDROTECH CORPORATION, (“Contractor”).

RECITALS

WHEREAS, on May 16, 2018, the City and Contractor entered into an Agreement for Construction Services (“Agreement”) for the Contractor to provide construction service for Graves Reservoir Replacement Project (Project); and

WHEREAS, on May 1, 2019, the Agreement was amended (“Amendment 1”) to provide additional inspection and monitoring services required for the unforeseen abatement of asbestos containing materials (ACM) and to extend the Time for Completion by forty-one (41) calendar days; and

WHEREAS, the original Agreement was in the amount of \$9,312,400, and after Amendment 1, the amended Agreement total was \$9,506,682.34 (\$9,312,400 plus Amendment 1 amount of \$194,282.34); and

WHEREAS, during the course of construction, the CONTRACTOR encountered unforeseen site conditions and design issues which required additional construction time spent on the Project beyond the original time schedule as described in the Project contract and specifications; and

WHEREAS, the parties now desire to amend the Agreement to provide for the additional work beyond the scope required to complete project (“Amendment 2”); and

WHEREAS, the total sum to be paid to the Contractor under the amended Agreement after this Amendment 2 is \$10,114,300.28 (\$9,506,682.34 plus Amendment 2 amount of \$607,617.94).

NOW THEREFORE, THE CITY AND THE CONTRACTOR AGREE AS FOLLOWS:

1. **Compensation.** That Section 3 (“Compensation”) of the Agreement is hereby amended to read as follows:

CITY agrees to pay and CONTRACTOR agrees to accept in full payment for this Work of Improvement the stipulated sum of Ten Million, one hundred fourteen thousand, three hundred and 28/100 Dollars (\$10,114,300.28) (which includes the compensation for the original scope of services in the amount of \$9,312,400, additional services in the amount of \$194,242.34 for Amendment 1, and additional services in the amount of \$607,617.94 for Amendment 2).

2. **Scope of Services.** That Section 2 (“Scope of Services”) of the Agreement is hereby amended to include work listed in Exhibit “A-1,” as attached to this Amendment 2 and incorporated by this reference.

3. **Time for Completion.** Section 4 (“Time for Completion”) of the Agreement is hereby amended to add the following paragraph:

The term of the Agreement shall be extended to June 30, 2021.

4. **Release.** CONTRACTOR, for and on behalf of itself and all persons claiming by, through or under it, hereby releases the CITY, the City Council, its officers, employees, attorneys, consultants, agents, and servants and their respective predecessors and assigns, of and from, any and all claims, losses, liability, damages, costs or expenses that arise out of or relate to this Agreement or to the Project, delays, acceleration, disruption, lost productivity or inefficiency, cost escalation, interest, penalties for late payment, attorneys’ fees, or any other financial or economic loss or damage of any kind or nature, and whether arising in tort, in contract or otherwise.

CONTRACTOR agrees this Release extends to all causes of action or claims which Contractor does not know of, which if known by CONTRACTOR, may have materially affected this Agreement and Amendment. Accordingly, Contractor for and on behalf of itself and all persons claiming by, through or under it, waive the provisions of Section 1542 of the Civil Code, which states:

A general release does not extend to claims which the creditor does not know or suspect to exist in his or her favor at the time of executing the release, which if known by him or her must have materially affected his or her settlement with the debtor.

5. **Provisions of Agreement.** All other terms, conditions, and provisions of the Agreement to the extent not modified by this Amendment, shall remain in full force and effect.

“City”
City of South Pasadena

“Contractor”
Pacific Hydrotech Corporation

By: _____
Signature

By: _____
Signature

Printed: _____

Printed: _____

Title: _____

Title: _____

Date: _____

Date: _____

Attest:

By: _____
Maria Ayala, Chief City Clerk

Date: _____

Approved as to form:

By: _____
Teresa L. Highsmith, City Attorney

Date: _____

Exhibit “A-1”



Graves Reservoir Replacement Project

Project No. 2016-01

Pending/Approved Change Order Log

Pacific Hydrotech	Requested CO	Approved CO	Contract Calendar Days	550
Original Contract Amount	\$9,312,400.00	\$9,312,400.00	Approved Extended Days	239
Change Orders	\$801,900.28	\$801,900.28	Revised Contract Days	789
Revised Total Contract Amount	\$10,114,300.28	\$10,114,300.28	Increase (%)	43%
Increase (%)	8.61%	8.61%		

City CO#	Description	CO Submitted	Work Completed Date or Status	Total Change Order Submittal Amount	Detail Change Order Amount	Time Extension Requested/Work Days
1	1 Additional work required for asbestos removal and 41 day non-compensable time extension.	3/12/2019	3/12/2019	\$194,282.34	\$194,282.34	41
2*	1 Spool Replacement for Graves Well 2	4/25/2019	6/20/2019	\$3,014.13	\$3,014.13	0
	2 Request for time due to Weather 3 days	4/10/2019	6/20/2019		\$0.00	3
3*	1 Additional pump test NPSH Per FO 10/17/19	10/11/2019	10/17/2019	\$428,771.99	\$8,782.84	0
	2 Modify GAC and ION Exchange Concrete Slab (18" to 50")	3/7/2019	11/25/2019		\$98,304.20	0
	3 Time extension for GAC/ISEP modification & extened home field overhead CP001R3	11/8/2019	*		\$316,820.48	140
	4 Well No.1 casing abandonment	2/17/2020	1/6/2020		\$3,592.37	0
	5 Reimbrusment for Business for Rodent Mitigation	1/19/19	2/13/2019		\$1,272.10	0
4*	1 Paint RFP tanks	3/3/20	9/2/20	\$12,506.47	\$5,438.35	0
	2 Installation of 3 removable bollards per SCE	6/3/19	3/25/20		\$3,227.50	0
	3 4 inch concrete between reservoir/building walls and GAC pad	3/30/20	4/9/20		\$3,840.62	0
5*	1 Install City furnished 12" gate valve & 45 elbows CP#018	3/23/20	4/13/20	\$32,618.95	\$9,307.65	0
	2 Response to RFI 56 - NEMA 3R Enclosure CP017	1/30/20	4/14/20		\$8,072.53	0
	3 Install 5" conduit based on SCE Plan - CP 019(6/3/18)	7/15/20	7/15/20		\$6,235.23	0
	4 Install intrusion alarms for valve stem field order017	6/10/20	6/12/20		\$9,003.54	0
6*	1 Remove & dispose of 1 tree on private property field order CP 020R1	6/19/20	7/23/20	\$6,651.05	\$2,804.16	0
	2 Install CMU wall and 8ft high CL fence with privacy slates CP026R3	6/19/20	7/25/20		(\$11,559.36)	0
	3 Install conduit & pull wire MCC to rectifier FO 16 CP028	5/27/20	6/3/20		\$3,205.24	0
	4 Core drill layout routing for 350LF of 3/4" conduit from PLC to MCC FO 29/ CP 023R1	5/6/20	5/11/20		\$6,107.17	0
	5 Construct 24 ft wide driveway per HB standard FO#1R1 CP 023R1	5/18/20	6/19/20		\$6,093.84	0
7*	1 Furnish & install 27ft motorized rolling gate CP 030	7/29/20	**	\$124,055.35	\$56,138.46	45
	2 Install conduit & wire for intrusion alarm for well CP031	6/18/19	7/7/20		\$4,278.46	0
	3 Remove existing CI fence and vegetation CP032	5/18/20	7/23/20		\$2,880.89	0
	4 Provide conduit, wiring & tamper switches per RFI 64 CP 033	4/24/2020	6/25/20		\$2,576.41	0
	5 Provide conduit & wiring , 120v power to actuators RFI27/ CP034	8/11/20	5/27/20		\$22,051.13	0
	6 Various T&M work per Field Orders 007	8/11/20	**		\$36,130.00	10
Total					\$801,900.28	239

* Pending Change Order Requests
 ** Pending Work

ATTACHMENT 2
Initial Study and Negative Declaration
for Climate Action Plan

FIRST AMENDMENT TO
AGREEMENT FOR CONSTRUCTION MANAGEMENT SERVICES

THIS AMENDMENT (“Amendment”) is made as of this 18th day of November 2020, by and between the CITY OF SOUTH PASADENA (“City”) and NV5, INC., (“Consultant”).

RECITALS

WHEREAS, on May 16, 2018, the City and Consultant entered into an Agreement for Consultant Services (“Agreement”) for the Consultant to provide for construction management and inspection services for Graves Reservoir Replacement Project (Project); and

WHEREAS, the agreement was for a not-to-exceed amount of \$705,424;

WHEREAS, during the course of construction, the project encountered a few unforeseen site condition as well as some design challenges which created project extensions and required additional construction management time spent on the Project beyond the original time schedule as described in the project contract and specification; and

WHEREAS, the Parties desire to modify the Agreement to expand the Scope of Services and the not-to-exceed amount of compensation.

NOW THEREFORE, THE CITY AND THE CONSULTANT AGREE AS FOLLOWS:

1. Section 3.2 (“Scope of Services”) is amended by adding a sentence to the end of the paragraph to read: “Additional construction management and inspection services required to complete the Project, which included an additional hours required for inspection, change order negotiation, punch list completion, and project close out.”
2. Section 3.5 is amended to read:
“The maximum amount payable under the terms of this Agreement, including expenses, shall not exceed **\$978,674** (which includes the compensation for the original scope of services in the amount of \$705,424 plus additional services in the amount of \$273,250, described in this Amendment).”
3. Section 3.7 (“Termination Date”) is amended to read: “Termination Date: June 30, 2021.”
4. Consultant represents and agrees that payment of the amounts set forth in Paragraph 2 (Section 3.5) of this Amendment constitutes payment in full and that Consultant has no other claims of any kind whatsoever related in any way to the Agreement or the Amendment.

Consultant agrees that this Amendment extends to all causes of action or claims which Consultant does not know of, which if known by Consultant, may have materially affected this Agreement and Amendment. Accordingly, Consultant and its attorneys, agents, representatives, successors and assigns, and all persons or entities acting by, through, under or in concert with Consultant, waive the provisions of Section 1542 of the Civil Code, which states:

"A general release does not extend to claims which the creditor does not know or suspect to exist in his or her favor at the time of executing the release, which if known by him or her must have materially affected his or her settlement with the debtor."

5. PROVISIONS OF AGREEMENT. All other terms, conditions, and provisions of the Agreement to the extent not modified by this Amendment, shall remain in full force and effect.

"City"
City of South Pasadena

"Consultant"
NV5, Inc.

By: _____
Signature

By: _____
Signature

Printed: _____

Printed: _____

Title: _____

Title: _____

Date: _____

Date: _____

Attest:

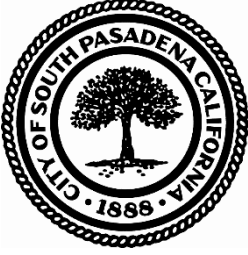
By: _____
Maria Ayala, Chief City Clerk

Date: _____

Approved as to form:

By: _____
Teresa L. Highsmith, City Attorney

Date: _____



City Council Agenda Report

ITEM NO. 11

DATE: November 18, 2020

FROM: Sean Joyce, Interim City Manager

PREPARED BY: Shahid Abbas, Director of Public Works
Elaine Aguilar, Interim Assistant City Manager
Julian Lee, Deputy Director of Public Works

SUBJECT: **Receive and File Water and Sewer Service Charges Increase for Calendar Year 2021**

Recommendation

It is recommended that the City Council receive and file the water and sewer rates for Calendar Year (CY) 2021.

Commission Review and Recommendation

This matter was not reviewed by a Commission.

Community Outreach

The City will provide the water and sewer rates increase information for CY 2021 to the residents of South Pasadena through the following public outreach mediums:

- The utilities rates increase will posted on the City's website, and;
- The water and sewer rates increase notification will also be distributed to the public through social networks, including the City's Facebook page.
- Water and sewer rates increase information will be provided to residents as an insert with January and February water and sewer bill, as a 30-day written notification as required by City Council resolution.

Discussion/Analysis

On November 1, 2017, the City Council adopted new water and sewer service charges, effective on January 1, 2018, to pay for the operation and maintenance of the City's water and sewer systems, including capital improvement replacements. Water and sewer service charges are scheduled to increase each year in January for five years until December 31, 2022.

Water Rate Charge for CY2021

The new water rate schedule is based on 1) the bi-monthly basic service fee and 2) the customer consumption charge. The bi-monthly basic service fees or fixed charge of the water rates are based on the size of meters, and the consumption or volumetric charge (based on the customer's actual water usage). Furthermore, the water efficiency fee is established to support the City's water conservation program.

Water and Sewer Service Charges Increase for Calendar Year 2021

November 18, 2020

Page 2 of 4

In addition, Metropolitan Water District (MWD) has scheduled water rate increase for CY2021. The MWD's change of the wholesale water rate for CY2021 is considered as pass-through charge in the water rate and requires a 30-day written notification per Section 4 of Resolution No. 7536. Furthermore, the MWD's water rate change is comprised of increased fixed capacity charge cost of \$11,970 for the year and increased volumetric rates of 2.4%. The water rates for CY2021 will increase approximately 6.2% for the bi-monthly fixed charge, and 8.8% for the volume charge. The current and proposed MWD water rates are summarized below:

	Current Rate (CY2020)	Proposed Rate	MWD Charge (Pass-Through)	New Rate (CY2021)
Bi-Monthly Fixed Charge				
3/4-inch	\$83.90	\$88.94	\$0.18	\$89.12
1-inch	\$126.12	\$133.69	\$0.27	\$133.96
1-1/2-inch	\$231.68	\$245.59	\$0.49	\$246.08
2-inch	\$358.35	\$379.86	\$0.76	\$380.62
3-inch	\$653.90	\$693.14	\$1.38	\$694.52
4-inch	\$1,076.12	\$1,140.69	\$2.27	\$1,142.96
6-inch	\$2,131.66	\$2,259.56	\$4.50	\$2,264.06
8-inch	\$3,820.53	\$4,049.77	\$8.07	\$4,057.84
Volume Charge (per HCF)				
Tier 1	\$3.33	\$3.53	\$0.09	\$3.62
Tier 2	\$4.19	\$4.45	\$0.11	\$4.56
Tier 3	\$4.91	\$5.21	\$0.13	\$5.34
Efficiency Fee (per HCF)	\$0.14	\$0.14	\$0.00	\$0.14

Major factors contributing to the increase in the water rates include the purchase of supplemental water from Metropolitan Water District (MWD), replacement of aging water utility infrastructure, increase of operation and maintenance costs, and compliance with new and stringent state and federal water quality regulations.

Sewer Rate Charge for CY2021

The new sewer rate schedule is based on different factors for residential, commercial, and educational institutions. Sewer charges for the residential customers utilizes the number of dwelling units, whereas the sewer charge for the commercial customers are determined from customer water consumption. Sewer rates for the schools are based on average daily student attendance.

The bi-monthly sewer rates for the CY2021 will increase approximately 4% from the current CY2020 sewer rates. The current and the new sewer rates are summarized below:

Water and Sewer Service Charges Increase for Calendar Year 2021

November 18, 2020

Page 3 of 4

	Current Rate (CY2020)	New Rate (CY2021)
Single Family Fixed Charge (per EDU per bi-month)	\$28.15	\$29.28
Multi-Family Fixed Charge (per EDU per bi-month)	\$22.12	\$23.00
Commercial Flow Charge (per HCF of water)	\$1.86	\$1.93
Elementary Schools (per ADA per month)	\$0.22	\$0.22
Middle Schools (per ADA per month)	\$0.42	\$0.44
High Schools (per ADA per month)	\$0.63	\$0.65
Nurseries (per HCF of water)	\$1.04	\$1.08

The sewer system's rate adjustment ensures that the system can be updated to address the replacement and maintenance need of aging sewer infrastructure, to conform to the current and future regulatory requirements, and to ensure the fair and equitable cost for commercial customers based on their respective water usage.

Next Steps

New CY2021 water and sewer rates will appear in the March customer utilities bill covering the billing period of January and February 2021.

Background

The City of South Pasadena owns and operates a water utility supplying potable water to over 25,000 residents. The City operates a water utility under a permit from the State Water Resources Control Board, Division of Drinking Water and is required to comply with all federal and state water quality requirements. The City has pumping rights in the Main San Gabriel Basin, and water supply is obtained from four city-owned ground water wells; three wells at Wilson Reservoir site in the City of San Gabriel, and one well at Graves Reservoir site in the City of San Marino. The City's system has an overall water storage capacity of 13.2 Million Gallons in five reservoirs and two elevated tanks. Water is delivered through 6,200 water meters that are connected by approximately 79 miles of water pipe located throughout the City.

In addition to the water utility, the City owns and operates the sanitary sewer collection system under Regional Water Quality Control Board permit and is responsible to ensure compliance with Board Order. This Board Order requires the City to take a proactive approach to ensure a citywide operation, maintenance, and management plan is in place to reduce the number and frequency of Sanitary Sewer Overflow (SSO) within the City. More than 25,000 residents and local businesses discharge into the city-owned sewer collection system. The system consists of approximately 58 miles of gravity sewer lines which ultimately flow into larger trunk lines owned and operated by the Sanitation District of Los Angeles County.

Legal Review

The City Attorney has reviewed this item.

Water and Sewer Service Charges Increase for Calendar Year 2021

November 18, 2020

Page 4 of 4

Fiscal Impact

According to the 2017 Water and Sewer Rates Study, the annual adjustments in the water and sewer rates will generate sufficient revenue to offset the utilities' operational costs, purchase supplemental water, meet current/proposed debt service, and fund infrastructure improvement projects slated for the next three years. In addition, MWD's change of the wholesale water rate for CY2021 is included in the new water rate increase as pass-through charge to provide a 30-day written notification per Section 4 of Resolution No. 7536.

Public Notification of Agenda Item

The public was made aware that this item was to be considered this evening by virtue of its inclusion on the legally publicly noticed agenda, posting of the same agenda and reports on the City's website and/or notice in the *South Pasadena Review* and/or the *Pasadena Star-News*.



City Council Agenda Report

ITEM NO. 12

DATE: November 18, 2020
FROM: Sean Joyce, Interim City Manager
PREPARED BY: Gary Pia, City Treasurer
SUBJECT: **Approval to Engage Zions Bank as Custodial Agent for the City**

Recommendation

It is recommended that the City Council approve the request to engage Zions Bank to comply with banking regulatory requirements and authorize the City Treasurer and staff to proceed.

Commission Review

The Finance Commission received an oral report from City Treasurer Pia at its regular meeting on October 22, 2020. The Commission recommended establishing a banking relationship with Zions bank.

Discussion/Analysis

The City Treasurer, with the guidance from the City's financial planning specialist from Morgan Stanley Wealth Management, has explored new custody options for the City of South Pasadena to comply with regulatory requirements in banking regarding a Federal Depository bank for investments. Establishing a relationship with a bank that offers this service adds an important additional layer of protection for the city at a very minimal cost.

Three proposals were received from banks that are qualified as Federal Depositories, including Bank of the West, US Bank and Zions Bank. After discussing the various options and reviewing the proposals, Zions Bank was recommended for its existing working relationship with Morgan Stanley and familiarity with Morgan Stanley's operational systems. Its pricing was also favorable. Zions Bank recently completed a similar transfer between Morgan Stanley and the City of Sacramento.

With the City Council's approval and authorization to proceed, the City Treasurer and staff will initiate the transfer with Zions Bank.

Background

Morgan Stanley provides financial management services, including reporting and consulting on the investment account. Western Asset is the existing Fixed Income Manager responsible for trading activity. Morgan Stanley is not a Federal Depository Institution and cannot hold the

City's funds in custody. The City is required to select a new custodian for the assets before year-end.

The City invests its surplus cash in accordance with California law and the public trust to safeguard public funds and ensure the City's ability to meet its daily cashflow needs.

The City adheres to the "Prudent Investor Standard" as codified in Government Code, Section 53600 *et. seq.* which defines the primary objectives of this investment activity as:

- Safety. The safety of the public's money is the foremost objective of the city's investment program.
- Liquidity. The City's investments must be easily convertible to cash on demand in order to meet the city's operating requirements at any such time as the City's needs might require.
- Yield. Return on investment, or yield, is the last priority of the City's investment program and it's only taken into consideration after the primary requirements of safety and liquidity have been met.

The authority to manage the City's investment program is derived from California Government Code Section 53600 *et. seq.* The City Council delegates authority to the City Treasurer to oversee this investment program. The oversight of the City's investment program is the primary responsibility of the City Treasurer.

Fiscal Impact

Given the City's modest trade activity, we expect a fee closer to 1.5 basis points per year (.015), which is very competitive.

Legal Review

The City Attorney has reviewed this item.

Public Notification of Agenda Item

The public was made aware that this item was to be considered this evening by virtue of its inclusion on the legally publicly noticed agenda, posting of the same agenda and reports on the City's website and/or notice in the *South Pasadena Review* and/or the *Pasadena Star-News*.

Attachment:

1. Proposal from Zions Bank

ATTACHMENT 1

Mark D. Petrasso
Senior Vice President

October 14, 2020

Delivered via email: Bryan.Longpre@morganstanley.com

Bryan K. Longpre, CFP®
Senior Vice President
Morgan Stanley Wealth Management
55 S. Lake Avenue, Suite 700
Pasadena, CA 91101

Re: **Request For Proposal To Provide Custodial Services – City of South Pasadena**

Dear Mr. Longpre:

On behalf of Zions Bank, we thank you for the opportunity to provide a proposal for Custodial Services for the City of South Pasadena (the “City”).

Zions Bank is a division of Zions Bancorporation, a bank holding company that currently operates banking divisions in eleven states, including California. We are a consistent recipient of numerous Greenwich Excellence Awards in recognition of exemplary customer service delivered to our clientele and were honored among the “Best Banks to Work For” in 2019 by American Banker magazine. Zions Bank also received the Secretary of Defense Employer Support Freedom Award recognizing our support of Guard and Reserve employees. In addition, Refinitiv has consistently ranked Zions Bank as one of the “Top 10” providers of bond trustee and paying agent services in the country.

We believe that the proposed fees will provide overall value to the City based on the experience of our staff, our processing systems and our commitment to provide the California marketplace with exceptional customer service.

Thank you again for the opportunity to submit our Custodial Services proposal. Should you have any questions concerning our response or any related matters, please contact me at (213) 593-3153.

Sincerely,



Mark D. Petrasso
Senior Vice President and Business Development Officer

Custodial Services Fee Proposal City of South Pasadena, California

Assumption – One Municipal Client Portfolio Using Provided 2020 Market Value of \$17,000,000.00

Type of Fee	Pricing	Frequency of Assessment (Monthly, Quarterly, Annually)
Annual Custodial Administration Fee <i>(all fees billed quarterly in arrears)</i>	\$2,000.00	Annual Fee Based on Provided Market Value of \$1 to \$25 million is \$2,000.00 <i>please note: next tier annual fee pricing is:</i> \$26 mil to \$50 mil - \$2,500.00 \$51 mil to \$75 mil - \$3,000.00 \$76 mil to \$125 mil - \$4,200.00 Over \$125 mil – call to discuss pricing options
Asset-based Fee	\$20.00 each	Pass thru Certificates - Per Principal/Interest Payment
Book-entry security purchase	\$20.00 each	
Book-entry security sale	\$20.00 each	
Book-entry security maturity	\$0.00	
Book-entry coupon payment	\$0.00	
Book-entry free receipt/free delivery	\$20.00 each	
Wire transfers (incoming, outgoing, outgoing-repetitive)	\$15.00 each	Per Directed Disbursement
Other custodial charges	At Cost	Out-of-Pocket Expenses for copying expenses, mailings, notices, travel, legal fees, etc. are billed at cost Legal Expenses – None anticipated. If external legal counsel is required, this charge will be billed at cost

This quote is pending final review of the governing documents, proposed portfolio and transactions contemplated thereby and may be subject to change



ZIONS BANK[®] Member FDIC

Our Approach

Zions Bank takes considerable pride in providing exceptional, local and personalized customer service to all our valued clients. Thorough knowledge of any safekeeping/custodial arrangement by the Custodian is critical to the successful operation of that arrangement on a post-transition basis. Current trends have shown that numerous Corporate Trust providers have centralized routine functions, generally at an out-of-state home office or transaction processing sites. Conversely, and to benefit our clients and their investment teams, we continue to utilize our original Single-Point-of-Contact service delivery model. Based on this, one highly experienced Zions Bank Account Manager located in our Los Angeles office will be assigned to the City's relationship and portfolio. They will manage each step of the process, from initial succession plan review to the successful on-boarding of all custody assets and onto the everyday mechanics and operation of the arrangement. This aspect benefits everyone on the team by streamlining communication for all parties and maximizing institutional knowledge. Your Account Manager will be involved with your portfolio from the beginning and in doing so they will gain a strong working knowledge of every aspect of the engagement and build strong relationships with every member of the City's investment team. In summary, our approach provides your team a reliable, accessible and local Custodian who has a thorough, comprehensive knowledge of your arrangement.

Our Bank

Founded in 1873, Zions Bank is a division of Zions Bancorporation, a financial holding company. Zions Bancorporation is a national banking association organized under the laws of the United States and is federally regulated by the Office of the Comptroller of the Currency. Zions Bank's Corporate Trust Division has provided Corporate Trust services to issuers for over 100 years based on our strong commitment to our clients and the Corporate Trust and Custody business. Headquartered in Salt Lake City, Utah, Zions Bancorporation provides a full range of banking and related services through its locally managed divisions operating in Arizona, California, Colorado, Idaho, Nevada, New Mexico, Ohio, Oregon, Texas, Utah, Washington, and Wyoming.

The Zions Bank Corporate Trust Division is staffed by over 100 professionals (including our own in-house counsel) who are dedicated solely to the delivery of Corporate Trust and Custody services and is comprised of fourteen locally managed offices located in Atlanta, Boise, Chicago, Cleveland, Dallas, Denver, Houston, Los Angeles, Phoenix, Pittsburgh, Portland, Salt Lake City, Seattle and St. Louis. Our staff has grown our business organically from the ground up and now administer over \$25 billion in assets held in 635 separate custody accounts. As evidence of our growth, Zions Bank has successfully completed seamless transitions of numerous custody portfolios for several municipal entities across our national footprint from other custodians.

Additional Services – Clearwater

Zions Bank has an established interface with Clearwater Analytics that delivers specified files to Clearwater on a nightly basis. If the client already has a relationship with Clearwater, the Zions Bank account numbers need to be provided by the client to Clearwater to comment that the data will be coming from the "ZIONS" feed. There is no other action required by the client.



City Council Agenda Report

ITEM NO. 13

DATE: November 18, 2020

FROM: Sean Joyce, Interim City Manager

PREPARED BY: Cathy Billings, Library Director

SUBJECT: **Eliminate Library Overdue Material Fees to Ensure Equitable Access to Library Services**

Recommendation

It is recommended that the City Council eliminate fees for overdue library material.

Commission Review and Recommendation

This matter has been studied and discussed by the Library Board of Trustees for over a year. At its meeting on September 14, 2020 the trustees voted unanimously to approve a proposal to eliminate library overdue material fees.

Executive Summary

Fees for overdue material disproportionately impact families and individuals with limited resources, and are a barrier to library access for a portion of the population that the public library seeks to serve. The movement to eliminate fees to make public library access more equitable is colloquially known as “fine free”. Making the South Pasadena Public Library (SPPL) fine free would follow the recommendation of the American Library Association and the lead of other public libraries in the region. Going fine free will provide equal access to tax payer funded resources and services and will increase library usage. The elimination of overdue fees is not expected to have a significant impact on the City’s budget as revenue from overdue fees has steadily decreased over the past six years and is expected to continue to decline due to the recent implementation of automatic renewal of borrowed materials. Fees related to lost and damaged materials will continue to be assessed and collected.

Discussion/Analysis

Studies have shown that fines disproportionately affect economically disadvantaged individuals and families, seniors on fixed incomes, and children and teens. In January 2019 the American Library Association passed a resolution (Attachment 1) which recognizes fines as "a form of social inequity" and calls on libraries nationwide to find a way to eliminate fines.

Proponents of library fines argue that they incentivize borrowers to return books on time, however there is little evidence that fines have any effect on the timely return of library materials. In fact, much of the existing research suggests that they do not decrease the number of overdue items and instead deter customers from borrowing materials in the first place because they are worried about accruing fines they may not be able to pay. Most public libraries,

Eliminate Library Overdue Material Fees to Ensure Equitable Access to Library Services

November 18, 2020

Page 2 of 4

including South Pasadena, suspend borrower privileges when fines owed reach or exceed a designated amount. These borrowers' cards are described as "blocked", and they cannot checkout materials, use library digital resources, or use public computers at the library until their fine balance is below the designated amount.

Staff analyzed data to determine how SPPL cardholders are impacted by overdue fees. It was found that as of March 3, 2020, among active users 12% of juvenile cards and 16% of teen cards were blocked due to having exceeded the designated fine limit. 5% of adult cards were blocked. The percentage of young cardholders not able to use library resources is in direct opposition to our mission to support education, provide enrichment and opportunity, and instill a love of reading and lifelong learning.

Libraries that have gone fine free have identified benefits and motivations for eliminating overdue fees that go beyond equitable access, including:

1. Increase circulation. A survey conducted by the County of Los Angeles Public Library found that 80% of parents said they are more likely to let children check out materials because of the more lenient overdue fine policies they have adopted.
2. Return of assets in the form of long-overdue "lost" materials. The Chicago Public Library saw a 240% increase in returns within three weeks of implementing its fine free policy.
3. Save money. The staff time spent on collecting and processing fees cancels out much of the revenue brought in. The San Diego Public Library calculated that it would actually be saving money if it stopped tracking down patrons to recover books. The city had spent nearly \$1 million (staffing costs, collection agency fees) to collect \$675,000 in library fees each year.
4. Eliminate the "hidden cost" of enforcing late fees. The time and energy staff and customers spend in negative engagement disputing overdue fees would be much better spent providing customers with positive experiences and helpful information about library services and programs.

Alternatives Considered

The Library Board of Trustees (LBT) considered whether fine free should apply to youth only, or to youth and adult cardholders. Given the urgency of providing equal access to library materials and services regardless of age, along with the Los Angeles Public Library system's decision in late 2019 to go fine free for all ages, which will be experienced by SPPL's users and likely come to be expected by them no matter which library system they are using, it was decided that fine free in South Pasadena should apply to all cardholders.

Next Steps

1. Update Library Administrative Policies related to circulation and fees.
2. Revise library processes and procedures related to overdue materials and fee collection.
3. Publicize and promote that the South Pasadena Library will stop assessing overdue fees.
4. Track metrics to analyze changes in usage attributable to the elimination of overdue fees.
5. Update City of South Pasadena Master Fee Schedule.

Background

Eliminate Library Overdue Material Fees to Ensure Equitable Access to Library Services

November 18, 2020

Page 3 of 4

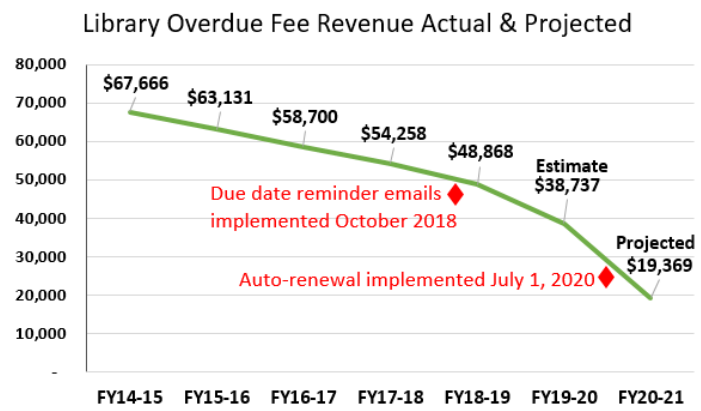
The movement toward fine free libraries have gained momentum over the past 5 years as studies have shown how harmful these fees are to customers who have a great need for public library resources. Library staff and the Board of Trustees have been studying the issue for some time. The Los Angeles Public Library’s announcement in December 2019 that they would go fine free in Spring 2020 was a catalyst for the Library Board to take action. In addition to LAPL, Altadena, Glendale, Santa Monica and many other libraries in the region are either fully or partially fine free.

Only overdue materials fees are affected by this resolution. SPPL would continue to assess fees for lost or damaged items, and customers who carry a balance that meets a designated threshold would be referred to Unique Management, the asset recovery service the library uses. Borrowers are reminded to return overdue materials through automated due date email notices and mailed or emailed overdue notices. Borrowers with excessively overdue items will be incentivized to return them when the materials are automatically designated as “Lost” in the Integrated Library System, and the total value of the item assessed as a fee on the cardholder’s account, along with a flat replacement processing fee per item (currently \$15).

At SPPL, fees collected for overdue material have been steadily declining since 2014-2015. This is likely because circulation of physical material has declined overall during the same period, from a high of 420,000 in FY 2014-2015 to 304,279 in FY 2018-2019. In addition, circulation of digital material, which do not incur overdue fees, continues to rise.

In Fiscal Year 2018-2019, \$48,868 in overdue material fees were collected. The library collected \$29,053 in Fiscal Year 2019-2020, an amount reduced by the pandemic. Had the library been open in April, May and the first half of June it is estimated that the library would have collected approximately \$38,737 in overdue fees for the fiscal year, a 20% decline from the prior year. The sharp decline between fiscal years may be attributable to the implementation in October 2018 of email due date reminder notices.

The Library implemented automatic renewal of checked-out items on July 1, 2020. Based on reports from other libraries that have enabled auto-renewal, it is anticipated that the service will reduce overdue fees by as much as 50%, making the amount of fees projected to be collected in Fiscal Year 2020-2021 just \$19,369.



Legal Review

Eliminate Library Overdue Material Fees to Ensure Equitable Access to Library Services

November 18, 2020

Page 4 of 4

The City Attorney has reviewed this matter.

Fiscal Impact

Eliminating fees for overdue materials would result in a projected net loss of \$18,139 in Fiscal Year 2020-2021. As a point of reference, this amount is less than 1% of the library's total budget. It may also reduce the amount spent on account collection services, however those amounts are largely recouped through the fees that are charged to customers referred to the collection agency.

Though challenging to quantify in dollars, the reallocation of staff time from duties related to collecting fees to more meaningful and impactful work is significant. Library staff spend approximately one hour per day reconciling the cash drawer and preparing the daily deposit. Cash transaction data from the week of March 9, 2020 shows that the low number of daily transactions during 7 days was 10 and the high was 26. If each transaction takes between 2 to 5 minutes, on the busiest day staff spent anywhere from 52 minutes to 2 hours and 10 minutes collecting fees. It should also be noted that the amount of time it takes the Finance Department staff to process these daily deposits is probably not insignificant, given that they are made up mostly of cash in small bills and coins or checks for small amounts.

Public Notification of Agenda Item

The public was made aware that this item was to be considered this evening by virtue of its inclusion on the legally publicly noticed agenda, posting of the same agenda and reports on the City's website and/or notice in the *South Pasadena Review* and/or the *Pasadena Star-News*.

Attachments:

1. American Library Association Resolution on Monetary Library Fines as a Form of Social Inequity
2. Resolution to Eliminate Library Overdue Material Fees to Ensure Equitable Access to Library Services

ATTACHMENT 1
American Library Association Resolution on
Monetary Library Fines as a Form of Social Inequity

Resolution on Monetary Library Fines as a Form of Social Inequity

Whereas monetary fines present an economic barrier to access of library materials and services;

Whereas there is mounting evidence that indicates eliminating fines increases library card adoption and library usage;

Whereas monetary fines create a barrier in public relations, and absorb valuable staff time applying, collecting, and managing dues;

Whereas the first policy objective listed in ALA Policy B.8.10 (Library Services to the Poor) as approved by ALA Council on January 27, 2019, states that the American Library Association shall implement these objectives by “Promoting the removal of barriers to library and information services, particularly fees, and overdue charges”;

Whereas ALA Policy B.4.2 (Free Access to Information) “asserts that the charging of fees and levies for information services, including those services utilizing the latest information technology, is discriminatory in publicly supported institutions providing library and information services”;

Whereas in Economic Barriers to Information Access, An Interpretation of the Library Bill of Rights, ALA states “All library policies and procedures, particularly those involving fines, fees, or other user charges, should be scrutinized for potential barriers to access;

Whereas libraries will need to take determined and pragmatic action to dismantle practices of collecting monetary fines

Whereas libraries of all types are responsive to bodies, be they school districts, boards of trustees, college and university administration, or government entities and therefore need to be able to make the case to those bodies about eliminating fines; and

Whereas monetary fines ultimately do not serve the core mission of the modern library; now, therefore, be it

Resolved, that the American Library Association (ALA), on behalf of its members

1. adds a statement to the Policy Manual that establishes that “The American Library Association asserts that imposition of monetary library fines creates a barrier to the provision of library and information services.”;
2. urges libraries to scrutinize their practices of imposing fines on library patrons and actively move towards eliminating them; and
3. urges governing bodies of libraries to strengthen funding support for libraries so they are not dependent on monetary fines as a necessary source of revenue.

Mover: Peter Hepburn, Councilor At-Large, 773.426.8082

Seconders: Matt Ciszek, Councilor At-Large, 330.397.3650

Sara Dallas, Councilor At-Large, 518.859.0742

Ed Garcia, Councilor At-Large, 401-497-8992

Version: Final. 1.27.19 4:51 PM

ATTACHMENT 2

Resolution to Eliminate Library Overdue Material Fees to Ensure Equitable Access to Library Services

RESOLUTION NO. _____

**A RESOLUTION OF THE CITY COUNCIL
OF THE CITY OF SOUTH PASADENA, CALIFORNIA,
TO ELIMINATE LIBRARY OVERDUE MATERIAL FEES TO
ENSURE EQUITABLE ACCESS TO LIBRARY SERVICES**

WHEREAS, the South Pasadena Public Library (SPPL) currently charges overdue fees for materials not returned on time; and

WHEREAS, SPPL and the Library Board of Trustees have reviewed studies by the American Library Association and other library systems regarding the practice of imposing overdue fees on library customers; and

WHEREAS, overdue fees have been found to present an economic barrier to accessing library materials and services that is detrimental to the population SPPL seeks to serve; and

WHEREAS, there is evidence that eliminating overdue fines increases library usage and library card registration and results in the recovery of lost material assets;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SOUTH PASADENA, CALIFORNIA, DOES RESOLVE, DECLARE, DETERMINE AND ORDER AS FOLLOWS:

SECTION 1. Effective November 18, 2020, the City of South Pasadena Public Library shall be a “fine free” library. No fines shall be imposed or collected for any overdue materials as of November 18, 2020.

SECTION 2. The City Clerk of the City of South Pasadena shall certify to the passage and adoption of this resolution and its approval by the City Council and shall cause the same to be listed in the records of the City.

PASSED, APPROVED AND ADOPTED ON this 18th day of November, 2020.

Robert S. Joe, Mayor

ATTEST:

APPROVED AS TO FORM:

Evelyn G. Zneimer, City Clerk

Teresa L. Highsmith, City Attorney

(seal)

I HEREBY CERTIFY the foregoing resolution was duly adopted by the City Council of the City of South Pasadena, California, at a regular meeting held on the 18th day of November, 2020, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAINED:

Evelyn G. Zneimer, City Clerk
(seal)



City Council Agenda Report

ITEM NO. 14

DATE: November 18, 2020

FROM: Joanna Hankamer, Director of Planning and Community Development
Margaret Lin, Manager of Long Range Planning and Economic Development

SUBJECT: **Al Fresco Dining and Retail Pilot Program Expansion to Waive Temporary Use Permit Fees for Special Events and Temporary Designation of City-Owned Off-Street Parking Spaces at Edison Lane as Public Parking**

Recommendation

It is recommended that the City Council:

1. Approve expanding the Al Fresco Dining and Retail Pilot Program (Program) to include waiver of Temporary Use Permit (TUP) fees for special events; and
2. Approve the temporary designation of limited City-owned off-street parking spaces at Edison Lane as public parking spaces for the Program.

Discussion/Analysis

On May 20, 2020, the City Council directed staff to provide recommendations of how the City could support local businesses during the Coronavirus pandemic. On June 17, 2020, the City Council authorized Phase 1 of Program including temporary relaxation of the existing TUP, Encroachment Permit, parking requirements, and associated fees to facilitate the use of private outdoor areas for dining and retail purposes while maintaining the necessary social distancing protocols. On August 19, 2020, the City Council approved Phase 2 of the Program to a utilize space within the public parking lane to provide additional space to support local businesses during the pandemic. The temporary relaxation of TUP and parking requirements is valid for 90-days following the City Council's proclamation to terminate the emergency declaration.

Since initiation of the Program: 9 businesses have been issued permits, 6 applications are pending additional information from the businesses, and 2 are currently being reviewed by staff for approval. As the pandemic continues, businesses will increasingly rely on the use of outdoor spaces to continue their operations. Staff recommends expanding the program requirements to include waiving the TUP fees for special events.

As businesses move their operations outside and utilize existing parking for Al Fresco uses, additional parking will be needed. Staff recommends designating the thirteen City-owned off-street parking spaces on Edison Lane as public parking spaces for the duration of the Program. For all Al Fresco Program components approved the City Council, staff will review applications and enforce subsequent use of the program for conformance to the following priorities and

requirements:

Public Safety for Temporary Improvements in the Public Right of Way

Public safety access, as determined by the Public Works and Fire Departments must be maintained at all times; no obstructions to fire lanes, fire hydrants, building entrances/exits, or public utilities will be allowed. In addition, all uses must maintain at least 6 feet distance from pedestrian paths and transit stops. As determined by the Public Works Director, only concrete barriers or other K-rated traffic control devices will be required of the entire length of all approved dining and retail uses located within the roadway to ensure vehicles are physically separated from people.

Americans with Disabilities Act (ADA)

All approved applications and subsequent operations, including maintaining minimum sidewalk clearances and access to the parking lane, must comply with all minimum requirements of the ADA. Any ADA parking spaces that are removed as a part of any Program application must be replaced.

Street Furniture and Lighting

Temporary landscaping and furniture, provided by the business owners, are permissible if they do not block pedestrian paths or prevent the ability to maintain 6 feet for social distancing. Applicants must provide a site plan in their Al Fresco application illustrating the location and placement of their street furniture. Appropriate lighting is required if operations are outside of daytime hours. Temporary shade structures, provided by the business owners, including canopies, tents, and umbrellas are permissible if they are securely weighted (i.e., 5-gallon buckets, 40-pound sandbags, etc.); no staking of tents will be permitted within the public right-of-way. Tents cannot have closed walls in place while open to the public and all sides should be open for air flow. All structures must be secured at the end of the night; any vandalism or theft will be the sole responsibility of the business owner.

Operations and Maintenance

The Al Fresco uses for each business shall not exceed their existing hours of operation. No food preparation, storage, or display shall be allowed within the public right-of-way. Business owners shall be responsible of the ongoing maintenance and cleanliness of their designated Al Fresco areas.

Program Implementation

Staff continues to work with businesses on applications for the Program and to outreach to businesses with the Chamber of Commerce to understand business needs. Staff will evaluate applications on a case-by-case basis to try to accommodate each individual business. Staff will attempt to cluster requests to use the roadway to ensure the most efficient use of the concrete barriers, minimize traffic impacts and maintain pedestrian safety.

Special Events (New)

The Planning and Community Development Director may approve special events, including live music, through a TUP application. Special event TUP applications will be subject to conditions

established by the Planning and Community Development Director on a case-by-case basis.

Next Steps

1. If approved, the City will begin accepting applications for events and live music. Approvals for the Program will expire 90 days after the City Council declares the end of the local emergency declaration.
2. Based on further outreach and lessons learned from the Program, staff will propose recommendations for City Council to consider modifying the temporary use of selected on-street parking spaces into a permanent parklet program.

Background

On March 4, 2020, Governor Gavin Newsom declared a state of emergency to exist in California as a result of COVID-19. The same day, the State of California and Los Angeles County Department of Public Health declared health emergencies. On March 18, 2020, the City Council adopted a Resolution proclaiming a local emergency due to the COVID-19 outbreak and authorized the City Manager to take all necessary actions as the Director of Emergency Services. On June 17, 2020, the City Council authorized Phase 1 of the Program to facilitate the use of private outdoor areas for dining and retail purposes while maintaining the necessary social distancing protocols. On August 19, 2020, the City Council approved Phase 2 of the program to utilize spaces within the parking lane to provide additional space to support local businesses during the pandemic. The temporary relaxation of TUP and parking requirements is valid for 90-days following the City Council's proclamation to terminate the emergency declaration.

Legal Review

The City Attorney has reviewed this item.

Fiscal Impact

During the temporary relaxation of TUP and temporary encroachment permit requirements, no fees would be required for a TUP, Temporary Encroachment Permit, and Sidewalk Dining Permit. This would include the \$461 for the TUP application, \$105 for a Temporary Encroachment Permit, and \$124 for a Sidewalk Dining Permit.

Staff identified \$50,000 in Proposition C Local Return funding, some of which has been used to rent k-rail barriers for the Program. In addition, staff is currently working with Metro to determine if additional funding can be reallocated from the City's Open Streets grant award to fund additional elements of the Program including traffic control management and traffic studies. If studies are ineligible for Metro funding, approximately \$25,000 would need to be designated from the General Fund to complete the traffic management plan and studies.

Attachments:

1. Al Fresco Dining and Retail Pilot Program Checklist, Updated to include Special Events
2. Al Fresco Dining and Retail Pilot Program Temporary Use Permit, Encroachment Permit, Parking, and Sidewalk Dining Permit Requirements

ATTACHMENT 1

**Al Fresco Dining and Retail Pilot Program Checklist,
Updated to include Events and Live/Amplified Music**

PROPERTY IDENTIFICATION

Address: _____, South Pasadena, CA 91030

Assessor's Parcel Number: _____ - _____ - _____

REQUESTER'S INFORMATION

Name: _____

Email: _____

Telephone: _____

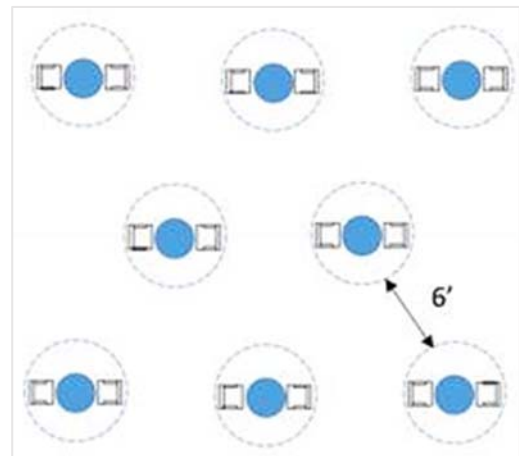
REQUESTED AL FRESCO DINING AND RETAIL PROGRAM USE

- | | |
|---|--|
| <input type="checkbox"/> Designated curb-side pick-up location in front of business | <input type="checkbox"/> Utilizing the adjacent parking lane |
| <input type="checkbox"/> Existing off-street parking or other private space | <input type="checkbox"/> Utilizing the adjacent side street |
| <input type="checkbox"/> Utilizing the adjacent sidewalk | <input type="checkbox"/> Utilizing other parts of the City's Right-of-Way as described |
| | <input type="checkbox"/> Amplified Noise/Live Music |

APPLICATION FILES

- Temporary Use Permit*
- Encroachment Permit* (if proposed uses will be within the Public Right of Way)
- Sidewalk Dining Permit*
- Existing Outdoor Site Plan (including parking and ADA spaces)
- Proposed Outdoor Site Plan (including relocation of ADA spaces, social distancing accommodations, and seating/retail layout)
- Operations Plan (including hours of operations for the proposed outdoor dining area, circulation to and from business, physical barriers, etc.)
- Commitment to comply with the Los Angeles County Health Orders and Protocols

** Permit fees will be waived*



Example: Seating layout demonstrating 6-foot social distancing protocols

OTHER REQUESTS _____

OFFICE USE ONLY	
Date Received: _____	Received By: _____

ATTACHMENT 2
Al Fresco Dining and Retail Pilot Program
Temporary Use Permit, Encroachment Permit,
Parking, and Sidewalk Dining Permit Requirements

Al Fresco Dining and Retail Pilot Program: Temporary Use Permit, Encroachment Permit, Parking and Sidewalk Dining Permit Requirements

The Planning Director, or their designee, shall have the authority to review and approve a Temporary Use Permit (TUP) for temporary outdoor dining and retail activities in accordance with South Pasadena Municipal Code (SPMC) Section 36.410.059. The Public Works Director, or their designee, shall have the authority to review and approve all Sidewalk Dining Permits. Use of on-street parking or street closures will be subject to a Temporary Encroachment Permit issued by the Public Works Department. All temporary outdoor dining and retail activities (including personal services, health/fitness facilities, and special events) shall adhere to all applicable requirements set forth in the latest COVID-19 related order issued by the Los Angeles County Department of Public Health. All COVID-19-related permits will expire 90 days after the City's Local Emergency Declaration has been lifted.

Parking and Loading Spaces Reduction

A temporary reduction of up to 50% of existing private parking or loading spaces, or as approved by the Planning Director, may be permitted to accommodate additional outdoor dining or retail activities under this program.

Outdoor Dining

- A. Review requirement. A Temporary Use Permit is required for temporary outdoor dining or seating area for restaurants or other establishments with a public eating license. A TUP application for temporary outdoor dining or seating area shall contain a proposed site plan which shall identify the areas dedicated for outdoor dining and the maximum seating capacity for the outdoor dining area in accordance with applicable Public Health requirements. The following standards from the SPMC Section 36.350.130 (Outdoor Dining), as modified, shall be followed.
- B. Location requirements.
 1. Patron tables and other outdoor dining area components shall be located on the same site as the other facilities of the restaurant or within nearby public right-of-way.
 2. All seating shall ensure enough space to adhere to the appropriate social distancing protocols.
 3. If any portion of the outdoor dining area is to be located within a public right-of-way, an Encroachment Permit shall be obtained in compliance with the Municipal Code concurrent with the approval of a Temporary Use Permit for the outdoor dining area; or if the outdoor dining area is to be located within a sidewalk a Sidewalk Dining Permit shall be obtained.
 4. When located immediately adjacent to a residential use, provisions shall be made to minimize noise, light, and odor impacts on the residential use.
- C. Hours of operation. The hours and days of operation of the outdoor dining area shall not exceed the hours and days of operation of the primary business and shall be identified in the approved Temporary Use Permit.
- D. Lighting. Illuminated outdoor dining areas shall not result in glare onto, or direct illumination of, any residential property or use, in compliance with Section 36.300.090 (Outdoor Lighting).

- E. Alcoholic beverage sales. A restaurant that proposes to serve alcoholic beverages within an outdoor dining area shall comply with the standards established by the State Department of Alcoholic Beverage Control. The dining area shall be:
 - 1. Physically defined and clearly a part of the restaurant it serves; and
 - 2. Supervised by a restaurant employee to ensure compliance with laws regarding the on-site consumption of alcoholic beverages.
- F. Operating requirements.
 - 1. Clean-up facilities and maintenance. Outdoor dining areas shall be kept in a clean condition and free of litter and food items which constitute a nuisance to public health, safety, and welfare.
 - 2. Outdoor cooking. Cooking within an outdoor dining area may occur only with Administrative Use Permit approval issued by the Planning Director.
 - 3. Placement of tables. Tables shall be placed only in the locations shown on the approved site plan.
- G. Design compatibility. The following standards are intended to ensure compatibility with surrounding uses and a high standard of design quality wherever possible.
 - 1. Outdoor dining areas and associated structural elements, awnings, covers, furniture, umbrellas, or other physical elements which are visible from the public rights-of-way, shall be compatible with the overall design of the main structures.
 - 2. The use of awnings, plants, umbrellas, and other human scale elements is encouraged to enhance the pedestrian experience.
 - 3. The relationship of outdoor dining areas to churches, hospitals, public schools, and residential uses shall be considered by the Planning Director. Proper mitigation measures should be applied to eliminate potential impacts related to glare, light, loitering, and noise.
 - 4. Outdoor dining areas shall maintain adequate vehicular or pedestrian traffic flow.
- H. Additional standards. At the discretion of the Planning Director, the following additional standards may apply to outdoor dining areas. The applicability of these standards shall be specified in the permit approving the outdoor seating area.
 - 1. Amplified sound and music may be permitted within the outdoor dining area if a noise study is provided, approved, and complied with, and public noticing is conducted, to ensure impacts on adjacent uses are minimized and/or mitigated.
 - 2. A sound buffering, acoustic wall may be required along property lines adjacent to the outdoor dining area. The design and height of the wall shall be approved by the Planning Director.

Outdoor Display and Retail Activities.

- A. Accessory outdoor display. Outdoor displays incidental and complementary to an allowed use on commercially or publicly zoned parcels shall be subject to the approval of a Temporary Use Permit approved by the Director, and all of the following standards, as modified from SPMC Section 36.350.140.
 - 1. Outdoor displays shall be:
 - a. Compliant with to the appropriate social distancing protocols established by the Los Angeles County Department of Public Health.
 - b. Approved with a defined fixed location that does not disrupt the normal function of the site or its circulation, and does not encroach upon driveways, landscaped

areas, or parking spaces. Displays shall not obstruct traffic safety sight areas or otherwise create hazards for vehicle or pedestrian traffic. They shall also be placed so that the clear space for the passage of pedestrians upon the sidewalk is not reduced to less than six feet on minor arterials and eight feet on major arterials. All placement within the public right-of-way shall require the approval of a Temporary Encroachment Permit issued by the Public Works Director.

- c. Directly related to a business occupying a permanent structure on the same site, and shall display only goods of the primary business on the same site, provided that display may extend into or enter over any public sidewalk by a maximum of two feet, where authorized by a Temporary Encroachment Permit issued by the Public Works Director;
 - d. Limited to the hours of operation of the business, be portable and removed from public view at the close of each business day.
 - e. Managed so that display structures and goods are maintained at all times in a clean and neat condition, and in good repair;
 - f. All temporary displays shall ensure enough space to adhere to the appropriate social distancing protocols; and
 - g. Placed to not block structure entrances and on-site driveways.
2. Outdoor displays shall not be:
- a. Placed within 100 feet of any residential dwelling, except for mixed-use projects; or
 - b. Placed so as to impede or interfere with the reasonable use of the store front windows for display purposes.

Special Events

Special events, including live music, will be processed through the Temporary Use Permit process. An application will be subject to the conditions established by the Planning and Community Development Director on a case-by-case basis.



City Council Agenda Report

ITEM NO. 15

DATE: November 18, 2020

FROM: Sean Joyce, Interim City Manager

PREPARED BY: Tamara Binns, Executive Assistant to the City Manager

SUBJECT: **Discretionary Fund Request from Councilmember Joe in the Amount of \$2,000 for Installation of a Bench at the Senior Citizens' Center**

Recommendation

It is recommended that the City Council approve the Discretionary Fund request by Councilmember Joe to allocate \$2,000 for the creation and installation of a bench at the South Pasadena Senior Citizens' Center.

Discussion/Analysis

Additional information on the specifications, projected timeline of installation, etc. will be forthcoming via an Additional Document to this Staff Report expected to be posted and distributed prior to the City Council Meeting.

Background

In September 2004, the City Council approved creation of discretionary spending budgets which allow each Councilmember the opportunity to fund projects or purchases that might not otherwise be funded in the approved budget. Discretionary funds must be used for a public purpose benefiting the City of South Pasadena (City). The Fiscal Year (FY) 2019-20 Budget includes \$20,000 of Discretionary Funds, which amounts to \$4,000 per Councilmember. On August 17, 2011, the City Council approved Resolution No. 7174, which established guidelines for discretionary budget accounts. Resolution No. 7174 states that all funds not expended during the fiscal year shall be carried over to subsequent fiscal years, up to a maximum carryover amount of \$8,000 per Councilmember account. Said allocated funds need not be encumbered by a purchase order in order to be carried over to the following fiscal year. The following table displays the current Discretionary Fund balances and includes the request being considered in the staff report.

Legal Review

The City Attorney has not reviewed this item.

Fiscal Impact

There are sufficient funds available in the proposed Fiscal Year 2020-21 City Council Discretionary Budget Account 101-1010-1011-8021. The total cost of the purchase and installation will not exceed the \$2,000 amount.

Discretionary Fund Request for Bench for Senior Citizens' Center
November 18, 2020
Page 2 of 2

Public Notification of Agenda Item

The public was made aware that this item was to be considered this evening by virtue of its inclusion on the legally publicly noticed agenda, posting of the same agenda and reports on the City's website and/or notice in the *South Pasadena Review* and/or the *Pasadena Star-News*.



City Council Agenda Report

ITEM NO. 16

DATE: November 18, 2020

TO: Honorable Mayor and City Council Members

FROM: Sean Joyce, Interim City Manager

PREPARED BY: Joanna Hankamer, Director of Planning and Community Development
Kanika Kith, Planning Manager
Malinda Lim, Associate Planner

SUBJECT: **Project No. 2355-APP (Continued) - Appeal of the Planning Commission's Decision to Approve Project No. 2191-HDP/TRP – Hillside Development Permit for the street extension of Moffat Street, which will be a private street extending westward from the northern end of Lowell Avenue to allow access to seven lots in the City of Los Angeles and a Tree Removal Permit**

Recommendation

Staff recommends that the City Council **uphold** the Planning Commission's approval of Project No. 2191-HDP/TRP, Hillside Development Permit for the street design of the private street portion of Moffat Street connecting only to Lowell Avenue and Tree Removal Permit for the removal of five trees for the Moffat Street extension, subject to conditions of approval.

Executive Summary

On October 21, 2020, the City Council reviewed the appeal of this project (see **Attachment 3** for the Staff Report), and voted 5-0 continuing the project to the regular City Council meeting of November 18, 2020 and directed staff to provide the following information:

1. Obtain in writing from the City of Los Angeles that the private street needs to be constructed prior to issuance of any building permits for the construction of the single-family homes in the City of Los Angeles.
2. If the letter is not obtained, the conditions of approval shall be revised to not allow the construction of the private street without the City of Los Angeles issuing the building permits for the homes.
3. Confirmation that a rezoning effort is underway for the Northeast Hillside area.

Project Analysis

Private Street to be Constructed Prior to Issuance of Building Permit

On October 26, 2020, Planning staff met with Albert Servin (Structural Engineering Associate, from the City of Los Angeles Department of Building and Safety) and Susan Zermeno (Case Manager, from the City of Los Angeles City Planning) to discuss whether the private street is required to be constructed in

order to issue building permits. Staff explained that the street design has been changed to connect to an existing public street in the City of Los Angeles, which requires approval and coordination between both cities (South Pasadena and Los Angeles). Staff requested that they reconsider their requirement for construction of the private street prior to issuing the building permits for the homes since construction of the new road will require collaboration between both cities. Mr. Servin agreed to reconsider the matter with his supervisor.

On October 29 2002, Mr. Servin sent an email confirming that the City of Los Angeles will allow building permits to be issued as long as the private street is approved and recorded. Mr. Servin's email also requested a coordination letter be developed between the two cities that outlines the permitting, clearance, and inspection responsibilities between the two cities (see **Attachment 4**).

Revisions to Conditions of Approval

New conditions have been added and old conditions were revised to reflect the following:

- A grading permit for construction of the road cannot be issued without approval of building permits from the City of Los Angeles for four of the seven properties as long as one of the properties is the last lot (Lot 26) at the end of the proposed private street; or five of the seven properties if the last lot on the street does not receive a building permit.
- A grading permit for construction of the road cannot be issued until the approved street design along with a covenant, or other instrument acceptable to the City that runs with the land specifying maintenance of the private street, including landscaping and irrigation, in perpetuity by a designated entity, has been recorded.
- The street design (street improvement plans) cannot be approved until the following documentation has been received:
 - From the City of Los Angeles, documentation approving the connection to Lowell Avenue and confirming that the construction of the seven lots is not subject to discretionary review.
 - From the applicant, a recorded covenant or other instrument that runs with the land specifying maintenance of the private street, including landscaping and irrigation, in perpetuity by a designated entity.

Rezoning in the Northeast Hillside

On October 26, 2020 Ms. Zermeno sent an email stating that there is no proposal for a change of zone for these properties. Ms. Zermeno also stated that the last action on these properties, in 2008, was applied citywide to regulate hillside development (see **Attachment 4**).

Legal Review

This report was reviewed by the City Attorney.

Financial Review

This report was reviewed by the Finance Department.

Public Comment

At the time of writing this report, staff has not received any new public comments regarding to this appeal.

Public Notification of Agenda Item

At the October 21, 2020 City Council meeting, the Council notified the public that the project was continued to the November 18, 2020 meeting. In addition, the public was made aware that this item was to be considered on November 18, 2020 by virtue of its inclusion on the legally publicly noticed agenda and posting of the same agenda and reports on the City's website.

Attachments

1. Resolution
 - a. Exhibit A - Conditions of Approval
2. Redline Version of Conditions of Approval
3. October 21, 2020 CC Staff Report & Attachments
4. Emails From City of Los Angeles

ATTACHMENT 1
Resolution and Conditions of Approval

P.C. RESOLUTION NO. 20-

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SOUTH PASADENA, CALIFORNIA UPHOLDING THE PLANNING COMMISSION DECISION OF APPROVAL FOR A HILLSIDE DEVELOPMENT PERMIT AND A TREE REMOVAL PERMIT (PROJECT NO. 2191-HDP/TRP) FOR THE EXTENSION OF MOFFATT STREET WHICH WILL BE A PRIVATE STREET EXTENDING WESTWARD FROM THE NORTHERN END OF LOWELL AVENUE TO ALLOW ACCESS TO SEVEN LANDLOCKED LOTS IN THE CITY OF LOS ANGELES (ASSESSOR'S PARCEL NUMBERS 5310-006-039, 5310-006-038, 5310-005-010, 5310-005-011, AND 5310-005-004)

WHEREAS, in 1923, Tract No. 5643 was recorded in the City of Los Angeles and includes the seven landlocked legal lots south of the proposed private street Moffatt Street; and

WHEREAS, on July 12, 1961, the South Pasadena City Council adopted Ordinance 1373 for the vacation and abandonment of a portion of Moffatt Street as a public street, pursuant to an Act of Legislature of the State of California set forth in Sections 8300 et. Seq. of the Streets and Highway Code; and

WHEREAS, on April 4, 1962, the Community Redevelopment Agency of the City of South Pasadena approved an easement for ingress and egress to the owners of the thirteen lots located in the City of Los Angeles abutting along the southern boundary of Moffatt Street and the City of South Pasadena; and

WHEREAS, on November 15, 2018, Planet Home Living, (Applicant), submitted an application for a Hillside Development Permit for the extension of Moffatt Street westward and a Variance for a +/- 18 foot high retaining wall along the northern boundary of the proposed private street; and

WHEREAS, in December 2020, the applicant withdrew the variance application for the high retaining wall along the northern boundary of the private street and proposed a new retaining wall design to be a maximum height of six feet for all portion of the retaining wall; and

WHEREAS, the proposed project is considered a "Project" as defined by the California Environmental Quality Act (CEQA), Public Resources Code Section 21000 et seq.; and

WHEREAS, the project site is a vacant land surrounded by single-family residences and unoccupied land. According to the City's GIS mapping system, the project site is not located within a liquefaction or landslide zone. The Director of Planning and Community Development determined that a biological constraints survey of the project site was required to document the existing conditions and assess the potential for special status plant or wildlife species or other regulated biological resources occurring on the project site. The report concluded that the project site contains no suitable habitat for special status

plants and wildlife, and does not occur within any federal U.S. Fish and Wildlife Services Critical Habitat boundaries; and

WHEREAS, the proposed project qualifies for a categorical exemption from the CEQA pursuant to Section 15303, Class 3 – New Construction or Conversion of Small Structures. Class 3 exemption includes water main, sewage, electrical, gas, and other utility extensions, including street improvements, of reasonable length to serve such construction; and

WHEREAS, the Planning Department evaluated the project for consistency with the City’s General Plan, City of South Pasadena Municipal Code, the City’s Design Guidelines, and all other applicable state and local regulations; and

WHEREAS, on February 26, 2020, notices regarding the tree removals were sent to those within a 100-foot radius of the project site; and

WHEREAS, in accordance with state law, on February 27, 2020, City of South Pasadena Planning and Building Department published a legal notice in compliance with the South Pasadena Municipal Code in the *South Pasadena Review*, a local newspaper of general circulation, regarding the City of South Pasadena Planning Commission meeting of March 10, 2020. In addition, on February 28, 2020, a public hearing notice was mailed to all property owners and occupants within a 300-foot radius of the project site, indicating the date and time of the public hearing at the Planning Commission meeting of March 10, 2020; and

WHEREAS, the South Pasadena Planning Commission held a duly noticed public hearing on March 10, 2020, at which time it considered the staff report, oral report, the testimony, and the written evidence submitted by and on behalf of the applicant and by members of the public concerning Project No. 2191-HDP/TRP and continued the proposed Hillside Development Permit and Tree Removal Permit for the extension of Moffatt Street to a date uncertain to allow the Applicant and Staff time to provide additional information the Commission requested; and

WHEREAS, in accordance with state law, on May 28, 2020, City of South Pasadena Planning and Building Department published a legal notice in compliance with South Pasadena Municipal Code in the *South Pasadena Review*, a local newspaper of general circulation, regarding the City of South Pasadena Planning Commission meeting of June 9, 2020. In addition, on May 29, 2020, a public hearing notice was mailed to all property owners and occupants within a 300-foot radius of the project site, indicating the date and time of the public hearing at the Planning Commission meeting of June 9, 2020; and

WHEREAS, the South Pasadena Planning Commission held a duly noticed public hearing on June 9, 2020, at which time continued the proposed Hillside Development Permit and Tree Removal Permit for the extension of Moffatt Street which will be a private street at the request of the applicant to allow additional time for the public to comment to the next regularly scheduled Planning Commission meeting of July 14, 2020; and

WHEREAS, the South Pasadena Planning Commission held a duly noticed public hearing on July 14, 2020, at which time continued the public hearing and directed the Applicant to submit an alternative street alignment design connecting the private street to Lowell Avenue to the next regularly scheduled Planning Commission meeting of August 11, 2020; and

WHEREAS, the South Pasadena Planning Commission held a duly noticed public hearing on August 11, 2020, at which time it considered the staff report, oral report, the testimony, and the written evidence submitted by and on behalf of the applicant and by members of the public concerning Project No. 2191-HDP/TRP and approved the proposed Hillside Development Permit for the street design of Moffatt Street which will be a private street extending westward from the northern end of Lowell Avenue and Tree Removal Permit for the removal of five trees, subject to conditions of approval; and

WHEREAS, on August 26, 2020, the last date of the appeal period for the August 11, 2020 Planning Commission meeting, Micah Haserjian submitted an appeal of the Planning Commission's decision; and

WHEREAS, in accordance with state law, on October 9, 2020, City of South Pasadena Planning and Building Department published a legal notice in compliance with South Pasadena Municipal Code Section 36.630.020 concerning the Appeal of the Planning Commission's approval of Project No. 2191-HDP/TRP in the *South Pasadena Review*, a local newspaper of general circulation, regarding the City of South Pasadena City Council meeting of October 21, 2020. In addition, on October 8, 2020, a public hearing notice was mailed to all property owners and occupants within a 300-foot radius of the project site, indicating the date and time of the public hearing at the City Council meeting of October 21, 2020; and

WHEREAS, on October 21, 2020, the City Council conducted a duly noticed public hearing, at which time directed the Applicant and Staff to obtain in writing form the City of Los Angeles that the private street needs to be constructed prior to issuance of any building permits for the construction of the single-family homes in the City of Los Angeles, the revision of the conditions of approval shall be revised to not allow the construction of the private street without the City of Los Angeles issuing the building permits for the homes, and confirmation that a rezoning effort is underway for the Northeast Hillside area and continued the public hearing to the next regularly scheduled City Council meeting of November 18, 2020; and

WHEREAS, the City Council conducted a duly noticed public hearing on November 18, 2020, at which time public testimony was taken concerning the Appeal of the Planning Commission's approval of Project No. 2191-HDP/TRP, a Hillside Development Permit for the street design of Moffatt Street which will be a private street extending westward from the northern end of Lowell Avenue and Tree Removal Permit for the removal of five trees, subject to conditions of approval.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SOUTH PASADENA DOES HEREBY FIND, DETERMINE, AND RESOLVE AS FOLLOWS:

SECTION 1: The proposed project is Categorically Exempt from the provisions of the California Environmental Quality Act (CEQA), under Article 19 Section 15303, Class 3 – New Construction or Conversion of Small Structures of the California Guidelines for Implementation of CEQA. Class 3 exemption includes water main, sewage, electrical, gas, and other utility extensions, including street improvements, of reasonable length to serve such construction. Specifically, the project involves street improvements of an access easement to landlocked properties in the City of Los Angeles boundary.

SECTION 2: DESIGN REVIEW FINDINGS

The City Council hereby upholds the Planning Commission’s approval and finds that the proposed project is consistent with all applicable findings for approval of a Design Review Permit pursuant to South Pasadena Municipal Code (SPMC) Section 36.410.040(I), as follows:

- 1. Is consistent with the General Plan, any adopted design guidelines and any applicable design criteria for specialized areas (e.g., designated historic or other special districts, plan developments, or specific plans);**

The General Plan land use designation of the site is Altos De Monterey Residential which allows one single-family unit per lot. The proposed project is a private street within an access easement for seven landlocked properties in Los Angeles and does not involve the addition of another dwelling unit therefore, it is consistent with the General Plan.

- 2. Will adequately accommodate the functions and activities proposed for the site, will not unreasonably interfere with the use and enjoyment of neighboring, existing, or future developments, and will not create adverse pedestrian or traffic hazards;**

The location of the proposed project is within the hillside. With the development of the private street, it will create an easier access for the nine properties it serves and for emergency services to reach the properties. A 4-foot wide sidewalk is proposed on the south side of the private street and a condition was added for the installation of street lighting for better visibility. Therefore, the proposed project will have no negative impact to the existing pedestrian or traffic circulation.

- 3. Is compatible with the existing character of the surrounding neighborhood and that all reasonable design efforts have been made to maintain the attractive, harmonious, and orderly development contemplated by this Section, and the General Plan; and**

The proposed project was designed to reduce the number of trees proposed for removal and to improve the street access for multiple properties. The height of the retaining wall is conditioned not to exceed six feet in height and will have landscaping to help blend the wall into the hillside.

- 4. Would provide a desirable environment for its occupants and neighbors, and is aesthetically of good composition, materials, and texture that would remain aesthetically appealing with a reasonable level of maintenance and upkeep.**

The proposed project would provide a paved access road to the seven landlocked properties within the City of Los Angeles, 4519 Lowell Avenue, and 2051 La Fremontia Street. An abundance of landscaping is proposed to help screen the wall. A condition was added for the properties utilizing the private street to maintain the street to be aesthetically appealing.

SECTION 3: ALTOS DE MONTEREY FINDINGS

The City Council hereby upholds the Planning Commission’s approval and finds that the proposed project is consistent with all applicable findings for the Altos de Monterey zone pursuant to South Pasadena Municipal Code (SPMC) Section 36.250.030(E), as follows:

- 1. The scale of the proposed building, design, height and mass in relation to the street frontage, to all setbacks and surrounding existing property; and**
Not applicable; no building is proposed for this project.
- 2. The relation of existing adjoining building heights and their views; and**
The maximum height of the retaining wall may not exceed 6 feet in height and must be separated by a minimum length equal to the height of the wall, not to exceed six feet. In addition, the locations of the proposed walls are lower than the existing neighboring homes.
- 3. The relation of proposed building heights to the existing topography; and**
Not applicable; no building is proposed for this project.
- 4. The impact on surrounding properties; and**
The proposed private street will have a positive impact on the surrounding properties. The proposed project would provide a paved access road to the seven landlocked properties within the City of Los Angeles, 4519 Lowell Avenue, and 2051 La Fremontia Street. The proposed project will create an easier access for the nine properties it serves for emergency services to reach the properties.
- 5. The obstruction of sunlight to the existing adjoining residences.**
The proposed retaining walls help to retain the existing hillside and will be a lower elevation than the existing property at 2051 La Fremontia Street. The existing homes on Atlas Street within the City of Los Angeles are at the top of the slope; the proposed development of the single-family homes on the vacant lots would be the cause of sunlight obstruction.

SECTION 4: HILLSIDE DEVELOPMENT PERMIT FINDINGS

The City Council hereby upholds the Planning Commission’s approval and finds that the proposed project is consistent with all applicable findings for approval of a Hillside Development Permit pursuant to South Pasadena Municipal Code (SPMC) Section 36.410.065(F), as follows:

- 1. The proposed use complies with the requirements of Division 36.340 (Hillside Protection) and all other applicable provisions of this Zoning Code.**

Within the AM zone, walls may not exceed six feet in height. As proposed, the concrete block retaining walls are maximized at six feet in height plus a 3’8” cable safety rail on top. A condition is added for the retaining wall height to not exceed

six feet and for the retaining walls to be separated a distance equal to the height of the retaining walls, not to exceed six feet. The conceptual landscape plans show the addition of 16 required replacement trees for the removal of five (5) trees. Toyon, California sycamore, and coast live oak are the proposed replacement trees. Rosmarinus prostrates and creeping fig will be planted over the retaining wall to help disguise and blend the wall into the natural landscape. For ground cover, twin peaks and deer grass are proposed. Due to the size of the project, the landscaping will require compliance with the City's Water Efficient Landscape Ordinance. A condition was added for the applicant to submit construction landscape and irrigation plans in compliance with the City's Water Efficient Landscape Ordinance.

2. The proposed use is consistent with the General Plan and any applicable specific plan;

The General Plan land use designation of the site is Altos De Monterey Residential which allows one single-family unit per lot. The proposed project is a private street within an access easement for seven landlocked properties in Los Angeles and does not involve the addition of another dwelling unit therefore, it is consistent with the General Plan.

3. The establishment, maintenance, or operation of the use would not, under the circumstances of the particular case, be detrimental to the health, safety, or general welfare of the persons residing or working in the neighborhood of the proposed use;

The proposed project would provide a paved access road to the seven landlocked properties within the City of Los Angeles, 4519 Lowell Avenue, and 2051 La Fremontia Street. The proposed project will create an easier access for the nine properties it serves for emergency services to reach the properties. The project is conditioned to install stop signs, stop pavement legends, and limit lines for the north and south approaches on Maycrest Avenue to improve traffic safety.

4. The use, as described and conditionally approved, would not be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the City; and

According to the Preliminary Geotechnical Report, the project site is suitable to be developed as proposed and will be safe against hazard from landslides, settlement, or slippage and will have no adverse effect on the geologic stability of the adjacent properties provided that the recommendations outlined in the report are implemented.

5. The design, location, operating characteristics, and size of the proposed use would be compatible with the existing and future land uses in the vicinity, in terms of aesthetics, character, scale, and view protection.

The proposed project would provide a paved access road to the seven landlocked properties within the City of Los Angeles, 4519 Lowell Avenue, and 2051 La

Fremontia Street. An abundance of landscaping is proposed to help screen the wall. A condition was added for the properties utilizing the private street to maintain the street to be aesthetically appealing.

SECTION 5: RECORD OF PROCEEDING

The documents and other materials that constitute the record of the proceedings upon which the City Council’s decision is based, which include, but are not limited to, the staff reports, as well as all materials that support the staff reports for the proposed project, and are located in the Planning and Building Department of the City of South Pasadena at 1414 Mission Street, South Pasadena, CA 91030. The custodian of these documents is the City Clerk of the City of South Pasadena.

SECTION 6. DETERMINATION

Based upon the findings outlined in Sections 1 through 5 above and provided during the public hearing, the City Council hereby upholds the Planning Commission’s Decision of Approval on August 11, 2020 for a Hillside Development Permit for the extension of Moffatt Street, which will be a private street extending westward from the northern end of Lowell Avenue to allow access to seven lots in Los Angeles and a Tree Removal Permit for the removal of five trees (Project No. 2191-HDP/TRP) (APNs: 5310-006-039, 5310-006-038, 5310-005-010, 5310-005-011, and 5310-005-004), subject to the Conditions of Approval, attached hereto as Exhibit “A.”

SECTION 7: CERTIFICATION OF THE RESOLUTION

The City Clerk of the City of South Pasadena shall certify that the foregoing Resolution was adopted by the City Council of the City of South Pasadena at a duly noticed regular meeting held on the 18th day of November 2020.

PASSED, APPROVED, AND ADOPTED this 18th day of November 2020 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Robert Joe, Mayor

ATTEST:

Evelyn G. Zneimer, City Clerk (seal)

APPROVED AS TO FORM:

Teresa L. Highsmith, City Attorney

EXHIBIT “A”
CONDITIONS OF APPROVAL
Hillside Development Permit and Tree Removal Permit

PROJECT NO. 2355-Appeal of the Planning Commission’s
Approval of Project No. 2191-HDP/TRP
Moffat Street Extension

On November 18, 2020, the City Council upheld the Planning Commission’s approval of Project No. 2191-HDP/TRP. Therefore, the following approval is granted for the land as described in the application and any attachments thereto, as shown on the development plans submitted to and approved by the Planning Commission on August 11, 2020:

- A. **Hillside Development Permit** for the street design of an extension of Moffat Street, which will be a private street extending westward from the northern end of Lowell Avenue to allow access to seven lots in Los Angeles; and
- B. **Tree Permit** for the removal of five (5) trees and planting of 16 trees for the proposed private street development. The Tree Permit was reviewed by the Public Works Department and was recommended for approval to the Planning Commission.

PLANNING DIVISION:

General Conditions

- P-1. No construction traffic relating to the project shall occur on South Pasadena streets except for the proposed private street.
- P-2. This approval and all rights hereunder shall terminate within twelve (12) months of the effective date of their approval by the Planning Commission unless otherwise conditioned and/or unless action is taken to secure Building Permits and maintain active Building Permits with the Building Division beginning with the submittal of the plans for Plan Check review.
- P-3. Approval by the Planning Commission does not constitute a building permit or authorization to begin any construction. All appropriate permits issued by the South Pasadena Public Works Department and Building Division must be obtained prior to construction, enlargement, relocation, conversion or demolition of any building or structure on any of the project site.
- P-4. All other requirements of any law, ordinance, or regulation of the State of California, City of South Pasadena, and any other government entity shall be complied with.
- P-5. Compliance with and execution of all conditions listed herein shall be necessary prior to obtaining any final inspection clearance and/or prior to obtaining any final clearance.
- P-6. The applicant and each successor in interest to the property which is the subject of

this project approval, shall defend, indemnify and hold harmless the City of South Pasadena and its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void or annul any approval of the City, City Council or City Planning Commission concerning this use.

- P-7. The applicant shall be responsible for all costs incurred by the City for the use of professional services or consultants in the review and investigation by Planning and Public Works, which include landscape plans, construction management plan, traffic control plans, and street and off-site improvement plans. The initial Building Construction plan check fee will cover the initial plan check and one recheck only. Additional review required beyond the first recheck shall be paid for on an hourly basis in accordance with the current fee schedule. The applicant shall deposit monies into an approved project account from which the City shall draw funds to pay for said professional services.
- P-8. If subsurface artifacts are unearthed during construction activities, the Applicant shall comply with California Public Resources Code (PRC) Section 21083.2, which specifies the protocol to be followed should cultural resources be discovered during excavation, grading, or construction activities. Should that process determine that any artifacts found are tribal in origin, ground-disturbance activity shall cease, and the City shall notify the tribes known to be affiliated with the Project area to initiate development of a tribal cultural resource (TCR) monitoring plan. Construction of the proposed Project shall adhere to California Health and Safety Code Section 7050.5, which states that if human remains are encountered, no further disturbance shall occur until the Los Angeles County Coroner has made a determination of origin and disposition pursuant to PRC Section 5097.98. The Los Angeles County Coroner must be notified of the find immediately. If the human remains are determined to be prehistoric, the Coroner will notify the NAHC, which will determine and notify a Most Likely Descendant (MLD). The MLD shall complete the inspection of the site within 48 hours of notification and may recommend scientific removal and non-destructive analysis of human remains and items associated with Native American burials.
- P-9. The hours of construction shall be limited to 8:00 am through 7:00 pm Monday through Friday; 9:00 am through 7:00 pm on Saturday; and 10:00 am through 6:00 pm on Sunday.
- P-10. The clearing, grading, earth moving, or excavation operations that cause excessive fugitive dust emissions shall be controlled by regular water or other dust preventive measures using the following procedures:
- a. All material excavated or graded shall be sufficiently watered to prevent excessive amounts of dust. Watering shall occur at least twice daily with complete coverage, preferable in the late morning and after work is done for the day;
 - b. All material transported on-site or off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust;
 - c. The area disturbed by clearing, grading, earth moving, or excavation operations

shall be minimized so as to prevent excessive amounts of dust; and

- d. Visible dust beyond the property line emanating from the project shall be prevented to the maximum extent feasible.

Street Improvement Plans
(Street Design)

- P-11. Provide revised street improvement plans for the private street for review and approval by the Planning Director and Public Works Director. The plans shall show and demonstrate the following:
- Change the 5-foot wide sidewalk adjacent to the 6-foot high retaining wall along the Southern California Edison (SCE) easement at the northern portion of the street to be a 2-foot wide landscape area with climbing vines;
 - Provide landscaping with climbing vines for the entire length of the northern retaining wall;
 - A red, "No Parking" curb along the southern side at the eastern end of the private street (adjacent to 4519 Lowell Avenue). The length of the red curb shall be determined by the City of South Pasadena Public Works Director and the City of Los Angeles/City of South Pasadena Fire Department to ensure appropriate clearance for fire truck access;
 - The street design shall not create more surcharge load where the existing curved retaining wall (north of the apartment complex) would fail; and
 - There shall be no grade change in the western end of the public portion of Moffat Street which abuts the private portion of the street.
 - Provide details on the street light pole design to the satisfaction of the City.
 - Retaining walls shall not exceed more than six (6) feet in height and must be separated a distance equal to the height of the retaining walls, not to exceed six (6) feet.
- P-12. The street improvement plan shall not be approved until the following documentations are provided to the satisfaction of Director of Planning and Community Development and the Director of Public Works:
- a. Documentation from the City of Los Angeles demonstrating approval for the private street connection to Lowell Avenue.
 - b. Documentation from the City of Los Angeles that a preliminary development plans (site plan and elevations) for the construction of all seven (7) lots have been reviewed by the City of Los Angeles Planning and confirmation that the plans as presented will not be subject to discretionary review.
 - c. A covenant or other instrument that runs with the land specifying maintenance of the private street, including landscaping and irrigation, in perpetuity by a designated entity.

Prior to Issuance of Grading Permit

- P-13. The applicant shall record the approved street design along with a covenant or other instrument acceptable to the City that runs with the land specifying maintenance of the private street, including landscaping and irrigation, in perpetuity by a designated entity.
- P-14. The applicant shall demonstrate that they received approved building permits from the City of Los Angeles for the seven (7) properties (Tract 5643 Lot 26 APN:5309-012-019, Lot 24 APN: 5309-012-017, Lot 22 APN: 5309-012-015, Lot 20 APN: 5309-012-013, Lot 18 APN: 5309-012-011, Lot 18 APN: 5309-012-009, and Lot 16 APN: 5309-012-007) in either of the following combinations:
- a. Four (4) of the seven (7) lots listed above as long as one of the parcels is Lot 26, or
 - b. Any five (5) of the seven (7) lots listed above.
- P-15. The applicant shall post a bond in a sufficient amount for maintaining, monitoring, and securing the private road for ten (10) years, or until the applicant demonstrates certificates of occupancy for the seven (7) properties (Tract 5643 Lot 26 APN:5309-012-019, Lot 24 APN: 5309-012-017, Lot 22 APN: 5309-012-015, Lot 20 APN: 5309-012-013, Lot 18 APN: 5309-012-011, Lot 18 APN: 5309-012-009, and Lot 16 APN: 5309-012-007), as long as one of the parcels is Lot 26.
- P-16. In the event that no homes are built on the properties listed above (Condition P-11) after ten (10) years, the bond shall be used by the bonding company for the removal of the street improvements.
- P-17. The applicant shall submit a construction management plan for approval by the Building, Planning, and Public Works Departments. The construction management plan shall include, but not be limited to:
- a. A proposed haul route and location of a proposed off-site construction staging area where project construction workers and/or subcontractors will park and equipment will be stored. Equipment and construction staging area shall be located away from adjacent residential uses. Any construction activity that may require closing public roadways shall be identified and mitigation identified as part of the staging plan. The applicant shall obtain input from Public Works to identify haul route and staging area.
 - b. A plan for dust control techniques to be implemented during project construction which shall include, but not be limited to, plans for daily watering of the construction site, limitations on construction hours, and adherence to standard construction practices such as watering of inactive and perimeter areas.

- c. A traffic control plan for the duration of the construction prepared by a licensed civil engineer for approval by the City Engineer. The applicant shall notify businesses and residents impacted by any parking restrictions during construction.
- d. A list of construction equipment, fixed or mobile, showing that all equipment will be equipped with properly operating and maintained mufflers and other state-required noise-attenuation devices.
- e. A plan for limiting the number of noise-generating, heavy-duty off-road construction equipment (e.g., backhoes, dozers, excavators, loaders, rollers, etc.) simultaneously used on the project site within 50 feet of adjacent residential uses surrounding the site to no more than one or two pieces of heavy-duty, off-road equipment to reduce construction noise levels.
- f. A sign, legible at a distance of 50 feet, shall be posted at the Project construction site providing a contact name and a telephone number where residents can inquire about the construction process and register complaints. This sign shall indicate the dates and duration of construction activities. In conjunction with this required posting, a noise disturbance coordinator shall be identified to address construction noise concerns received. The contact name and the telephone number for the noise disturbance coordinator shall be posted on the sign. The coordinator shall be responsible for responding to any local complaints about construction noise and shall notify the City to determine the cause and implement reasonable measures to the complaint, as deemed acceptable by the City.

P-18. If vegetation removal is scheduled during the nesting season (typically February 1 to September 1), then a focused survey for active nests shall be conducted by a qualified biologist (as determined by a combination of academic training and professional experience in biological sciences and related resource management activities) no more than five (5) days prior to the beginning of project-related activities (e.g., excavation, grading, vegetation removal, etc.). Surveys shall be conducted in proposed work areas, staging and storage areas, and soil, equipment, and material stockpile areas. For passerines and small raptors, surveys shall be conducted within a 250-foot radius surrounding the work area (in non-developed areas and where access is feasible). For larger raptors, such as those from the genus *Buteo*, the survey area shall encompass a 500-foot radius. Surveys shall be conducted during weather conditions suited to maximize the observation of possible nests and shall concentrate on areas of suitable habitat. If a lapse in project-related work of five (5) days or longer occurs, an additional nest survey shall be required before work can be reinitiated. If nests are encountered during any preconstruction survey, a qualified biologist shall determine if it may be feasible for construction to continue as planned without impacting the success of the nest, depending on conditions specific to each nest and the relative location and rate of construction activities. Any nest(s) within the Project Site shall be monitored by a qualified biologist during active construction if work is occurring directly adjacent to the pre-determined no-work buffer. If the qualified biologist determines construction activities have potential to adversely affect a nest, the biologist shall immediately inform the construction

manager to halt construction activities within a minimum exclusion buffer, depending on species and location. Construction activities within the no-work buffer may proceed after a qualified biologist determines the nest is no longer active due to natural causes (e.g. young have fledged, predation, or other non-anthropogenic nest failure).

- P-19. The applicant shall reimburse the City for any damage to City property associated with clearing, grading, earth moving, or excavation operations. Prior to the issuance of a grading permit, the applicant will deposit funds or bond for an amount as determined by the Director of Public Works.

- P-20. The applicant shall participate in a pre-construction meeting with property owners directly adjacent to the private street, the City of South Pasadena Planning and Building Divisions and Public Works Department, and Southern California Edison, to ensure all parties involved are aware of when construction will occur, what to expect, and to identify potential conflicts to eliminate otherwise unanticipated problems prior to the start of grading.

- P-21. The street naming of the private street shall be approved by the City of South Pasadena Public Works and the City of Los Angeles Bureau of Engineering.

Prior to Final Inspection

- P-22. The applicant shall install all landscaping and irrigation per the approved final landscape plans pursuant to the City’s Water Efficient Landscape Ordinance (SPMC Section 35.50). The applicant shall provide documentations as required under SPMC Section 35.50, which shall include, but not limited to the following:
 - a. A Certification of Completion certifying that landscape and irrigation have been installed per the approved final landscape plan and complies with the City Water Efficient Landscape Ordinance.

 - b. A Landscape Irrigation Audit Report from a certified landscape irrigation auditor shall be submitted to the City. The landscape irrigation audit shall not be conducted by the person who designed the landscape or installed the landscape irrigation.

PUBLIC WORKS DEPARTMENT

General Conditions

- PW-1. The applicant shall obtain City approval for any modifications or revisions to the approval of this project. Deviations not identified on the plans may not be approved by the City, potentially resulting in the need for the project to be redesigned.

- PW-2. The applicant shall provide a copy of a current Title Report (within the last 60 days). The applicant shall show all easements per the Title Report to the satisfaction of the Public Works Department. Any conflict with existing easements resulting in the site being redesigned potentially requires a minor change or amendment approval by Planning Commission.
- PW-3. The applicant shall pay all applicable City and Los Angeles County fees, including Public Works Department permit fees per the current adopted Master Fee Schedule which can be found on the City’s website. The applicant shall provide receipts of all applicable fees paid prior to the issuance of permits.
- PW-4. The applicant shall be responsible for all costs incurred by the City for the use of professional services or consultants in the review, investigation, and or plan check by Planning and Building, and Public Works Departments, which include construction plans, landscape plans, improvement plans, construction management plan, traffic control plans, and street improvement plans. The applicant shall deposit monies into an approved project account from which the City shall draw funds to pay for said professional services.

Grading Conditions

- PW-5. The applicant shall provide a detailed drainage plan signed and stamped by a CA licensed civil engineer. Cross lot drainage is not permitted. Provide a copy of the approved plan from the Building & Safety Department. The street improvement plan needs to address storm water runoff from the road.
- PW-6. The applicant shall comply with all requirements of the City of South Pasadena Low Impact Development (LID) Ordinance. The applicant shall include the necessary Best Management Practices (BMP) measures and a Standard Urban Storm Water Mitigation Plan (SUSMP) for construction and post-construction phases as part of the LID plan per SPMC Section 23.14. Provide a copy of the approved plan from the Building & Safety Department.
- PW-7. The applicant shall provide a copy of the Notice of Intent (NOI), a Waste Discharge Identification Number (WDID), and a Storm Water Pollution Prevention Plan (SWPPP) developed by a certified Qualified SWPPP Developer (QSD) per SPMC Section 23.12(b). Provide a copy of the approved plan from the Building & Safety Department.
- PW-8. Prior to issuance of a grading permit, the applicant shall provide an erosion control plan for dust control techniques to be implemented during project construction which shall include, but not be limited to, use of appropriate BMPs, plans for daily watering of the construction site, limitations on construction hours, and adherence to standard construction practices such as watering of inactive and perimeter areas.

Utility Conditions

- PW-9. Provide a 24-hour emergency contact number for the applicant and contact information of all utility agencies involved/impacted/potentially impacted by this project on the title sheet of the plans.
- PW-10. Water and sewer utilities shall be provided by the City of Los Angeles. Show the location and area of trench sections for the proposed sewer and water lines connection within the private street including trench restoration detail and all utility points of connections (POC). The City of South Pasadena will not provide water and sewer utilities.
- PW-11. Provide a copy of an approval letter and receipt for the sewer connection fee from the Los Angeles County Sanitation District (LACSD). A copy of the receipt for any fees to be paid must be submitted before permit issuance.
- PW-12. Provide clearance letter from utility companies for any proposed relocation of utility lines that encroach on the properties prior to obtaining permits for the project.
- PW-13. Improvement plans for underground utilities (i.e. water, sewer, gas, electrical, telecommunications, etc.) to be placed in the private street or easement that will be owned and maintained by other entities shall be reviewed by the City prior to Utility Agency approval.
- PW-14. The Developer shall execute and provide to the City, a written statement from the water, sewer, electrical, and gas purveyor indicating that each system will be owned, operated, and maintained by the purveyor and that under normal condition, the system(s) will meet the requirements for the development and that each service will be provided to each building.

Street Improvements Conditions

- PW-15. Show the existing grade, location, and dimensions of all existing and proposed conditions within street improvements including, but not limited to: curb and gutter, sidewalk, driveway, traffic striping, signage, utilities, lighting, landscaping, storm drain facilities, trees, and other features.
- PW-16. The proposed street improvement plans shall be prepared by a Registered Civil Engineer and provide the proposed cross slope for Moffat Street and the plan and profile for Moffat Street including center of the street, northerly curb and flow lines, southerly curb and flow lines. The applicant shall submit a final geotechnical report with the street improvement plans.
- PW-17. All flood control plans to be reviewed by the City or the Los Angeles County Flood Control District shall be submitted through the City of South Pasadena, unless otherwise directed by the City Engineer. For projects requiring LACFCD review, the developer shall pay the appropriate fees to LACFCD.

- PW-18. The applicant shall record a covenant or other instrument acceptable to the City that runs with the land for the private street including sidewalks, lighting, trees, landscaping (including irrigation system), irrigation, curb, gutter, drainage, utilities, storm water treatment devices, etc. shall be maintained in perpetuity by a designated entity. This covenant other instrument acceptable to the City shall be reviewed and approved by the Public Works Department and the City Attorney and a fully executed covenant, in recordable form, shall be provided to the City prior to obtaining a permit.
- PW-19. The street improvement plan shall include street lighting for the street and sidewalk in accordance with the most recent edition of the Illuminating Engineering Society of North America (IESNA) and American Association of State Highway and Transportation Official (AASHTO) Roadway Lighting Design Guide standards. The level of outdoor lighting to shall have no direct light or excess glare onto the adjacent neighbors.
- PW-20. Prior to final inspection, provide a street name sign at the property line stating the name of the street, range of address, and a clear indicator that this is a private street.
- PW-21. Prior to final inspection, the applicant shall submit a letter from the Engineer and Landscape Architect of record that the final street improvements, drainage, street lighting, and landscaping conforms to the approved plans.

Tree Conditions

- PW-22. Show all existing and proposed trees (including parkway trees), including size and species, and indicate their disposition. The applicant shall show methods of protecting existing onsite and on the parkway trees during construction on the plans. The applicant shall submit an arborist report for all trees (including parkway trees) at project completion to the City, demonstrating that all protection methods were followed and document the tree disposition after construction.
- PW-23. Tree removals associated with development shall only be conditionally approved subject to the applicant receiving their development building permit, paying all fees associated with the tree removal as established by resolution of the city council, and paying a deposit in the amount of \$5,360 for the 16 replacement trees. Upon the planning review authority's approval of the development application and satisfaction of all conditions of approval, and payment of all required fees, the applicant shall be issued a tree removal permit.
- PW-24. Replacement trees shall be planted per SPMC section 34.12-5 (b). The applicant is required to plant 16 replacement trees based on the trees proposed for removal. The South Pasadena Public Works Department shall inspect the replacement trees before being planted.
- PW-25. Upon the applicant's proof to the city's satisfaction that the applicant has complied with the approved tree replacement plan, the city shall reimburse the applicant's replacement tree deposit. Should the applicant fail to plant any replacement trees per the approved replacement tree plan, the city shall retain the amount of the

replacement tree deposit necessary to cover the cost to plant any required replacement trees in alternative locations within the city (public right-of-way, park, etc.), as permitted by SPMC chapter 34.

- PW-26. No trees shall be removed from the site until Tree Removal Permits are issued.
- PW-27. Trees planted adjacent to the private street will be private trees to be maintained (including trimming) under the recorded covenant or other instrument acceptable to the City.

Encroachment Conditions

- PW-28. The applicant shall provide a construction schedule for each stage of any major activities (i.e. demolition, grading, material delivery, etc.) and the timing of special access if necessary, as it relates to site staging, traffic, and access. If there are any changes to the construction schedule, the applicant shall submit a revised schedule to the Public Works Department.
- PW-29. The applicant shall provide a haul route map, traffic control plan, on-site staging plan, and indicate a contractor parking location to the Public Works Department for review and approval prior to issuance of permits. All vehicles including workers' vehicles shall not be parked near the construction site. Provide a shuttle service if necessary. Any construction activity that may require roadway closures will require a traffic control plan prepared by a CA licensed civil or traffic engineer or a C-31 licensed contractor to be submitted for review. All street closures will require an encroachment permit from the Public Works Department.
- PW-30. The applicant shall post temporary "No Parking " signs along the entire length of the property prior to the start of any construction. The temporary "No Parking" signs shall be covered at the end of each working day and uncovered at the start of the following working day prior to any construction activity. If two-way traffic cannot be accommodated, a traffic control plan depicting the use of flagmen and/or detouring shall be submitted for review.
- PW-31. No overnight storage of materials or equipment within the public right-of-way shall be permitted.
- PW-32. Temporary bins (low boy) will be "roll off" style to be provided by Athens Services. Athens Services has an exclusive agreement with the City for the provision of trash removal services: only Athens dumpsters can be used. Any dumpsters placed on the roadway shall require a protective barrier underneath (such as plywood) to protect the pavement. The applicant shall obtain dumpster permit from the Public Works Department.
- PW-33. The applicant shall be responsible for posting a project sign at the entrance to the project site displaying the City's construction hours per SPMC Section 19A.13. The project sign shall be 24" x 36" and made of durable weather-resistant material. The applicant shall provide a 24-hour emergency contact number for the designated

contact who will be responsible for maintaining the project site during the all stages of construction until the project is complete.

BUILDING AND SAFETY DIVISION:

General conditions

- BD-1. The second sheet of building and grading plans is to list all conditions of approval and to include a copy of the Planning Commission Decision letter. This information shall be incorporated into the plans prior to the first submittal for plan check.
- BD-2. Prior to the application of a building or grading permit, a preliminary Geotechnical report that specifically identifies and proposes mitigation measures for any soils or geological problems that may affect site stability or structural integrity shall be approved by the Building Official or his/her designee. The applicant shall reimburse the City for all costs incurred to have the project soils report evaluated by an independent, third-party, peer-level soils and /or geological engineer. Approval letter of the geotechnical report review shall be copied and pasted on the first sheet of building and grading plans.
- BD-3. A geotechnical and soils investigation report is required, the duties of the soils engineer of record, as indicated on the first sheet of the approved plans, shall include the following:
 - a) Observation of cleared areas and benches prepared to receive fill;
 - b) Observation of the removal of all unsuitable soils and other materials;
 - c) The approval of soils to be used as fill material;
 - d) Inspection of compaction and placement of fill;
 - e) The testing of compacted fills; and
 - f) The inspection of review of drainage devices.
- BD-4. The geotechnical and soils engineer shall review and approve the project grading and foundation plans to show compliance that their recommendations have been properly implemented.
- BD-5. The owner shall retain the soils engineer preparing the Preliminary Soils and/or Geotechnical Investigation accepted by the City for observation of all grading, site preparation, and compaction testing. Observation and testing shall not be performed by another soils and/or geotechnical engineer unless the subsequent soils and/or geotechnical engineer submits and has accepted by Building Division, a new Preliminary Soils and/or Geotechnical Investigation.
- BD-6. At the time of plan submittal, the PDF copy of the soils report shall be provided by the applicant.

- BD-7. A grading and drainage plan shall be approved prior to issuance of the building permit. The grading and drainage plan shall indicate how all storm drainage including contributory drainage from the existing development in the subject site is carried to the public right-of-way or drainage structure approved to receive storm water.
- BD-8. Grading work and drainage shall be designed and constructed in accordance with applicable provisions in Appendix J as part of Los Angeles County Building Code.
- BD-9. Drainage patterns within the proposed street shall be designed to the extent possible to resemble those in the pre-development stage and be supported by hydrology/hydraulic calculations based on the current Los Angeles County 50-Year, 24 Hour Isohyet. Should the drainage flows cross property lines or city boundaries which existed prior to grading, the post-development drainage shall continue to follow this pattern without exceeding the existing drainage flow in accordance with Section J109.4. Excess or concentrated drainage and its disposal at the existing segment of the Moffat Street is strictly prohibited.
- BD-10. Separate plan review and permit is required for each detached retaining wall.
- BD-11. Retaining wall structural calculations prepared under the direction of a civil engineer or structural engineer shall be provided.
- BD-12. In accordance with paragraph 5538(b) of the California Business and Professions Code, grading and retaining wall plans are to be prepared and stamped by a licensed civil engineer.
- BD-13. The building/grading permit will not be issued until all project property boundaries affected by the proposal has been surveyed and marked by a land surveyor licensed by the State of California.
- BD-14. Rough grading inspection will not be made until the excavation has been surveyed and the easement boundaries have been determined in accordance with the approved plans by a land surveyor licensed by the State of California. THIS NOTE IS TO BE PLACED ON THE FOUNDATION PLAN IN A PROMINENT LOCATION.
- BD-15. No form work or other construction materials will be permitted to encroach into adjacent property without written approval of the affected property owner.
- BD-16. Prior to the issuance of building permit, a written consent shall be obtained from the current easement holder(s) for any proposed development encroaching into existing easement(s).

FIRE DEPARTMENT:

- FD-1. The private street shall meet the following slope requirements:
 - a. The turn-around landing at the west end of the street cannot have a slope greater than 3%; and

- b. The average slope of the entire private street cannot be greater than 17% from the top of the turn-around landing to the bottom of the private street; and
- c. The maximum slope for any portion of the private driveway shall not exceed 20%.

ATTACHMENT 2
Redline Version of Conditions of Approval

EXHIBIT “A”
CONDITIONS OF APPROVAL
Hillside Development Permit and Tree Removal Permit

PROJECT NO. 2355-Appeal of the Planning Commission’s
Approval of Project No. 2191-HDP/TRP
Moffat Street Extension

On ~~October 24~~November 18, 2020, the City Council upheld the Planning Commission’s approval of Project No. 2191-HDP/TRP. Therefore, the following approval is granted for the land as described in the application and any attachments thereto, as shown on the development plans submitted to and approved by the Planning Commission on August 11, 2020:

- A. **Hillside Development Permit** for the street design of an extension of Moffat Street, which will be a private street extending westward from the northern end of Lowell Avenue to allow access to seven lots in Los Angeles; and
- B. **Tree Permit** for the removal of five (5) trees and planting of 16 trees for the proposed private street development. The Tree Permit was reviewed by the Public Works Department and was recommended for approval to the Planning Commission.

PLANNING DIVISION:

General Conditions

- P-1. No construction traffic relating to the project shall occur on South Pasadena streets except for the proposed private street.
- P-2. This approval and all rights hereunder shall terminate within twelve (12) months of the effective date of their approval by the Planning Commission unless otherwise conditioned and/or unless action is taken to secure Building Permits and maintain active Building Permits with the Building Division beginning with the submittal of the plans for Plan Check review.
- P-3. Approval by the Planning Commission does not constitute a building permit or authorization to begin any construction. All appropriate permits issued by the South Pasadena Public Works Department and Building Division must be obtained prior to construction, enlargement, relocation, conversion or demolition of any building or structure on any of the project site.
- P-4. All other requirements of any law, ordinance, or regulation of the State of California, City of South Pasadena, and any other government entity shall be complied with.
- P-5. Compliance with and execution of all conditions listed herein shall be necessary prior to obtaining any final inspection clearance and/or prior to obtaining any final clearance.
- P-6. The applicant and each successor in interest to the property which is the subject of

this project approval, shall defend, indemnify and hold harmless the City of South Pasadena and its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void or annul any approval of the City, City Council or City Planning Commission concerning this use.

- P-7. The applicant shall be responsible for all costs incurred by the City for the use of professional services or consultants in the review and investigation by Planning and Public Works, which include landscape plans, construction management plan, traffic control plans, and street and off-site improvement plans. The initial Building Construction plan check fee will cover the initial plan check and one recheck only. Additional review required beyond the first recheck shall be paid for on an hourly basis in accordance with the current fee schedule. The applicant shall deposit monies into an approved project account from which the City shall draw funds to pay for said professional services.
- P-8. If subsurface artifacts are unearthed during construction activities, the Applicant shall comply with California Public Resources Code (PRC) Section 21083.2, which specifies the protocol to be followed should cultural resources be discovered during excavation, grading, or construction activities. Should that process determine that any artifacts found are tribal in origin, ground-disturbance activity shall cease, and the City shall notify the tribes known to be affiliated with the Project area to initiate development of a tribal cultural resource (TCR) monitoring plan. Construction of the proposed Project shall adhere to California Health and Safety Code Section 7050.5, which states that if human remains are encountered, no further disturbance shall occur until the Los Angeles County Coroner has made a determination of origin and disposition pursuant to PRC Section 5097.98. The Los Angeles County Coroner must be notified of the find immediately. If the human remains are determined to be prehistoric, the Coroner will notify the NAHC, which will determine and notify a Most Likely Descendant (MLD). The MLD shall complete the inspection of the site within 48 hours of notification and may recommend scientific removal and non-destructive analysis of human remains and items associated with Native American burials.
- P-9. The hours of construction shall be limited to 8:00 am through 7:00 pm Monday through Friday; 9:00 am through 7:00 pm on Saturday; and 10:00 am through 6:00 pm on Sunday.
- P-10. The clearing, grading, earth moving, or excavation operations that cause excessive fugitive dust emissions shall be controlled by regular water or other dust preventive measures using the following procedures:
- a. All material excavated or graded shall be sufficiently watered to prevent excessive amounts of dust. Watering shall occur at least twice daily with complete coverage, preferable in the late morning and after work is done for the day;
 - b. All material transported on-site or off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust;
 - c. The area disturbed by clearing, grading, earth moving, or excavation operations

shall be minimized so as to prevent excessive amounts of dust; and

- d. Visible dust beyond the property line emanating from the project shall be prevented to the maximum extent feasible.

Street Improvement Plans

(Street Design)

P-11. Provide revised street improvement plans for the private street for review and approval by the Planning Director and Public Works Director. The plans shall show and demonstrate the following:

- Change the 5-foot wide sidewalk adjacent to the 6-foot high retaining wall along the Southern California Edison (SCE) easement at the northern portion of the street to be a 2-foot wide landscape area with climbing vines;
- Provide landscaping with climbing vines for the entire length of the northern retaining wall;
- A red, "No Parking" curb along the southern side at the eastern end of the private street (adjacent to 4519 Lowell Avenue). The length of the red curb shall be determined by the City of South Pasadena Public Works Director and the City of Los Angeles/City of South Pasadena Fire Department to ensure appropriate clearance for fire truck access;
- The street design shall not create more surcharge load where the existing curved retaining wall (north of the apartment complex) would fail; and
- There shall be no grade change in the western end of the public portion of Moffat Street which abuts the private portion of the street.
- Provide details on the street light pole design to the satisfaction of the City.
- Retaining walls shall not exceed more than six (6) feet in height and must be separated a distance equal to the height of the retaining walls, not to exceed six (6) feet.

P-12. The street improvement plan shall not be approved until the following documentations are provided to the satisfaction of Director of Planning and Community Development and the Director of Public Works:

- a. Documentation from the City of Los Angeles demonstrating approval for the private street connection to Lowell Avenue.
- b. Documentation from the City of Los Angeles that a preliminary development plans (site plan and elevations) for the construction of all seven (7) lots have been reviewed by the City of Los Angeles Planning and confirmation that the plans as presented will not be subject to discretionary review.
- c. A covenant or other instrument that runs with the land specifying maintenance of the private street, including landscaping and irrigation, in perpetuity by a designated entity.

Prior to Issuance of Grading Permit

~~P-13.~~ P-13. The applicant shall record the approved street design along with a covenant or other instrument acceptable to the City that runs with the land specifying maintenance of the private street, including landscaping and irrigation, in perpetuity by a designated entity.

~~P-11.~~ P-14. The ~~developer~~ applicant shall demonstrate that they received approved building permits from the City of Los Angeles post a bond in a sufficient amount for maintaining, monitoring, and securing the private road for ten (10) years, or until the applicant demonstrates certificates of occupancy for the seven (7) properties (Tract 5643 Lot 26 APN:5309-012-019, Lot 24 APN: 5309-012-017, Lot 22 APN: 5309-012-015, Lot 20 APN: 5309-012-013, Lot 18 APN: 5309-012-011, Lot 18 APN: 5309-012-009, and Lot 16 APN: 5309-012-007) in either of the following combinations:

- a. ~~Three~~ Four (34) of the seven (7) lots listed above as long as one of the parcels is Lot 26, or
- b. Any four (45) of the seven (7) lots listed above.

~~P-15.~~ P-15. The applicant shall post a bond in a sufficient amount for maintaining, monitoring, and securing the private road for ten (10) years, or until the applicant demonstrates certificates of occupancy for the seven (7) properties (Tract 5643 Lot 26 APN:5309-012-019, Lot 24 APN: 5309-012-017, Lot 22 APN: 5309-012-015, Lot 20 APN: 5309-012-013, Lot 18 APN: 5309-012-011, Lot 18 APN: 5309-012-009, and Lot 16 APN: 5309-012-007), as long as one of the parcels is Lot 26.

~~P-12.~~ The developer shall submit preliminary development plans (site plan and elevations) for the construction of either combination of properties reference in Condition P-11 to the City of Los Angeles Planning and provide documentation from the City of Los Angeles confirming that the plans as presented will not be subject to discretionary review.

~~P-13.~~ P-16. In the event that no homes are built on the properties listed above (Condition P-11) after ten (10) years, the bond shall be used by the bonding company for the removal of the street improvements.

~~P-14.~~ Provide revised street improvement plans for the private street for review and approval by the Planning Director and Public Works Director. The plans shall show and demonstrate the following:

- ~~• Change the 5 foot wide sidewalk adjacent to the 6 foot high retaining wall along the Southern California Edison (SCE) easement at the northern portion of the street to be a 2 feet wide landscape area with climbing vines;~~
- ~~• Provide landscaping with climbing vines for the entire length of the northern retaining wall;~~
- ~~• A red, "No Parking" curb along the southern side at the eastern end of the private street (adjacent to 4519 Lowell Avenue). The length of the red curb shall be determined by the City of South Pasadena Public Works Director and the~~

~~City of Los Angeles/City of South Pasadena Fire Department to ensure appropriate clearance for fire truck access;~~

- ~~• The street design shall not create more surcharge load where the existing curved retaining wall (north of the apartment complex) would fail; and~~
- ~~• There shall be no grade change in the western end of the public portion of Moffat Street which abuts the private portion of the street.~~

~~P-15. Retaining walls shall not exceed more than six (6) feet in height and must be separated a distance equal to the height of the retaining walls, not to exceed six (6) feet.~~

~~P-16-P-17.~~ The applicant shall submit a construction management plan for approval by the Building, Planning, and Public Works Departments. The construction management plan shall include, but not be limited to:

- A proposed haul route and location of a proposed off-site construction staging area where project construction workers and/or subcontractors will park and equipment will be stored. Equipment and construction staging area shall be located away from adjacent residential uses. Any construction activity that may require closing public roadways shall be identified and mitigation identified as part of the staging plan. The applicant shall obtain input from Public Works to identify haul route and staging area.
- A plan for dust control techniques to be implemented during project construction which shall include, but not be limited to, plans for daily watering of the construction site, limitations on construction hours, and adherence to standard construction practices such as watering of inactive and perimeter areas.
- A traffic control plan for the duration of the construction prepared by a licensed civil engineer for approval by the City Engineer. The applicant shall notify businesses and residents impacted by any parking restrictions during construction.
- A list of construction equipment, fixed or mobile, showing that all equipment will be equipped with properly operating and maintained mufflers and other state-required noise-attenuation devices.
- A plan for limiting the number of noise-generating, heavy-duty off-road construction equipment (e.g., backhoes, dozers, excavators, loaders, rollers, etc.) simultaneously used on the project site within 50 feet of adjacent residential uses surrounding the site to no more than one or two pieces of heavy-duty, off-road equipment to reduce construction noise levels.
- A sign, legible at a distance of 50 feet, shall be posted at the Project construction site providing a contact name and a telephone number where residents can inquire about the construction process and register complaints. This sign shall indicate the dates and duration of construction activities. In conjunction with this required posting, a noise disturbance coordinator shall be identified to address construction noise concerns received. The contact name and the telephone

number for the noise disturbance coordinator shall be posted on the sign. The coordinator shall be responsible for responding to any local complaints about construction noise and shall notify the City to determine the cause and implement reasonable measures to the complaint, as deemed acceptable by the City.

~~P-17.~~P-18. If vegetation removal is scheduled during the nesting season (typically February 1 to September 1), then a focused survey for active nests shall be conducted by a qualified biologist (as determined by a combination of academic training and professional experience in biological sciences and related resource management activities) no more than five (5) days prior to the beginning of project-related activities (e.g., excavation, grading, vegetation removal, etc.). Surveys shall be conducted in proposed work areas, staging and storage areas, and soil, equipment, and material stockpile areas. For passerines and small raptors, surveys shall be conducted within a 250-foot radius surrounding the work area (in non-developed areas and where access is feasible). For larger raptors, such as those from the genus *Buteo*, the survey area shall encompass a 500-foot radius. Surveys shall be conducted during weather conditions suited to maximize the observation of possible nests and shall concentrate on areas of suitable habitat. If a lapse in project-related work of five (5) days or longer occurs, an additional nest survey shall be required before work can be reinitiated. If nests are encountered during any preconstruction survey, a qualified biologist shall determine if it may be feasible for construction to continue as planned without impacting the success of the nest, depending on conditions specific to each nest and the relative location and rate of construction activities. Any nest(s) within the Project Site shall be monitored by a qualified biologist during active construction if work is occurring directly adjacent to the pre-determined no-work buffer. If the qualified biologist determines construction activities have potential to adversely affect a nest, the biologist shall immediately inform the construction manager to halt construction activities within a minimum exclusion buffer, depending on species and location. Construction activities within the no-work buffer may proceed after a qualified biologist determines the nest is no longer active due to natural causes (e.g. young have fledged, predation, or other non-anthropogenic nest failure).

~~P-18.~~P-19. The applicant shall reimburse the City for any damage to City property associated with clearing, grading, earth moving, or excavation operations. Prior to the issuance of a grading permit, the applicant will deposit funds or bond for an amount as determined by the Director of Public Works.

~~P-19.~~ ~~The applicant shall provide details on the street light pole design to the satisfaction of the Planning Director.~~

P-20. The applicant shall participate in a pre-construction meeting with property owners directly adjacent to the private street, the City of South Pasadena Planning and Building Divisions and Public Works Department, and Southern California Edison, to ensure all parties involved are aware of when construction will occur, what to expect, and to identify potential conflicts to eliminate otherwise unanticipated problems prior to the start of grading.

- P-21. ~~The applicant shall provide documentation demonstrating approval from the City of Los Angeles for the private street connection to Lowell Avenue. Street naming of the private street shall be approved by the City of South Pasadena Public Works and the City of Los Angeles Bureau of Engineering.~~

Prior to Final Inspection

- P-22. The applicant shall install all landscaping and irrigation per the approved final landscape plans pursuant to the City’s Water Efficient Landscape Ordinance (SPMC Section 35.50). The applicant shall provide documentations as required under SPMC Section 35.50, which shall include, but not limited to the following:
- a. A Certification of Completion certifying that landscape and irrigation have been installed per the approved final landscape plan and complies with the City Water Efficient Landscape Ordinance.
 - b. A Landscape Irrigation Audit Report from a certified landscape irrigation auditor shall be submitted to the City. The landscape irrigation audit shall not be conducted by the person who designed the landscape or installed the landscape irrigation.

- ~~P-23. The applicant shall record a covenant or other instrument acceptable to the City that runs with the land specifying the following:~~
- ~~a. All common open space areas, both residential and commercial, including all courts, paseos, pedestrian access, all private water, drainage, and sewer, facilities; storm water treatment devices, landscaping within designated landscape areas (including irrigation system), and community mailboxes, etc. shall be maintained in perpetuity by a designated entity.~~

PUBLIC WORKS DEPARTMENT

General Conditions

- PW-1. The applicant shall obtain City approval for any modifications or revisions to the approval of this project. Deviations not identified on the plans may not be approved by the City, potentially resulting in the need for the project to be redesigned.
- PW-2. The applicant shall provide a copy of a current Title Report (within the last 60 days). The applicant shall show all easements per the Title Report to the satisfaction of the Public Works Department. Any conflict with existing easements resulting in the site being redesigned potentially requires a minor change or amendment approval by Planning Commission.
- PW-3. The applicant shall pay all applicable City and Los Angeles County fees, including Public Works Department permit fees per the current adopted Master Fee Schedule which can be found on the City’s website. The applicant shall provide receipts of all applicable fees paid prior to the issuance of permits.

- PW-4. The applicant shall be responsible for all costs incurred by the City for the use of professional services or consultants in the review, investigation, and or plan check by Planning and Building, and Public Works Departments, which include construction plans, landscape plans, improvement plans, construction management plan, traffic control plans, and street improvement plans. The applicant shall deposit monies into an approved project account from which the City shall draw funds to pay for said professional services.

Grading Conditions

- PW-5. The applicant shall provide a detailed drainage plan signed and stamped by a CA licensed civil engineer. Cross lot drainage is not permitted. Provide a copy of the approved plan from the Building & Safety Department. The street improvement plan needs to address storm water runoff from the road.
- PW-6. The applicant shall comply with all requirements of the City of South Pasadena Low Impact Development (LID) Ordinance. The applicant shall include the necessary Best Management Practices (BMP) measures and a Standard Urban Storm Water Mitigation Plan (SUSMP) for construction and post-construction phases as part of the LID plan per SPMC Section 23.14. Provide a copy of the approved plan from the Building & Safety Department.
- PW-7. The applicant shall provide a copy of the Notice of Intent (NOI), a Waste Discharge Identification Number (WDID), and a Storm Water Pollution Prevention Plan (SWPPP) developed by a certified Qualified SWPPP Developer (QSD) per SPMC Section 23.12(b). Provide a copy of the approved plan from the Building & Safety Department.
- PW-8. Prior to issuance of a grading permit, the applicant shall provide an erosion control plan for dust control techniques to be implemented during project construction which shall include, but not be limited to, use of appropriate BMPs, plans for daily watering of the construction site, limitations on construction hours, and adherence to standard construction practices such as watering of inactive and perimeter areas.

Utility Conditions

- PW-9. Provide a 24-hour emergency contact number for the applicant and contact information of all utility agencies involved/impacted/potentially impacted by this project on the title sheet of the plans.
- PW-10. Water and sewer utilities shall be provided by the City of Los Angeles. Show the location and area of trench sections for the proposed sewer and water lines connection within the private street including trench restoration detail and all utility points of connections (POC). The City of South Pasadena will not provide water and sewer utilities.
- PW-11. Provide a copy of an approval letter and receipt for the sewer connection fee from the Los Angeles County Sanitation District (LACSD). A copy of the receipt for any fees to be paid must be submitted before permit issuance.

- PW-12. Provide clearance letter from utility companies for any proposed relocation of utility lines that encroach on the properties prior to obtaining permits for the project.
- PW-13. Improvement plans for underground utilities (i.e. water, sewer, gas, electrical, telecommunications, etc.) to be placed in the private street or easement that will be owned and maintained by other entities shall be reviewed by the City prior to Utility Agency approval.
- PW-14. The Developer shall execute and provide to the City, a written statement from the water, sewer, electrical, and gas purveyor indicating that each system will be owned, operated, and maintained by the purveyor and that under normal condition, the system(s) will meet the requirements for the development and that each service will be provided to each building.

Street Improvements Conditions

- PW-15. Show the existing grade, location, and dimensions of all existing and proposed conditions within street improvements including, but not limited to: curb and gutter, sidewalk, driveway, traffic striping, signage, utilities, lighting, landscaping, storm drain facilities, trees, and other features.
- PW-16. The proposed street improvement plans shall be prepared by a Registered Civil Engineer and provide the proposed cross slope for Moffat Street and the plan and profile for Moffat Street including center of the street, northerly curb and flow lines, southerly curb and flow lines. The applicant shall submit a final geotechnical report with the street improvement plans.
- PW-17. All flood control plans to be reviewed by the City or the Los Angeles County Flood Control District shall be submitted through the City of South Pasadena, unless otherwise directed by the City Engineer. For projects requiring LACFCD review, the developer shall pay the appropriate fees to LACFCD.
- PW-18. The applicant shall record a covenant or other instrument acceptable to the City that runs with the land for the private street including sidewalks, lighting, trees, landscaping (including irrigation system), irrigation, curb, gutter, drainage, utilities, storm water treatment devices, etc. shall be maintained in perpetuity by a designated entity. This covenant other instrument acceptable to the City shall be reviewed and approved by the Public Works Department and the City Attorney and a fully executed covenant, in recordable form, shall be provided to the City prior to obtaining a permit.
- PW-19. The street improvement plan shall include street lighting for the street and sidewalk in accordance with the most recent edition of the Illuminating Engineering Society of North America (IESNA) and American Association of State Highway and Transportation Official (AASHTO) Roadway Lighting Design Guide standards. The level

of outdoor lighting to shall have no direct light or excess glare onto the adjacent neighbors.

- PW-20. Prior to final inspection, provide a street name sign at the property line stating the name of the street, range of address, and a clear indicator that this is a private street.
- PW-21. Prior to final inspection, the applicant shall submit a letter from the Engineer and Landscape Architect of record that the final street improvements, drainage, street lighting, and landscaping conforms to the approved plans.

Tree Conditions

- PW-22. Show all existing and proposed trees (including parkway trees), including size and species, and indicate their disposition. The applicant shall show methods of protecting existing onsite and on the parkway trees during construction on the plans. The applicant shall submit an arborist report for all trees (including parkway trees) at project completion to the City, demonstrating that all protection methods were followed and document the tree disposition after construction.
- PW-23. Tree removals associated with development shall only be conditionally approved subject to the applicant receiving their development building permit, paying all fees associated with the tree removal as established by resolution of the city council, and paying a deposit in the amount of \$5,360 for the 16 replacement trees. Upon the planning review authority's approval of the development application and satisfaction of all conditions of approval, and payment of all required fees, the applicant shall be issued a tree removal permit.
- PW-24. Replacement trees shall be planted per SPMC section 34.12-5 (b). The applicant is required to plant 16 replacement trees based on the trees proposed for removal. The South Pasadena Public Works Department shall inspect the replacement trees before being planted.
- PW-25. Upon the applicant's proof to the city's satisfaction that the applicant has complied with the approved tree replacement plan, the city shall reimburse the applicant's replacement tree deposit. Should the applicant fail to plant any replacement trees per the approved replacement tree plan, the city shall retain the amount of the replacement tree deposit necessary to cover the cost to plant any required replacement trees in alternative locations within the city (public right-of-way, park, etc.), as permitted by SPMC chapter 34.
- PW-26. No trees shall be removed from the site until Tree Removal Permits are issued.
- PW-27. Trees planted adjacent to the private street will be private trees to be maintained (including trimming) under the recorded covenant or other instrument acceptable to the City.

Encroachment Conditions

- PW-28. The applicant shall provide a construction schedule for each stage of any major activities (i.e. demolition, grading, material delivery, etc.) and the timing of special access if necessary, as it relates to site staging, traffic, and access. If there are any changes to the construction schedule, the applicant shall submit a revised schedule to the Public Works Department.
- PW-29. The applicant shall provide a haul route map, traffic control plan, on-site staging plan, and indicate a contractor parking location to the Public Works Department for review and approval prior to issuance of permits. All vehicles including workers' vehicles shall not be parked near the construction site. Provide a shuttle service if necessary. Any construction activity that may require roadway closures will require a traffic control plan prepared by a CA licensed civil or traffic engineer or a C-31 licensed contractor to be submitted for review. All street closures will require an encroachment permit from the Public Works Department.
- PW-30. The applicant shall post temporary "No Parking " signs along the entire length of the property prior to the start of any construction. The temporary "No Parking" signs shall be covered at the end of each working day and uncovered at the start of the following working day prior to any construction activity. If two-way traffic cannot be accommodated, a traffic control plan depicting the use of flagmen and/or detouring shall be submitted for review.
- PW-31. No overnight storage of materials or equipment within the public right-of-way shall be permitted.
- PW-32. Temporary bins (low boy) will be "roll off" style to be provided by Athens Services. Athens Services has an exclusive agreement with the City for the provision of trash removal services: only Athens dumpsters can be used. Any dumpsters placed on the roadway shall require a protective barrier underneath (such as plywood) to protect the pavement. The applicant shall obtain dumpster permit from the Public Works Department.
- PW-33. The applicant shall be responsible for posting a project sign at the entrance to the project site displaying the City's construction hours per SPMC Section 19A.13. The project sign shall be 24" x 36" and made of durable weather-resistant material. The applicant shall provide a 24-hour emergency contact number for the designated contact who will be responsible for maintaining the project site during the all stages of construction until the project is complete.

BUILDING AND SAFETY DIVISION:

General conditions

- BD-1. The second sheet of building and grading plans is to list all conditions of approval and to include a copy of the Planning Commission Decision letter. This information shall be incorporated into the plans prior to the first submittal for plan check.
- BD-2. Prior to the application of a building or grading permit, a preliminary Geotechnical report that specifically identifies and proposes mitigation measures for any soils or

geological problems that may affect site stability or structural integrity shall be approved by the Building Official or his/her designee. The applicant shall reimburse the City for all costs incurred to have the project soils report evaluated by an independent, third-party, peer-level soils and /or geological engineer. Approval letter of the geotechnical report review shall be copied and pasted on the first sheet of building and grading plans.

- BD-3. A geotechnical and soils investigation report is required, the duties of the soils engineer of record, as indicated on the first sheet of the approved plans, shall include the following:
- a) Observation of cleared areas and benches prepared to receive fill;
 - b) Observation of the removal of all unsuitable soils and other materials;
 - c) The approval of soils to be used as fill material;
 - d) Inspection of compaction and placement of fill;
 - e) The testing of compacted fills; and
 - f) The inspection of review of drainage devices.
- BD-4. The geotechnical and soils engineer shall review and approve the project grading and foundation plans to show compliance that their recommendations have been properly implemented.
- BD-5. The owner shall retain the soils engineer preparing the Preliminary Soils and/or Geotechnical Investigation accepted by the City for observation of all grading, site preparation, and compaction testing. Observation and testing shall not be performed by another soils and/or geotechnical engineer unless the subsequent soils and/or geotechnical engineer submits and has accepted by Building Division, a new Preliminary Soils and/or Geotechnical Investigation.
- BD-6. At the time of plan submittal, the PDF copy of the soils report shall be provided by the applicant.
- BD-7. A grading and drainage plan shall be approved prior to issuance of the building permit. The grading and drainage plan shall indicate how all storm drainage including contributory drainage from the existing development in the subject site is carried to the public right-of-way or drainage structure approved to receive storm water.
- BD-8. Grading work and drainage shall be designed and constructed in accordance with applicable provisions in Appendix J as part of Los Angeles County Building Code.
- BD-9. Drainage patterns within the proposed street shall be designed to the extent possible to resemble those in the pre-development stage and be supported by hydrology/hydraulic calculations based on the current Los Angeles County 50-Year,

24 Hour Isohyet. Should the drainage flows cross property lines or city boundaries which existed prior to grading, the post-development drainage shall continue to follow this pattern without exceeding the existing drainage flow in accordance with Section J109.4. Excess or concentrated drainage and its disposal at the existing segment of the Moffat Street is strictly prohibited.

- BD-10. Separate plan review and permit is required for each detached retaining wall.
- BD-11. Retaining wall structural calculations prepared under the direction of a civil engineer or structural engineer shall be provided.
- BD-12. In accordance with paragraph 5538(b) of the California Business and Professions Code, grading and retaining wall plans are to be prepared and stamped by a licensed civil engineer.
- BD-13. The building/grading permit will not be issued until all project property boundaries affected by the proposal has been surveyed and marked by a land surveyor licensed by the State of California.
- BD-14. Rough grading inspection will not be made until the excavation has been surveyed and the easement boundaries have been determined in accordance with the approved plans by a land surveyor licensed by the State of California. THIS NOTE IS TO BE PLACED ON THE FOUNDATION PLAN IN A PROMINENT LOCATION.
- BD-15. No form work or other construction materials will be permitted to encroach into adjacent property without written approval of the affected property owner.
- BD-16. Prior to the issuance of building permit, a written consent shall be obtained from the current easement holder(s) for any proposed development encroaching into existing easement(s).

FIRE DEPARTMENT:

- FD-1. The private street shall meet the following slope requirements:
 - a. The turn-around landing at the west end of the street cannot have a slope greater than 3%; and
 - b. The average slope of the entire private street cannot be greater than 17% from the top of the turn-around landing to the bottom of the private street; and
 - c. The maximum slope for any portion of the private driveway shall not exceed 20%.

ATTACHMENT 3
Staff Report for October 21, 2020
City Council Meeting
[\(Click Here\)](#)

Additional Document No. 1
See pages 125 to 189
[\(Click Here\)](#)

ATTACHMENT 4
Emails From City of Los Angeles

Malinda Lim

From: Albert Servin <albert.servin@lacity.org>
Sent: Thursday, October 29, 2020 12:39 PM
To: Malinda Lim
Cc: Kanika Kith; Joanna Hankamer
Subject: Re: Moffat Street Meeting

CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Malinda,

Since both cities follow similar guidelines, the City of LA would allow the building permits to be issued as long as the private streets are approved.

Potentially, a coordination letter may be needed between the two cities to outline the permitting, clearance, and inspection responsibilities between the two cities.

Let me know if you have any questions.

Thanks,

Albert

Malinda Lim

From: Susan Zermeno <susan.zermeno@lacity.org>
Sent: Monday, October 26, 2020 3:03 PM
To: Malinda Lim
Cc: Albert Servin; Kanika Kith; Joanna Hankamer
Subject: Re: Moffat Street Meeting

CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Malinda,

for the Record, there is no Zone Change proposed or cases filed with the City of Los Angeles for these particular lots. The last action on these lots was Citywide to regulate Hillside Development back in 2008.

Susan

Malinda Lim

From: David French <dfrench@planethomeliving.com>
Sent: Friday, October 23, 2020 2:30 PM
To: Kanika Kith; Malinda Lim
Cc: Michael Marini; Scott Uhles; Darren Poon; Joanna Hankamer
Subject: FW: Lowell at Moffat Connection Approval

CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Malinda/Kanika,
Please see attached e-mail from Christine Sotelo with the City of Los Angeles Bureau of Engineering - Department of Public Works. We will also be following up regarding roadway conditions as it relates to building permits and will forward that as well. Thank you

David French
COO, President



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From: Christine Sotelo <christine.sotelo@lacity.org>
Date: Friday, October 23, 2020 at 2:24 PM
To: David French <dfrench@planethomeliving.com>
Cc: Kurt Corral <kurt.corral@lacity.org>, Mike Marini <mmarini@planethomeliving.com>, Darren Poon <DPoon@delanegroup.com>, Scott Uhles <suhles@delanegroup.com>
Subject: Re: Lowell at Moffat Connection

Hi David,

BOE will not object to any connections to existing roadways within the City of LA that occurs outside of our jurisdiction.

Christine Sotelo, P.E.

Permit Case Management Division | Civil Engineer

Bureau of Engineering | Department of Public Works

201 N. Figueroa St., Suite 200, Los Angeles, CA 90012 MS 901-1

Office: [213.378.1263](tel:213.378.1263)



Proud Recipient of the Mayor Office 2019 Gender Equity Award

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City Council Agenda Report

ITEM NO. 17

DATE: November 18, 2020

FROM: Sean Joyce, Interim City Manager

PREPARED BY: Joanna Hankamer, Director of Planning and Community Development
Lucy Demirjian, Assistant to the City Manager

SUBJECT: **Open the Public Hearing for Discussion of an Urgency Ordinance Establishing Additional Tenant Protections; Review Findings and Provide Direction Regarding No-Fault Just Cause Evictions for Substantial Remodels, Tenant Relocation Assistance and Penalties**

Recommendation

It is recommended that the City Council:

1. Open the public hearing for discussion of a proposed urgency ordinance establishing additional procedures and requirements for no-fault just cause evictions for substantial remodels; and
2. Review initial study and provide direction regarding relocation assistance and direct staff to return with additional recommendations after stakeholder outreach and Planning Commission discussions.

Commission Review and Recommendation

On October 13, 2020, the Planning Commission received 6 written and 14 verbal public comments requesting the adoption of an urgency ordinance to provide tenant protections from evictions. The Planning Commission found the item to be a priority and requested that staff bring this item back to the Commission for further discussion after additional outreach with both tenant and landlord groups. The Planning Commission held a special meeting on November 17, 2020 for this purpose and has scheduled a second special meeting for November 19, 2020 for further discussion.

Discussion/Analysis

No-Fault Evictions for Substantial Remodels

On January 1, 2020, the California Tenant Protection Act of 2019 (AB 1482, Chiu) established an annual rent increase cap of 5% plus inflation or 10%, whichever is lower, and prohibits evictions without just cause. However, AB 1482 allows owners to issue no-fault termination of tenancies for the following reasons:

- Intent to occupy the residential real property by the owner;
- Withdrawal of the residential real property from the rental market;
- An order issued by a government agency; or
- Intent to demolish or to substantially remodel the residential real property

The limited definition of “substantial remodel” as outlined by state law (CA Civil Code § 1946.2); includes:

“the replacement or substantial modification of any structural, electrical, plumbing, or mechanical system that requires a permit from a governmental agency, or the abatement of hazardous materials, including lead-based paint, mold, or asbestos, in accordance with applicable federal, state, and local laws, that cannot be reasonably accomplished in a safe manner with the tenant in place and that requires the tenant to vacate the residential real property for at least 30 days. Cosmetic improvements alone, including painting, decorating, and minor repairs, or other work that can be performed safely without having the residential real property vacated, do not qualify as substantial rehabilitation.”

Residents have expressed concerns that AB 1482 does not explicitly require owners to: (1) obtain the necessary permits associated with the substantial remodel prior to serving a Notice of Termination; or (2) include information in the Notice of Termination regarding the type and scope of work to be performed; why the work cannot be completed with the tenant in place; or why the work cannot be completed within 30 days. This has created an unintended loophole for property owners to make claims that they are conducting substantial remodels as a justification to evict no-fault tenants, which then permits property owners to reset the rent outside of the limits of AB 1482.

The City has the authority under Civil Code Section 1946.2(g)(1)(B) to adopt a local ordinance, as long as findings are made that the ordinance is consistent with the terms of AB 1482 and that the provisions of the local ordinance are more protective in the areas of (i) further limits to the reasons for just cause eviction, (ii) higher relocation assistance amounts or (iii) additional tenant protections not prohibited by other provisions of law. The cities of Inglewood, Long Beach, Los Angeles and the County of Los Angeles have adopted local ordinances that include additional requirements to address this loophole. The cities of Inglewood, Long Beach, Los Angeles and the County of Los Angeles have adopted local ordinances that include additional requirements to address this loophole.

Jurisdiction	Local Ordinance
Inglewood	<ul style="list-style-type: none"> • Requires owners to obtain all necessary permits for the substantial remodel prior to issuing a notice of termination
Long Beach	<ul style="list-style-type: none"> • Requires owners to obtain all necessary permits for the substantial remodel prior to issuing a notice of termination • Requires notices to include a copy of all issued permits and reasonably detailed information regarding the scope work and reasons why the work requires the tenant to vacate
Los Angeles	<ul style="list-style-type: none"> • Requires owners to obtain all necessary permits for the substantial remodel prior to issuing a notice of termination • Requires notices to include a copy of all issued permits and reasonably detailed information regarding the scope work and reasons the work requires the tenant to vacate
County of Los Angeles	<ul style="list-style-type: none"> • Limits no-fault evictions to occupancy by the owner, withdrawal of the property from the rental market, and compliance with a government order.

The City also has authority to enact an urgency ordinance pursuant to Article XI, Section 7, of the California Constitution, and Government Code Section 36937. An Urgency Ordinance is adopted when introduced and is effective on the date stated in the urgency ordinance, without waiting 30 days.

AB 3088, in response to the COVID-19 pandemic, provides protections for tenants against 60 days just cause eviction notices during the state of emergency, and before February 1, 2021, prohibits a “no fault, just cause” eviction in retaliation for a tenant’s complaint to the local jurisdiction regarding bed bugs or other habitability reasons. AB 3088 does not provide any additional procedural protections to tenants regarding establishing a “no fault, just cause” eviction for substantial remodeling or demotion of the unit.

Staff recommends establishing the following procedures and requirements in an urgency ordinance to provide additional protections beyond those outlined in AB 1482 or AB 3088:

- Require owners to obtain all necessary permits for a substantial remodel prior to issuing a notice of termination; and
- Require owners to include copies of all issued permits and include reasonably detailed information regarding the scope of work, why the work cannot be reasonably accomplished in a safe manner with the tenant in place, and why the work cannot be completed within 30 days.

The one-year duration of a City issued building permit offers sufficient time for landlords to commence construction after showing proof of a building permit for a substantial remodel. Applicants obtaining building permits have one year to commence construction and call for their first building inspection; and building permits remain active for one year after the date of the last building inspection conducted. Therefore, because a building permit is automatically extended for one year beyond each building inspection, there would be no need for a landlord to apply to extend a permit unless they did not commence construction within the first year of its issuance, or if once commenced, construction was halted for more than one year.

Furthermore, because the scope of work for many building permits in the City require Planning preapproval, the time a tenant could continue to occupy their unit prior to the issuance of a building permit for substantial renovation can be substantial, even up to 6 months or longer, depending on the extent of the remodel. For example, for a substantial remodel including changes to the exterior of a historic building, or a building over 45 years old, the Cultural Heritage Commission would first need to approve the changes to exterior, including any full or partial demolition.

Recommendation 2:

In addition to numerous public comments from tenants over the past week, several property owner representatives have reached out to staff to express their concerns. Without sufficient time to gather input from all interested stakeholders, staff recommends a separate track for discussion of additional tenant protections beyond the issue of permit requirements for just cause evictions due to substantial remodels. Staff is presenting its initial findings on relocation assistance in this report, per the City Council’s direction, and is seeking further direction in order to conduct stakeholder outreach. The City Council may also remand the matter to the Planning Commission

for recommendation prior to development of an ordinance to enhance relocation benefits or other tenant protections.

Tenant Relocation Fees

AB 1482 establishes that tenants evicted as a result of no-fault just cause, are entitled to relocation assistance or rent waiver equal to “one month of the tenant’s rent that was in effect when the owner issued the notice to terminate the tenancy. Any relocation assistance shall be provided within 15 calendar days of service of the notice.”

To provide residents with additional support, the City may consider additional relocation assistance above and beyond those established in AB 1482. The cities of Pasadena, Los Angeles, and West Hollywood have established tenant relocation programs that extend beyond the protections offered by AB 1482.

Jurisdiction	Requirements																		
Arcadia, Alhambra, Glendora, Monrovia, Sierra Madre, San Gabriel	<ul style="list-style-type: none"> No additional relocation assistance beyond what is required under AB 1482. 																		
Pasadena	<ul style="list-style-type: none"> For households at or below 140% AMI, relocation fee is 2.5 times the monthly Fair Market Rent as published by the U.S. Department of Housing and Urban Development (HUD)*. Landlord shall also pay moving allowance of \$1,338 for adult households, or \$4,033 for senior, disabled households or households with dependents 																		
Glendale	<ul style="list-style-type: none"> 2 times the amount of the current FMR established by HUD for rental unit of similar size, plus \$1,000. 																		
Burbank	<ul style="list-style-type: none"> Fee ranges from \$7,750 to \$20,050 depending on the length of tenancy and type of tenant - elderly, disabled. 																		
Los Angeles (rent control city)	<ul style="list-style-type: none"> Qualified tenants (62 years or older, handicapped, or disabled, or who have one or more minor dependent children) are entitled to receive between \$17,050 and \$21,900 depending on the length of tenancy, income level, and rental property type. All other tenants are eligible, and they are entitled to receive between \$8,450 and \$11,500. These amounts are paid per unit, not per tenant. 																		
West Hollywood (rent control city)	<ul style="list-style-type: none"> Relocation fees based on number of bedrooms/unit (0 bedroom = \$7,840, 3 or more = \$19,679) Two exemptions – based on income, age, or disability <ul style="list-style-type: none"> Qualified Tenant (62 years or older, handicapped, or disabled, or who have one or more minor dependent children): \$20,754 Lower Income Tenant: \$26,134 																		
<p>*Los Angeles-Long Beach-Glendale, CA HUD Metro Fair Market Rent (FMR) by Unit Bedrooms</p> <table border="1"> <thead> <tr> <th>Year</th> <th>Efficiency</th> <th>1Bdrm</th> <th>2Bdrm</th> <th>3Bdrm</th> <th>4Bdrm</th> </tr> </thead> <tbody> <tr> <td>FY 2021 FMR</td> <td>\$1,369</td> <td>\$1,605</td> <td>\$2,058</td> <td>\$2,735</td> <td>\$2,982</td> </tr> <tr> <td>FY 2020 FMR</td> <td>\$1,279</td> <td>\$1,517</td> <td>\$1,956</td> <td>\$2,614</td> <td>\$2,857</td> </tr> </tbody> </table>		Year	Efficiency	1Bdrm	2Bdrm	3Bdrm	4Bdrm	FY 2021 FMR	\$1,369	\$1,605	\$2,058	\$2,735	\$2,982	FY 2020 FMR	\$1,279	\$1,517	\$1,956	\$2,614	\$2,857
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Just Cause Evictions for Substantial Remodels and Tenant Relocation Fees

November 18, 2020

Page 5 of 8

The City will need to consider the scope of any additional relocation support, e.g., whether it applies to all types of “no fault” just cause evictions, or whether it should be limited only to removal a unit from housing stock (through demotion), or taking a unit off the rental market (through owner or family occupancy or conversion to a condominium development).

According to the 2019 American Community Survey census data, of the 10,893 housing units in the City 92 percent of the housing units are occupied, 53 percent of the housing units are renter occupied, with a median monthly rent of \$1,661. State law allows property owners to charge a security deposit equal to two months’ rent for unfurnished properties and up to three months’ rent for furnished properties. Using this data as a base, additional relocation assistance can be calculated for the following program elements:

Program Element	AB 1482 Requirements	Further Considerations
Intent to occupy the residential real property by the owner or family occupancy	Equal to one month of tenant’s rent in effect when the owner issued the notice to terminate the tenancy	In order to allow property owners or their families to occupy the property, no additional relocation assistance should be required. While the unit is no longer being rented, it is still considered a housing unit under RHNA
Withdrawal of the residential real property from the rental market (for example conversion to a condominium or change from residential land use)	Equal to one month of tenant’s rent in effect when the owner issued the notice to terminate the tenancy	Due to the higher rent in the City, establishing a minimum based on the City’s median monthly rent will help tenants relocate within the City
An order issued by a government agency (such as through an Occupancy Inspection Program or code enforcement case)	Health and Safety Code 17975 requires property owners to provide two (2) months fair market rent and necessary utility deposits to relocate	To prevent discouraging property owners from completing necessary repairs and maintenance, an Occupancy Inspection Program should also be adopted
Intent to demolish or to substantially remodel the residential real property	Equal to one month of tenant’s rent in effect when the owner issued the notice to terminate the tenancy	To prevent discouraging property owners from completing necessary repairs and maintenance, an Occupancy Inspection Program should also be adopted
Qualified Tenants (seniors/Medicare aged, handicapped, disabled, or have one or more minor dependent children)	Equal to one month of tenant’s rent in effect when the owner issued the notice to terminate the tenancy	Need to define senior. Potential for rental discrimination.

Other considerations related to relocation assistance fees to include in stakeholder outreach:

	AB 1482 Requirements	Further Considerations
Relocation Assistance Timing	Requires relocation assistance to be paid within 15 days of the notice to terminate the tenancy	Failure to provide relocation assistance within 15 days will result in a penalty equal to 1.5 times the relocation assistance due
Additional expenses for relocation	N/A	Further study needed to determine appropriate fees for expenses related to relocation, including moving expenses and utilities

Background

On October 8, 2019, Governor Newsom signed AB 1482, also known as the Tenant Protection Act of 2019. AB 1482 included the following provisions:

- Prevent property owners from terminating a tenancy without just cause;
- Require property owners to provide the tenant with an opportunity to correct violations before being terminated;
- Require property owners to provide tenants relocation assistance limited to one month’s rent, if residency is terminated for certain specified “no cause” reasons, which include the ability of the owner to perform substantial rehabilitation on a unit, or to take it off the market entirely for occupancy by the owner or owner’s family; and
- Prevent property owners from increasing rent over the course of any 12-month period more than five percent plus the rate of inflation, or 10 percent, whichever is lower; this restriction requires the rent in existence as of March 1, 2019 as the “base rent” of a tenant remaining in the unit after January 1, 2020 for purposes of calculating an annual rent increase.

In October 2019, Council learned of several tenants facing unexpected eviction or rent increases, likely resulting from the new State law which prompted many landlords to increase rent or evict tenants prior to the new law going into effect. In response, the City Council adopted an urgency ordinance (Ordinance No. 2334) to temporarily establish just cause for termination of tenancies until the state law became effective.

As part of ongoing efforts to address concerns related to housing and tenant protections the City hosted a series of workshops in Fall 2019 regarding housing initiatives; including tenant protections (relocation assistance program and occupancy inspection program); Accessory Dwelling Units; and Inclusionary Housing. The City continues to provide education and information on fair housing laws for landlords and tenants through the Housing Right Center.

On November 4, 2020, the City Council approved an urgency ordinance establishing a 45-day moratorium on evictions due to substantial remodels as an interim measure and directed staff to further study the issue and develop an ordinance establishing procedures and requirements to provide additional protections. The City Council also directed staff to bring back options for additional relocation assistance, beyond what is available under state law.

Next Steps

1. Continue the public hearing to December 2, 2020, and direct staff to draft an urgency ordinance establishing procedures and requirements for no fault just cause evictions due to substantial remodels.
2. Staff will conduct stakeholder outreach on additional relocation assistance and further study additional tenant protections including, , moving allowance, utility deposit allowance, and penalties for noncompliance. Staff will develop a recommendation for a future City Council meeting after review by the Planning Commission and additional stakeholder meetings.

Legal Review

The City Attorney has reviewed this item.

Public Notification of Agenda Item

The public was made aware that this item was to be considered this evening by virtue of its inclusion on the legally publicly noticed agenda, posting of the same agenda and reports on the City's website and/or notice in the *South Pasadena Review* and/or the *Pasadena Star-News*.

Attachments

1. Assembly Bill No. 1482
2. Assembly Bill No. 3088

Attachment 1

Assembly Bill No. 1482

CHAPTER 597

An act to add and repeal Sections 1946.2, 1947.12, and 1947.13 of the Civil Code, relating to tenancy.

[Approved by Governor October 8, 2019. Filed with Secretary of State October 8, 2019.]

LEGISLATIVE COUNSEL'S DIGEST

AB 1482, Chiu. Tenant Protection Act of 2019: tenancy: rent caps.

Existing law specifies that a hiring of residential real property, for a term not specified by the parties, is deemed to be renewed at the end of the term implied by law unless one of the parties gives written notice to the other of that party's intention to terminate. Existing law requires an owner of a residential dwelling to give notice at least 60 days prior to the proposed date of termination, or at least 30 days prior to the proposed date of termination if any tenant or resident has resided in the dwelling for less than one year, as specified. Existing law requires any notice given by an owner to be given in a prescribed manner, to contain certain information, and to be formatted, as specified.

This bill would, with certain exceptions, prohibit an owner, as defined, of residential real property from terminating a tenancy without just cause, as defined, which the bill would require to be stated in the written notice to terminate tenancy when the tenant has continuously and lawfully occupied the residential real property for 12 months, except as provided. The bill would require, for certain just cause terminations that are curable, that the owner give a notice of violation and an opportunity to cure the violation prior to issuing the notice of termination. The bill, if the violation is not cured within the time period set forth in the notice, would authorize a 3-day notice to quit without an opportunity to cure to be served to terminate the tenancy. The bill would require, for no-fault just cause terminations, as specified, that the owner, at the owner's option, either assist certain tenants to relocate, regardless of the tenant's income, by providing a direct payment of one month's rent to the tenant, as specified, or waive in writing the payment of rent for the final month of the tenancy, prior to the rent becoming due. The bill would require the actual amount of relocation assistance or rent waiver provided to a tenant that fails to vacate after the expiration of the notice to terminate the tenancy to be recoverable as damages in an action to recover possession. The bill would provide that if the owner does not provide relocation assistance, the notice of termination is void. The bill would except certain properties and circumstances from the application of its provisions. The bill would require an owner of residential property to provide prescribed notice to a tenant of the tenant's rights under these

provisions. The bill would not apply to residential real property subject to a local ordinance requiring just cause for termination adopted on or before September 1, 2019, or to residential real property subject to a local ordinance requiring just cause for termination adopted or amended after September 1, 2019, that is more protective than these provisions, as defined. The bill would void any waiver of the rights under these provisions. The bill would repeal these provisions as of January 1, 2030.

Existing law governs the hiring of residential dwelling units and requires a landlord to provide specified notice to tenants prior to an increase in rent. Existing law, the Costa-Hawkins Rental Housing Act, prescribes statewide limits on the application of local rent control with regard to certain properties. That act, among other things, authorizes an owner of residential real property to establish the initial and all subsequent rental rates for a dwelling or unit that meets specified criteria, subject to certain limitations.

This bill would, until January 1, 2030, prohibit an owner of residential real property from, over the course of any 12-month period, increasing the gross rental rate for a dwelling or unit more than 5% plus the percentage change in the cost of living, as defined, or 10%, whichever is lower, of the lowest gross rental rate charged for the immediately preceding 12 months, subject to specified conditions. The bill would prohibit an owner of a unit of residential real property from increasing the gross rental rate for the unit in more than 2 increments over a 12-month period, after the tenant remains in occupancy of the unit over a 12-month period. The bill would exempt certain properties from these provisions. The bill would require the Legislative Analyst's Office to submit a report, on or before January 1, 2030, to the Legislature regarding the effectiveness of these provisions. The bill would provide that these provisions apply to all rent increases occurring on or after March 15, 2019. The bill would provide that in the event that an owner increased the rent by more than the amount specified above between March 15, 2019, and January 1, 2020, the applicable rent on January 1, 2020, shall be the rent as of March 15, 2019, plus the maximum permissible increase, and the owner shall not be liable to the tenant for any corresponding rent overpayment. The bill would authorize an owner who increased the rent by less than the amount specified above between March 15, 2019, and January 1, 2020, to increase the rent twice within 12 months of March 15, 2019, but not by more than the amount specified above. The bill would void any waiver of the rights under these provisions.

The Planning and Zoning Law requires the owner of an assisted housing development in which there will be an expiration of rental restrictions to, among other things, provide notice of the proposed change to each affected tenant household residing in the assisted housing development subject to specified procedures and requirements, and to also provide specified entities notice and an opportunity to submit an offer to purchase the development prior to the expiration of the rental restrictions.

This bill would authorize an owner of an assisted housing development, who demonstrates, under penalty of perjury, compliance with the provisions described above with regard to the expiration of rental restrictions, to

establish the initial unassisted rental rate for units without regard to the cap on rent increases discussed above, but would require the owner to comply with the above cap on rent increases for subsequent rent increases in the development. The bill would authorize an owner of a deed-restricted affordable housing unit or an affordable housing unit subject to a regulatory restriction contained in an agreement with a government agency limiting rental rates that is not within an assisted housing development to establish the initial rental rate for the unit upon the expiration of the restriction, but would require the owner to comply with the above cap on rent increases for subsequent rent increases for the unit. The bill would repeal these provisions on January 1, 2030. The bill would void any waiver of the rights under these provisions. By requiring an owner of an assisted housing development to demonstrate compliance with specified provisions under penalty of perjury, this bill would expand the existing crime of perjury and thus would impose a state-mandated local program.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for a specified reason.

The people of the State of California do enact as follows:

SECTION 1. This act shall be known, and may be cited, as the Tenant Protection Act of 2019.

SEC. 2. Section 1946.2 is added to the Civil Code, to read:

1946.2. (a) Notwithstanding any other law, after a tenant has continuously and lawfully occupied a residential real property for 12 months, the owner of the residential real property shall not terminate the tenancy without just cause, which shall be stated in the written notice to terminate tenancy. If any additional adult tenants are added to the lease before an existing tenant has continuously and lawfully occupied the residential real property for 24 months, then this subdivision shall only apply if either of the following are satisfied:

(1) All of the tenants have continuously and lawfully occupied the residential real property for 12 months or more.

(2) One or more tenants have continuously and lawfully occupied the residential real property for 24 months or more.

(b) For purposes of this section, "just cause" includes either of the following:

(1) At-fault just cause, which is any of the following:

(A) Default in the payment of rent.

(B) A breach of a material term of the lease, as described in paragraph (3) of Section 1161 of the Code of Civil Procedure, including, but not limited to, violation of a provision of the lease after being issued a written notice to correct the violation.

(C) Maintaining, committing, or permitting the maintenance or commission of a nuisance as described in paragraph (4) of Section 1161 of the Code of Civil Procedure.

(D) Committing waste as described in paragraph (4) of Section 1161 of the Code of Civil Procedure.

(E) The tenant had a written lease that terminated on or after January 1, 2020, and after a written request or demand from the owner, the tenant has refused to execute a written extension or renewal of the lease for an additional term of similar duration with similar provisions, provided that those terms do not violate this section or any other provision of law.

(F) Criminal activity by the tenant on the residential real property, including any common areas, or any criminal activity or criminal threat, as defined in subdivision (a) of Section 422 of the Penal Code, on or off the residential real property, that is directed at any owner or agent of the owner of the residential real property.

(G) Assigning or subletting the premises in violation of the tenant's lease, as described in paragraph (4) of Section 1161 of the Code of Civil Procedure.

(H) The tenant's refusal to allow the owner to enter the residential real property as authorized by Sections 1101.5 and 1954 of this code, and Sections 13113.7 and 17926.1 of the Health and Safety Code.

(I) Using the premises for an unlawful purpose as described in paragraph (4) of Section 1161 of the Code of Civil Procedure.

(J) The employee, agent, or licensee's failure to vacate after their termination as an employee, agent, or a licensee as described in paragraph (1) of Section 1161 of the Code of Civil Procedure.

(K) When the tenant fails to deliver possession of the residential real property after providing the owner written notice as provided in Section 1946 of the tenant's intention to terminate the hiring of the real property, or makes a written offer to surrender that is accepted in writing by the landlord, but fails to deliver possession at the time specified in that written notice as described in paragraph (5) of Section 1161 of the Code of Civil Procedure.

(2) No-fault just cause, which includes any of the following:

(A) (i) Intent to occupy the residential real property by the owner or their spouse, domestic partner, children, grandchildren, parents, or grandparents.

(ii) For leases entered into on or after July 1, 2020, clause (i) shall apply only if the tenant agrees, in writing, to the termination, or if a provision of the lease allows the owner to terminate the lease if the owner, or their spouse, domestic partner, children, grandchildren, parents, or grandparents, unilaterally decides to occupy the residential real property. Addition of a provision allowing the owner to terminate the lease as described in this clause to a new or renewed rental agreement or fixed-term lease constitutes a similar provision for the purposes of subparagraph (E) of paragraph (1).

(B) Withdrawal of the residential real property from the rental market.

(C) (i) The owner complying with any of the following:

(I) An order issued by a government agency or court relating to habitability that necessitates vacating the residential real property.

(II) An order issued by a government agency or court to vacate the residential real property.

(III) A local ordinance that necessitates vacating the residential real property.

(ii) If it is determined by any government agency or court that the tenant is at fault for the condition or conditions triggering the order or need to vacate under clause (i), the tenant shall not be entitled to relocation assistance as outlined in paragraph (3) of subdivision (d).

(D) (i) Intent to demolish or to substantially remodel the residential real property.

(ii) For purposes of this subparagraph, “substantially remodel” means the replacement or substantial modification of any structural, electrical, plumbing, or mechanical system that requires a permit from a governmental agency, or the abatement of hazardous materials, including lead-based paint, mold, or asbestos, in accordance with applicable federal, state, and local laws, that cannot be reasonably accomplished in a safe manner with the tenant in place and that requires the tenant to vacate the residential real property for at least 30 days. Cosmetic improvements alone, including painting, decorating, and minor repairs, or other work that can be performed safely without having the residential real property vacated, do not qualify as substantial rehabilitation.

(c) Before an owner of residential real property issues a notice to terminate a tenancy for just cause that is a curable lease violation, the owner shall first give notice of the violation to the tenant with an opportunity to cure the violation pursuant to paragraph (3) of Section 1161 of the Code of Civil Procedure. If the violation is not cured within the time period set forth in the notice, a three-day notice to quit without an opportunity to cure may thereafter be served to terminate the tenancy.

(d) (1) For a tenancy for which just cause is required to terminate the tenancy under subdivision (a), if an owner of residential real property issues a termination notice based on a no-fault just cause described in paragraph (2) of subdivision (b), the owner shall, regardless of the tenant’s income, at the owner’s option, do one of the following:

(A) Assist the tenant to relocate by providing a direct payment to the tenant as described in paragraph (3).

(B) Waive in writing the payment of rent for the final month of the tenancy, prior to the rent becoming due.

(2) If an owner issues a notice to terminate a tenancy for no-fault just cause, the owner shall notify the tenant of the tenant’s right to relocation assistance or rent waiver pursuant to this section. If the owner elects to waive the rent for the final month of the tenancy as provided in subparagraph (B) of paragraph (1), the notice shall state the amount of rent waived and that no rent is due for the final month of the tenancy.

(3) (A) The amount of relocation assistance or rent waiver shall be equal to one month of the tenant’s rent that was in effect when the owner issued

the notice to terminate the tenancy. Any relocation assistance shall be provided within 15 calendar days of service of the notice.

(B) If a tenant fails to vacate after the expiration of the notice to terminate the tenancy, the actual amount of any relocation assistance or rent waiver provided pursuant to this subdivision shall be recoverable as damages in an action to recover possession.

(C) The relocation assistance or rent waiver required by this subdivision shall be credited against any other relocation assistance required by any other law.

(4) An owner's failure to strictly comply with this subdivision shall render the notice of termination void.

(e) This section shall not apply to the following types of residential real properties or residential circumstances:

(1) Transient and tourist hotel occupancy as defined in subdivision (b) of Section 1940.

(2) Housing accommodations in a nonprofit hospital, religious facility, extended care facility, licensed residential care facility for the elderly, as defined in Section 1569.2 of the Health and Safety Code, or an adult residential facility, as defined in Chapter 6 of Division 6 of Title 22 of the Manual of Policies and Procedures published by the State Department of Social Services.

(3) Dormitories owned and operated by an institution of higher education or a kindergarten and grades 1 to 12, inclusive, school.

(4) Housing accommodations in which the tenant shares bathroom or kitchen facilities with the owner who maintains their principal residence at the residential real property.

(5) Single-family owner-occupied residences, including a residence in which the owner-occupant rents or leases no more than two units or bedrooms, including, but not limited to, an accessory dwelling unit or a junior accessory dwelling unit.

(6) A duplex in which the owner occupied one of the units as the owner's principal place of residence at the beginning of the tenancy, so long as the owner continues in occupancy.

(7) Housing that has been issued a certificate of occupancy within the previous 15 years.

(8) Residential real property that is alienable separate from the title to any other dwelling unit, provided that both of the following apply:

(A) The owner is not any of the following:

(i) A real estate investment trust, as defined in Section 856 of the Internal Revenue Code.

(ii) A corporation.

(iii) A limited liability company in which at least one member is a corporation.

(B) (i) The tenants have been provided written notice that the residential property is exempt from this section using the following statement:

“This property is not subject to the rent limits imposed by Section 1947.12 of the Civil Code and is not subject to the just cause requirements of Section 1946.2 of the Civil Code. This property meets the requirements of Sections 1947.12 (d)(5) and 1946.2 (e)(8) of the Civil Code and the owner is not any of the following: (1) a real estate investment trust, as defined by Section 856 of the Internal Revenue Code; (2) a corporation; or (3) a limited liability company in which at least one member is a corporation.”

(ii) For a tenancy existing before July 1, 2020, the notice required under clause (i) may, but is not required to, be provided in the rental agreement.

(iii) For any tenancy commenced or renewed on or after July 1, 2020, the notice required under clause (i) must be provided in the rental agreement.

(iv) Addition of a provision containing the notice required under clause (i) to any new or renewed rental agreement or fixed-term lease constitutes a similar provision for the purposes of subparagraph (E) of paragraph (1) of subdivision (b).

(9) Housing restricted by deed, regulatory restriction contained in an agreement with a government agency, or other recorded document as affordable housing for persons and families of very low, low, or moderate income, as defined in Section 50093 of the Health and Safety Code, or subject to an agreement that provides housing subsidies for affordable housing for persons and families of very low, low, or moderate income, as defined in Section 50093 of the Health and Safety Code or comparable federal statutes.

(f) An owner of residential real property subject to this section shall provide notice to the tenant as follows:

(1) For any tenancy commenced or renewed on or after July 1, 2020, as an addendum to the lease or rental agreement, or as a written notice signed by the tenant, with a copy provided to the tenant.

(2) For a tenancy existing prior to July 1, 2020, by written notice to the tenant no later than August 1, 2020, or as an addendum to the lease or rental agreement.

(3) The notification or lease provision shall be in no less than 12-point type, and shall include the following:

“California law limits the amount your rent can be increased. See Section 1947.12 of the Civil Code for more information. California law also provides that after all of the tenants have continuously and lawfully occupied the property for 12 months or more or at least one of the tenants has continuously and lawfully occupied the property for 24 months or more, a landlord must provide a statement of cause in any notice to terminate a tenancy. See Section 1946.2 of the Civil Code for more information.”

The provision of the notice shall be subject to Section 1632.

(g) (1) This section does not apply to the following residential real property:

(A) Residential real property subject to a local ordinance requiring just cause for termination of a residential tenancy adopted on or before September 1, 2019, in which case the local ordinance shall apply.

(B) Residential real property subject to a local ordinance requiring just cause for termination of a residential tenancy adopted or amended after September 1, 2019, that is more protective than this section, in which case the local ordinance shall apply. For purposes of this subparagraph, an ordinance is “more protective” if it meets all of the following criteria:

(i) The just cause for termination of a residential tenancy under the local ordinance is consistent with this section.

(ii) The ordinance further limits the reasons for termination of a residential tenancy, provides for higher relocation assistance amounts, or provides additional tenant protections that are not prohibited by any other provision of law.

(iii) The local government has made a binding finding within their local ordinance that the ordinance is more protective than the provisions of this section.

(2) A residential real property shall not be subject to both a local ordinance requiring just cause for termination of a residential tenancy and this section.

(3) A local ordinance adopted after September 1, 2019, that is less protective than this section shall not be enforced unless this section is repealed.

(h) Any waiver of the rights under this section shall be void as contrary to public policy.

(i) For the purposes of this section, the following definitions shall apply:

(1) “Owner” and “residential real property” have the same meaning as those terms are defined in Section 1954.51.

(2) “Tenancy” means the lawful occupation of residential real property and includes a lease or sublease.

(j) This section shall remain in effect only until January 1, 2030, and as of that date is repealed.

SEC. 3. Section 1947.12 is added to the Civil Code, to read:

1947.12. (a) (1) Subject to subdivision (b), an owner of residential real property shall not, over the course of any 12-month period, increase the gross rental rate for a dwelling or a unit more than 5 percent plus the percentage change in the cost of living, or 10 percent, whichever is lower, of the lowest gross rental rate charged for that dwelling or unit at any time during the 12 months prior to the effective date of the increase. In determining the lowest gross rental amount pursuant to this section, any rent discounts, incentives, concessions, or credits offered by the owner of such unit of residential real property and accepted by the tenant shall be excluded. The gross per-month rental rate and any owner-offered discounts, incentives, concessions, or credits shall be separately listed and identified in the lease or rental agreement or any amendments to an existing lease or rental agreement.

(2) If the same tenant remains in occupancy of a unit of residential real property over any 12-month period, the gross rental rate for the unit of residential real property shall not be increased in more than two increments over that 12-month period, subject to the other restrictions of this subdivision governing gross rental rate increase.

(b) For a new tenancy in which no tenant from the prior tenancy remains in lawful possession of the residential real property, the owner may establish the initial rental rate not subject to subdivision (a). Subdivision (a) is only applicable to subsequent increases after that initial rental rate has been established.

(c) A tenant of residential real property subject to this section shall not enter into a sublease that results in a total rent for the premises that exceeds the allowable rental rate authorized by subdivision (a). Nothing in this subdivision authorizes a tenant to sublet or assign the tenant's interest where otherwise prohibited.

(d) This section shall not apply to the following residential real properties:

(1) Housing restricted by deed, regulatory restriction contained in an agreement with a government agency, or other recorded document as affordable housing for persons and families of very low, low, or moderate income, as defined in Section 50093 of the Health and Safety Code, or subject to an agreement that provides housing subsidies for affordable housing for persons and families of very low, low, or moderate income, as defined in Section 50093 of the Health and Safety Code or comparable federal statutes.

(2) Dormitories constructed and maintained in connection with any higher education institution within the state for use and occupancy by students in attendance at the institution.

(3) Housing subject to rent or price control through a public entity's valid exercise of its police power consistent with Chapter 2.7 (commencing with Section 1954.50) that restricts annual increases in the rental rate to an amount less than that provided in subdivision (a).

(4) Housing that has been issued a certificate of occupancy within the previous 15 years.

(5) Residential real property that is alienable separate from the title to any other dwelling unit, provided that both of the following apply:

(A) The owner is not any of the following:

(i) A real estate investment trust, as defined in Section 856 of the Internal Revenue Code.

(ii) A corporation.

(iii) A limited liability company in which at least one member is a corporation.

(B) (i) The tenants have been provided written notice that the residential real property is exempt from this section using the following statement:

“This property is not subject to the rent limits imposed by Section 1947.12 of the Civil Code and is not subject to the just cause requirements of Section 1946.2 of the Civil Code. This property meets the requirements of Sections

1947.12 (c)(5) and 1946.2 (e)(7) of the Civil Code and the owner is not any of the following: (1) a real estate investment trust, as defined by Section 856 of the Internal Revenue Code; (2) a corporation; or (3) a limited liability company in which at least one member is a corporation.”

(ii) For a tenancy existing before July 1, 2020, the notice required under clause (i) may, but is not required to, be provided in the rental agreement.

(iii) For a tenancy commenced or renewed on or after July 1, 2020, the notice required under clause (i) must be provided in the rental agreement.

(iv) Addition of a provision containing the notice required under clause (i) to any new or renewed rental agreement or fixed-term lease constitutes a similar provision for the purposes of subparagraph (E) of paragraph (1) of subdivision (b) of Section 1946.2.

(6) A duplex in which the owner occupied one of the units as the owner’s principal place of residence at the beginning of the tenancy, so long as the owner continues in occupancy.

(e) An owner shall provide notice of any increase in the rental rate, pursuant to subdivision (a), to each tenant in accordance with Section 827.

(f) (1) On or before January 1, 2030, the Legislative Analyst’s Office shall report to the Legislature regarding the effectiveness of this section and Section 1947.13. The report shall include, but not be limited to, the impact of the rental rate cap pursuant to subdivision (a) on the housing market within the state.

(2) The report required by paragraph (1) shall be submitted in compliance with Section 9795 of the Government Code.

(g) For the purposes of this section, the following definitions shall apply:

(1) “Owner” and “residential real property” shall have the same meaning as those terms are defined in Section 1954.51.

(2) “Percentage change in the cost of living” means the percentage change from April 1 of the prior year to April 1 of the current year in the regional Consumer Price Index for the region where the residential real property is located, as published by the United States Bureau of Labor Statistics. If a regional index is not available, the California Consumer Price Index for All Urban Consumers for all items, as determined by the Department of Industrial Relations, shall apply.

(3) “Tenancy” means the lawful occupation of residential real property and includes a lease or sublease.

(h) (1) This section shall apply to all rent increases subject to subdivision (a) occurring on or after March 15, 2019. This section shall become operative January 1, 2020.

(2) In the event that an owner has increased the rent by more than the amount permissible under subdivision (a) between March 15, 2019, and January 1, 2020, both of the following shall apply:

(A) The applicable rent on January 1, 2020, shall be the rent as of March 15, 2019, plus the maximum permissible increase under subdivision (a).

(B) An owner shall not be liable to the tenant for any corresponding rent overpayment.

(3) An owner of residential real property subject to subdivision (a) who increased the rental rate on that residential real property on or after March 15, 2019, but prior to January 1, 2020, by an amount less than the rental rate increase permitted by subdivision (a) shall be allowed to increase the rental rate twice, as provided in paragraph (2) of subdivision (a), within 12 months of March 15, 2019, but in no event shall that rental rate increase exceed the maximum rental rate increase permitted by subdivision (a).

(i) Any waiver of the rights under this section shall be void as contrary to public policy.

(j) This section shall remain in effect until January 1, 2030, and as of that date is repealed.

(k) (1) The Legislature finds and declares that the unique circumstances of the current housing crisis require a statewide response to address rent gouging by establishing statewide limitations on gross rental rate increases.

(2) It is the intent of the Legislature that this section should apply only for the limited time needed to address the current statewide housing crisis, as described in paragraph (1). This section is not intended to expand or limit the authority of local governments to establish local policies regulating rents consistent with Chapter 2.7 (commencing with Section 1954.50), nor is it a statement regarding the appropriate, allowable rental rate increase when a local government adopts a policy regulating rent that is otherwise consistent with Chapter 2.7 (commencing with Section 1954.50).

(3) Nothing in this section authorizes a local government to establish limitations on any rental rate increases not otherwise permissible under Chapter 2.7 (commencing with Section 1954.50), or affects the existing authority of a local government to adopt or maintain rent controls or price controls consistent with that chapter.

SEC. 4. Section 1947.13 is added to the Civil Code, to read:

1947.13. (a) Notwithstanding Section 1947.12, upon the expiration of rental restrictions, the following shall apply:

(1) The owner of an assisted housing development who demonstrates, under penalty of perjury, compliance with all applicable provisions of Sections 65863.10, 65863.11, and 65863.13 of the Government Code and any other applicable law or regulation intended to promote the preservation of assisted housing, may establish the initial unassisted rental rate for units in the applicable housing development. Any subsequent rent increase in the development shall be subject to Section 1947.12.

(2) The owner of a deed-restricted affordable housing unit or an affordable housing unit subject to a regulatory restriction contained in an agreement with a government agency limiting rental rates that is not within an assisted housing development may establish the initial rental rate for the unit upon the expiration of the restriction. Any subsequent rent increase for the unit shall be subject to Section 1947.12.

(b) For purposes of this section:

(1) "Assisted housing development" has the same meaning as defined in paragraph (3) of subdivision (a) of Section 65863.10 of the Government Code.

(2) "Expiration of rental restrictions" has the same meaning as defined in paragraph (5) of subdivision (a) of Section 65863.10 of the Government Code.

(c) This section shall remain in effect until January 1, 2030, and as of that date is repealed.

(d) Any waiver of the rights under this section shall be void as contrary to public policy.

SEC. 5. No reimbursement is required by this act pursuant to Section 6 of Article XIII B of the California Constitution because the only costs that may be incurred by a local agency or school district will be incurred because this act creates a new crime or infraction, eliminates a crime or infraction, or changes the penalty for a crime or infraction, within the meaning of Section 17556 of the Government Code, or changes the definition of a crime within the meaning of Section 6 of Article XIII B of the California Constitution.

Attachment 2

Assembly Bill No. 3088

CHAPTER 37

An act to amend Sections 1946.2, 1947.12, and 1947.13 of, to amend, repeal, and add Sections 798.56, 1942.5, 2924.15 of, to add Title 19 (commencing with Section 3273.01) to Part 4 of Division 3 of, and to add and repeal Section 789.4 of, the Civil Code, and to amend, repeal, and add Sections 1161 and 1161.2 of, to add Section 1161.2.5 to, to add and repeal Section 116.223 of, and to add and repeal Chapter 5 (commencing with Section 1179.01) of Title 3 of Part 3 of, the Code of Civil Procedure, relating to COVID-19 relief, and declaring the urgency thereof, to take effect immediately.

[Approved by Governor August 31, 2020. Filed with Secretary
of State August 31, 2020.]

LEGISLATIVE COUNSEL'S DIGEST

AB 3088, Chiu. Tenancy: rental payment default: mortgage forbearance: state of emergency: COVID-19.

Existing law prescribes various requirements to be satisfied before the exercise of a power of sale under a mortgage or deed of trust. Existing law requires that a notice of default and a notice of sale be recorded and that specified periods of time elapse between the recording and the sale. Existing law establishes certain requirements in connection with foreclosures on mortgages and deeds of trust, including restrictions on the actions mortgage servicers may take while a borrower is attempting to secure a loan modification or has submitted a loan modification application. Existing law applies certain of those requirements only to a first lien mortgage or deed of trust that is secured by owner-occupied residential real property containing no more than four dwelling units.

This bill, the Tenant, Homeowner, and Small Landlord Relief and Stabilization Act of 2020, would, among other things, until January 1, 2023, additionally apply those protections to a first lien mortgage or deed of trust that is secured by residential real property that is occupied by a tenant, contains no more than four dwelling units, and meets certain criteria, including that a tenant occupying the property is unable to pay rent due to a reduction in income resulting from the novel coronavirus.

The bill would also enact the COVID-19 Small Landlord and Homeowner Relief Act of 2020 (Homeowner Act), which would require a mortgage servicer, as defined, to provide a specified written notice to a borrower, as defined, if the mortgage servicer denies forbearance during the effective time period, as defined, that states the reasons for that denial if the borrower was both current on payments as of February 1, 2020, and is experiencing a financial hardship that prevents the borrower from making timely payments

on the mortgage obligation due, directly or indirectly, to the COVID-19 emergency. The Homeowner Act would also require a mortgage servicer to comply with applicable federal guidance regarding borrower options following a COVID-19 related forbearance.

Existing law provides that a tenant is guilty of unlawful detainer if the tenant continues to possess the property without permission of the landlord after the tenant defaults on rent or fails to perform a condition or covenant of the lease under which the property is held, among other reasons. Existing law requires a tenant be served a 3 days' notice in writing to cure a default or perform a condition of the lease, or return possession of the property to the landlord, as specified. Existing law, the Mobilehome Residency Law, prohibits a tenancy from being terminated unless specified conditions are met, including that the tenant fails to pay rent, utility charges, or reasonable incidental service charges, and 3 days' notice in writing is provided to the tenant, as specified.

This bill would, until February 1, 2025, enact the COVID-19 Tenant Relief Act of 2020 (Tenant Act). The Tenant Act would require that any 3 days' notice that demands payment of COVID-19 rental debt that is served on a tenant during the covered time period meet specified criteria, including that the notice include an unsigned copy of a declaration of COVID-19-related financial distress and that the notice advise the tenant that the tenant will not be evicted for failure to comply with the notice if the tenant delivers a signed declaration of COVID-19-related financial distress to the landlord, as specified. The Tenant Act would define "covered time period" for purposes of these provisions to mean the time between March 1, 2020, and January 31, 2021. The Tenant Act would deem a 3 days' notice that fails to comply with this criteria void and insufficient to support a judgment for unlawful detainer or to terminate a tenancy under the Mobilehome Residency Law. The Tenant Act would prohibit a tenant that delivers a declaration, under penalty of perjury, of COVID-19-related financial distress pursuant to these provisions from being deemed in default with regard to the COVID-19 rental debt, as specified. By expanding the crime of perjury, this bill would create a state-mandated local program. The Tenant Act would prohibit a court from finding a tenant guilty of an unlawful detainer before February 1, 2021, subject to certain exceptions, including if the tenant was guilty of the unlawful detainer before March 1, 2020. The bill would prohibit, before October 5, 2020, a court from taking specified actions with respect to unlawful detainer actions, including issuing a summons on a complaint for unlawful detainer in any action that seeks possession of residential real property and that is based, in whole or in part, on nonpayment of rent or other charges.

The Tenant Act would also authorize a landlord to require a high-income tenant, as defined, to additionally submit documentation supporting the claim that the tenant has suffered COVID-19-related financial distress if the landlord has proof of income showing the tenant is a high-income tenant.

The Tenant Act would preempt an ordinance, resolution, regulation, or administrative action adopted by a city, county, or city and county in

response to the COVID-19 pandemic to protect tenants from eviction based on nonpayment of rental payments, as specified.

The bill would require the Business, Consumer Services and Housing Agency to, in consultation with the Department of Finance, engage with residential tenants, landlords, property owners, deed-restricted affordable housing providers, and financial sector stakeholders about strategies and approaches to direct potential future federal stimulus funding to most effectively and efficiently provide relief to distressed tenants, landlords, and property owners, as specified.

Existing law prohibits a landlord from taking specified actions with intent to terminate the occupancy under any lease or other tenancy or estate at will, however created, of property used by a tenant as the tenant's residence. Existing law makes a violator of those provisions subject to certain damages in a civil action.

This bill would, until February 1, 2021, make a violator of those provisions whose tenant has provided to that violator the declaration of COVID-19-related financial distress described above liable for damages in an amount between \$1,000 and \$2,500.

Existing law, The Small Claims Act, grants jurisdiction to a small claims court in cases where the amount demanded does not exceed \$5,000, as specified, and prohibits a person from filing more than 2 small claims actions in which the amount demanded exceeds \$2,500 anywhere in the state in any calendar year.

This bill would instead, until February 1, 2025, provide that a small claims court has jurisdiction in any action for recovery of COVID-19 rental debt, as defined, regardless of the amount demanded and would provide that a claim for recovery of a COVID-19 rental debt is exempt from the prohibition on filing more than 2 small claims actions described above.

Existing law, the Tenant Protection Act of 2019, prohibits, with certain exceptions, an owner of residential real property from increasing the gross rental rate for a dwelling or unit more than 5% plus the "percentage change in the cost of living," as defined, or 10%, whichever is lower, of the lowest gross rental rate charged for the immediately preceding 12 months, subject to specified conditions. The act exempts certain types of residential real properties, including dormitories constructed and maintained in connection with any higher education institution within the state for use and occupancy by students in attendance at the institution and housing that has been issued a certificate of occupancy within the previous 15 years.

This bill would revise and recast those exemptions to exempt dormitories owned and operated by an institution of higher education or a kindergarten and grades 1 to 12, inclusive, school. The bill would also make clarifying changes to the definition of "percentage change in the cost of living."

This bill would also make clarifying and conforming changes.

The bill would include findings that changes proposed by this bill address a matter of statewide concern rather than a municipal affair and, therefore, apply to all cities, including charter cities.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for a specified reason.

This bill would declare that it is to take effect immediately as an urgency statute.

The people of the State of California do enact as follows:

SECTION 1. This act shall be known, and may be cited, as the Tenant, Homeowner, and Small Landlord Relief and Stabilization Act of 2020.

SEC. 2. The Legislature finds and declares all of the following:

(a) On March 4, 2020, Governor Gavin Newsom proclaimed a state of emergency in response to the COVID-19 pandemic. Measures necessary to contain the spread of COVID-19 have brought about widespread economic and societal disruption, placing the state in unprecedented circumstances.

(b) At the end of 2019, California already faced a housing affordability crisis. United States Census data showed that a majority of California tenant households qualified as “rent-burdened,” meaning that 30 percent or more of their income was used to pay rent. Over one-quarter of California tenant households were “severely rent-burdened,” meaning that they were spending over one-half of their income on rent alone.

(c) Millions of Californians are unexpectedly, and through no fault of their own, facing new public health requirements and unable to work and cover many basic expenses, creating tremendous uncertainty for California tenants, small landlords, and homeowners. While the Judicial Council’s Emergency Rule 1, effective April 6, 2020, temporarily halted evictions and stabilized housing for distressed Californians in furtherance of public health goals, the Judicial Council voted on August 14, 2020, to extend these protections through September 1, 2020, to allow the Legislature time to act before the end of the 2019-20 Legislative Session.

(d) There are strong indications that large numbers of California tenants will soon face eviction from their homes based on an inability to pay the rent or other financial obligations. Even if tenants are eventually able to pay their rent, small landlords will continue to face challenges covering their expenses, including mortgage payments in the ensuing months, placing them at risk of default and broader destabilization of the economy.

(e) There are strong indications that many homeowners will also lose their homes to foreclosure. While temporary forbearance is available to homeowners with federally backed mortgages pursuant to the CARES Act, and while some other lenders have voluntarily agreed to provide borrowers with additional time to pay, not all mortgages are covered.

(f) Stabilizing the housing situation for tenants and landlords is to the mutual benefit of both groups and will help the state address the pandemic, protect public health, and set the stage for recovery. It is, therefore, the

intent of the Legislature and the State of California to establish through statute a framework for all impacted parties to negotiate and avoid as many evictions and foreclosures as possible.

(g) This bill shall not relieve tenants, homeowners, or landlords of their financial and contractual obligations, but rather it seeks to forestall massive social and public health harm by preventing unpaid rental debt from serving as a cause of action for eviction or foreclosure during this historic and unforeseeable period and from unduly burdening the recovery through negative credit reporting. This framework for temporary emergency relief for financially distressed tenants, homeowners, and small landlords seeks to help stabilize Californians through the state of emergency in protection of their health and without the loss of their homes and property.

SEC. 3. Section 789.4 is added to the Civil Code, to read:

789.4. (a) In addition to the damages provided in subdivision (c) of Section 789.3 of the Civil Code, a landlord who violates Section 789.3 of the Civil Code, if the tenant has provided a declaration of COVID-19 financial distress pursuant to Section 1179.03 of the Code of Civil Procedure, shall be liable for damages in an amount that is at least one thousand dollars (\$1,000) but not more than two thousand five hundred dollars (\$2,500), as determined by the trier of fact.

(b) This section shall remain in effect until February 1, 2021, and as of that date is repealed.

SEC. 4. Section 798.56 of the Civil Code is amended to read:

798.56. A tenancy shall be terminated by the management only for one or more of the following reasons:

(a) Failure of the homeowner or resident to comply with a local ordinance or state law or regulation relating to mobilehomes within a reasonable time after the homeowner receives a notice of noncompliance from the appropriate governmental agency.

(b) Conduct by the homeowner or resident, upon the park premises, that constitutes a substantial annoyance to other homeowners or residents.

(c) (1) Conviction of the homeowner or resident for prostitution, for a violation of subdivision (d) of Section 243, paragraph (2) of subdivision (a), or subdivision (b), of Section 245, Section 288, or Section 451, of the Penal Code, or a felony controlled substance offense, if the act resulting in the conviction was committed anywhere on the premises of the mobilehome park, including, but not limited to, within the homeowner's mobilehome.

(2) However, the tenancy may not be terminated for the reason specified in this subdivision if the person convicted of the offense has permanently vacated, and does not subsequently reoccupy, the mobilehome.

(d) Failure of the homeowner or resident to comply with a reasonable rule or regulation of the park that is part of the rental agreement or any amendment thereto.

No act or omission of the homeowner or resident shall constitute a failure to comply with a reasonable rule or regulation unless and until the management has given the homeowner written notice of the alleged rule or regulation violation and the homeowner or resident has failed to adhere to

the rule or regulation within seven days. However, if a homeowner has been given a written notice of an alleged violation of the same rule or regulation on three or more occasions within a 12-month period after the homeowner or resident has violated that rule or regulation, no written notice shall be required for a subsequent violation of the same rule or regulation.

Nothing in this subdivision shall relieve the management from its obligation to demonstrate that a rule or regulation has in fact been violated.

(e) (1) Except as provided for in the COVID-19 Tenant Relief Act of 2020 (Chapter 5 (commencing with Section 1179.01) of Title 3 of Part 3 of the Code of Civil Procedure), nonpayment of rent, utility charges, or reasonable incidental service charges; provided that the amount due has been unpaid for a period of at least five days from its due date, and provided that the homeowner shall be given a three-day written notice subsequent to that five-day period to pay the amount due or to vacate the tenancy. For purposes of this subdivision, the five-day period does not include the date the payment is due. The three-day written notice shall be given to the homeowner in the manner prescribed by Section 1162 of the Code of Civil Procedure. A copy of this notice shall be sent to the persons or entities specified in subdivision (b) of Section 798.55 within 10 days after notice is delivered to the homeowner. If the homeowner cures the default, the notice need not be sent. The notice may be given at the same time as the 60 days' notice required for termination of the tenancy. A three-day notice given pursuant to this subdivision shall contain the following provisions printed in at least 12-point boldface type at the top of the notice, with the appropriate number written in the blank:

“Warning: This notice is the (insert number) three-day notice for nonpayment of rent, utility charges, or other reasonable incidental services that has been served upon you in the last 12 months. Pursuant to Civil Code Section 798.56 (e) (5), if you have been given a three-day notice to either pay rent, utility charges, or other reasonable incidental services or to vacate your tenancy on three or more occasions within a 12-month period, management is not required to give you a further three-day period to pay rent or vacate the tenancy before your tenancy can be terminated.”

(2) Payment by the homeowner prior to the expiration of the three-day notice period shall cure a default under this subdivision. If the homeowner does not pay prior to the expiration of the three-day notice period, the homeowner shall remain liable for all payments due up until the time the tenancy is vacated.

(3) Payment by the legal owner, as defined in Section 18005.8 of the Health and Safety Code, any junior lienholder, as defined in Section 18005.3 of the Health and Safety Code, or the registered owner, as defined in Section 18009.5 of the Health and Safety Code, if other than the homeowner, on behalf of the homeowner prior to the expiration of 30 calendar days following the mailing of the notice to the legal owner, each junior lienholder, and the registered owner provided in subdivision (b) of Section 798.55, shall cure a default under this subdivision with respect to that payment.

(4) Cure of a default of rent, utility charges, or reasonable incidental service charges by the legal owner, any junior lienholder, or the registered owner, if other than the homeowner, as provided by this subdivision, may not be exercised more than twice during a 12-month period.

(5) If a homeowner has been given a three-day notice to pay the amount due or to vacate the tenancy on three or more occasions within the preceding 12-month period and each notice includes the provisions specified in paragraph (1), no written three-day notice shall be required in the case of a subsequent nonpayment of rent, utility charges, or reasonable incidental service charges.

In that event, the management shall give written notice to the homeowner in the manner prescribed by Section 1162 of the Code of Civil Procedure to remove the mobilehome from the park within a period of not less than 60 days, which period shall be specified in the notice. A copy of this notice shall be sent to the legal owner, each junior lienholder, and the registered owner of the mobilehome, if other than the homeowner, as specified in paragraph (b) of Section 798.55, by certified or registered mail, return receipt requested, within 10 days after notice is sent to the homeowner.

(6) When a copy of the 60 days' notice described in paragraph (5) is sent to the legal owner, each junior lienholder, and the registered owner of the mobilehome, if other than the homeowner, the default may be cured by any of them on behalf of the homeowner prior to the expiration of 30 calendar days following the mailing of the notice, if all of the following conditions exist:

(A) A copy of a three-day notice sent pursuant to subdivision (b) of Section 798.55 to a homeowner for the nonpayment of rent, utility charges, or reasonable incidental service charges was not sent to the legal owner, junior lienholder, or registered owner, of the mobilehome, if other than the homeowner, during the preceding 12-month period.

(B) The legal owner, junior lienholder, or registered owner of the mobilehome, if other than the homeowner, has not previously cured a default of the homeowner during the preceding 12-month period.

(C) The legal owner, junior lienholder or registered owner, if other than the homeowner, is not a financial institution or mobilehome dealer.

If the default is cured by the legal owner, junior lienholder, or registered owner within the 30-day period, the notice to remove the mobilehome from the park described in paragraph (5) shall be rescinded.

(f) Condemnation of the park.

(g) Change of use of the park or any portion thereof, provided:

(1) The management gives the homeowners at least 15 days' written notice that the management will be appearing before a local governmental board, commission, or body to request permits for a change of use of the mobilehome park.

(2) After all required permits requesting a change of use have been approved by the local governmental board, commission, or body, the management shall give the homeowners six months' or more written notice of termination of tenancy.

If the change of use requires no local governmental permits, then notice shall be given 12 months or more prior to the management's determination that a change of use will occur. The management in the notice shall disclose and describe in detail the nature of the change of use.

(3) The management gives each proposed homeowner written notice thereof prior to the inception of the homeowner's tenancy that the management is requesting a change of use before local governmental bodies or that a change of use request has been granted.

(4) The notice requirements for termination of tenancy set forth in Sections 798.56 and 798.57 shall be followed if the proposed change actually occurs.

(5) A notice of a proposed change of use given prior to January 1, 1980, that conforms to the requirements in effect at that time shall be valid. The requirements for a notice of a proposed change of use imposed by this subdivision shall be governed by the law in effect at the time the notice was given.

(h) The report required pursuant to subdivisions (b) and (i) of Section 65863.7 of the Government Code shall be given to the homeowners or residents at the same time that notice is required pursuant to subdivision (g) of this section.

(i) For purposes of this section, "financial institution" means a state or national bank, state or federal savings and loan association or credit union, or similar organization, and mobilehome dealer as defined in Section 18002.6 of the Health and Safety Code or any other organization that, as part of its usual course of business, originates, owns, or provides loan servicing for loans secured by a mobilehome.

(j) This section remain in effect until February 1, 2025, and as of that date is repealed.

SEC. 5. Section 798.56 is added to the Civil Code, to read:

798.56. A tenancy shall be terminated by the management only for one or more of the following reasons:

(a) Failure of the homeowner or resident to comply with a local ordinance or state law or regulation relating to mobilehomes within a reasonable time after the homeowner receives a notice of noncompliance from the appropriate governmental agency.

(b) Conduct by the homeowner or resident, upon the park premises, that constitutes a substantial annoyance to other homeowners or residents.

(c) (1) Conviction of the homeowner or resident for prostitution, for a violation of subdivision (d) of Section 243, paragraph (2) of subdivision (a), or subdivision (b), of Section 245, Section 288, or Section 451, of the Penal Code, or a felony controlled substance offense, if the act resulting in the conviction was committed anywhere on the premises of the mobilehome park, including, but not limited to, within the homeowner's mobilehome.

(2) However, the tenancy may not be terminated for the reason specified in this subdivision if the person convicted of the offense has permanently vacated, and does not subsequently reoccupy, the mobilehome.

(d) Failure of the homeowner or resident to comply with a reasonable rule or regulation of the park that is part of the rental agreement or any amendment thereto.

No act or omission of the homeowner or resident shall constitute a failure to comply with a reasonable rule or regulation unless and until the management has given the homeowner written notice of the alleged rule or regulation violation and the homeowner or resident has failed to adhere to the rule or regulation within seven days. However, if a homeowner has been given a written notice of an alleged violation of the same rule or regulation on three or more occasions within a 12-month period after the homeowner or resident has violated that rule or regulation, no written notice shall be required for a subsequent violation of the same rule or regulation.

Nothing in this subdivision shall relieve the management from its obligation to demonstrate that a rule or regulation has in fact been violated.

(e) (1) Nonpayment of rent, utility charges, or reasonable incidental service charges; provided that the amount due has been unpaid for a period of at least five days from its due date, and provided that the homeowner shall be given a three-day written notice subsequent to that five-day period to pay the amount due or to vacate the tenancy. For purposes of this subdivision, the five-day period does not include the date the payment is due. The three-day written notice shall be given to the homeowner in the manner prescribed by Section 1162 of the Code of Civil Procedure. A copy of this notice shall be sent to the persons or entities specified in subdivision (b) of Section 798.55 within 10 days after notice is delivered to the homeowner. If the homeowner cures the default, the notice need not be sent. The notice may be given at the same time as the 60 days' notice required for termination of the tenancy. A three-day notice given pursuant to this subdivision shall contain the following provisions printed in at least 12-point boldface type at the top of the notice, with the appropriate number written in the blank:

“Warning: This notice is the (insert number) three-day notice for nonpayment of rent, utility charges, or other reasonable incidental services that has been served upon you in the last 12 months. Pursuant to Civil Code Section 798.56 (e) (5), if you have been given a three-day notice to either pay rent, utility charges, or other reasonable incidental services or to vacate your tenancy on three or more occasions within a 12-month period, management is not required to give you a further three-day period to pay rent or vacate the tenancy before your tenancy can be terminated.”

(2) Payment by the homeowner prior to the expiration of the three-day notice period shall cure a default under this subdivision. If the homeowner does not pay prior to the expiration of the three-day notice period, the homeowner shall remain liable for all payments due up until the time the tenancy is vacated.

(3) Payment by the legal owner, as defined in Section 18005.8 of the Health and Safety Code, any junior lienholder, as defined in Section 18005.3 of the Health and Safety Code, or the registered owner, as defined in Section 18009.5 of the Health and Safety Code, if other than the homeowner, on

behalf of the homeowner prior to the expiration of 30 calendar days following the mailing of the notice to the legal owner, each junior lienholder, and the registered owner provided in subdivision (b) of Section 798.55, shall cure a default under this subdivision with respect to that payment.

(4) Cure of a default of rent, utility charges, or reasonable incidental service charges by the legal owner, any junior lienholder, or the registered owner, if other than the homeowner, as provided by this subdivision, may not be exercised more than twice during a 12-month period.

(5) If a homeowner has been given a three-day notice to pay the amount due or to vacate the tenancy on three or more occasions within the preceding 12-month period and each notice includes the provisions specified in paragraph (1), no written three-day notice shall be required in the case of a subsequent nonpayment of rent, utility charges, or reasonable incidental service charges.

In that event, the management shall give written notice to the homeowner in the manner prescribed by Section 1162 of the Code of Civil Procedure to remove the mobilehome from the park within a period of not less than 60 days, which period shall be specified in the notice. A copy of this notice shall be sent to the legal owner, each junior lienholder, and the registered owner of the mobilehome, if other than the homeowner, as specified in paragraph (b) of Section 798.55, by certified or registered mail, return receipt requested, within 10 days after notice is sent to the homeowner.

(6) When a copy of the 60 days' notice described in paragraph (5) is sent to the legal owner, each junior lienholder, and the registered owner of the mobilehome, if other than the homeowner, the default may be cured by any of them on behalf of the homeowner prior to the expiration of 30 calendar days following the mailing of the notice, if all of the following conditions exist:

(A) A copy of a three-day notice sent pursuant to subdivision (b) of Section 798.55 to a homeowner for the nonpayment of rent, utility charges, or reasonable incidental service charges was not sent to the legal owner, junior lienholder, or registered owner, of the mobilehome, if other than the homeowner, during the preceding 12-month period.

(B) The legal owner, junior lienholder, or registered owner of the mobilehome, if other than the homeowner, has not previously cured a default of the homeowner during the preceding 12-month period.

(C) The legal owner, junior lienholder or registered owner, if other than the homeowner, is not a financial institution or mobilehome dealer.

If the default is cured by the legal owner, junior lienholder, or registered owner within the 30-day period, the notice to remove the mobilehome from the park described in paragraph (5) shall be rescinded.

(f) Condemnation of the park.

(g) Change of use of the park or any portion thereof, provided:

(1) The management gives the homeowners at least 15 days' written notice that the management will be appearing before a local governmental board, commission, or body to request permits for a change of use of the mobilehome park.

(2) After all required permits requesting a change of use have been approved by the local governmental board, commission, or body, the management shall give the homeowners six months' or more written notice of termination of tenancy.

If the change of use requires no local governmental permits, then notice shall be given 12 months or more prior to the management's determination that a change of use will occur. The management in the notice shall disclose and describe in detail the nature of the change of use.

(3) The management gives each proposed homeowner written notice thereof prior to the inception of the homeowner's tenancy that the management is requesting a change of use before local governmental bodies or that a change of use request has been granted.

(4) The notice requirements for termination of tenancy set forth in Sections 798.56 and 798.57 shall be followed if the proposed change actually occurs.

(5) A notice of a proposed change of use given prior to January 1, 1980, that conforms to the requirements in effect at that time shall be valid. The requirements for a notice of a proposed change of use imposed by this subdivision shall be governed by the law in effect at the time the notice was given.

(h) The report required pursuant to subdivisions (b) and (i) of Section 65863.7 of the Government Code shall be given to the homeowners or residents at the same time that notice is required pursuant to subdivision (g) of this section.

(i) For purposes of this section, "financial institution" means a state or national bank, state or federal savings and loan association or credit union, or similar organization, and mobilehome dealer as defined in Section 18002.6 of the Health and Safety Code or any other organization that, as part of its usual course of business, originates, owns, or provides loan servicing for loans secured by a mobilehome.

(j) This section shall become operative on February 1, 2025.

SEC. 6. Section 1942.5 of the Civil Code is amended to read:

1942.5. (a) If the lessor retaliates against the lessee because of the exercise by the lessee of the lessee's rights under this chapter or because of the lessee's complaint to an appropriate agency as to tenantability of a dwelling, and if the lessee of a dwelling is not in default as to the payment of rent, the lessor may not recover possession of a dwelling in any action or proceeding, cause the lessee to quit involuntarily, increase the rent, or decrease any services within 180 days of any of the following:

(1) After the date upon which the lessee, in good faith, has given notice pursuant to Section 1942, has provided notice of a suspected bed bug infestation, or has made an oral complaint to the lessor regarding tenantability.

(2) After the date upon which the lessee, in good faith, has filed a written complaint, or an oral complaint which is registered or otherwise recorded in writing, with an appropriate agency, of which the lessor has notice, for the purpose of obtaining correction of a condition relating to tenantability.

(3) After the date of an inspection or issuance of a citation, resulting from a complaint described in paragraph (2) of which the lessor did not have notice.

(4) After the filing of appropriate documents commencing a judicial or arbitration proceeding involving the issue of tenantability.

(5) After entry of judgment or the signing of an arbitration award, if any, when in the judicial proceeding or arbitration the issue of tenantability is determined adversely to the lessor.

In each instance, the 180-day period shall run from the latest applicable date referred to in paragraphs (1) to (5), inclusive.

(b) A lessee may not invoke subdivision (a) more than once in any 12-month period.

(c) To report, or to threaten to report, the lessee or individuals known to the landlord to be associated with the lessee to immigration authorities is a form of retaliatory conduct prohibited under subdivision (a). This subdivision shall in no way limit the definition of retaliatory conduct prohibited under this section.

(d) Notwithstanding subdivision (a), it is unlawful for a lessor to increase rent, decrease services, cause a lessee to quit involuntarily, bring an action to recover possession, or threaten to do any of those acts, for the purpose of retaliating against the lessee because the lessee has lawfully organized or participated in a lessees' association or an organization advocating lessees' rights or has lawfully and peaceably exercised any rights under the law. It is also unlawful for a lessor to bring an action for unlawful detainer based on a cause of action other than nonpayment of COVID-19 rental debt, as defined in Section 1179.02 of the Code of Civil Procedure, for the purpose of retaliating against the lessee because the lessee has a COVID-19 rental debt. In an action brought by or against the lessee pursuant to this subdivision, the lessee shall bear the burden of producing evidence that the lessor's conduct was, in fact, retaliatory.

(e) To report, or to threaten to report, the lessee or individuals known to the landlord to be associated with the lessee to immigration authorities is a form of retaliatory conduct prohibited under subdivision (d). This subdivision shall in no way limit the definition of retaliatory conduct prohibited under this section.

(f) This section does not limit in any way the exercise by the lessor of the lessor's rights under any lease or agreement or any law pertaining to the hiring of property or the lessor's right to do any of the acts described in subdivision (a) or (d) for any lawful cause. Any waiver by a lessee of the lessee's rights under this section is void as contrary to public policy.

(g) Notwithstanding subdivisions (a) to (f), inclusive, a lessor may recover possession of a dwelling and do any of the other acts described in subdivision (a) within the period or periods prescribed therein, or within subdivision (d), if the notice of termination, rent increase, or other act, and any pleading or statement of issues in an arbitration, if any, states the ground upon which the lessor, in good faith, seeks to recover possession, increase rent, or do

any of the other acts described in subdivision (a) or (d). If the statement is controverted, the lessor shall establish its truth at the trial or other hearing.

(h) Any lessor or agent of a lessor who violates this section shall be liable to the lessee in a civil action for all of the following:

(1) The actual damages sustained by the lessee.

(2) Punitive damages in an amount of not less than one hundred dollars (\$100) nor more than two thousand dollars (\$2,000) for each retaliatory act where the lessor or agent has been guilty of fraud, oppression, or malice with respect to that act.

(i) In any action brought for damages for retaliatory eviction, the court shall award reasonable attorney's fees to the prevailing party if either party requests attorney's fees upon the initiation of the action.

(j) The remedies provided by this section shall be in addition to any other remedies provided by statutory or decisional law.

(k) A lessor does not violate subdivision (c) or (e) by complying with any legal obligation under any federal government program that provides for rent limitations or rental assistance to a qualified tenant.

(l) This section shall remain in effect until February 1, 2021, and as of that date is repealed.

SEC. 7. Section 1942.5 is added to the Civil Code, to read:

1942.5. (a) If the lessor retaliates against the lessee because of the exercise by the lessee of the lessee's rights under this chapter or because of the lessee's complaint to an appropriate agency as to tenantability of a dwelling, and if the lessee of a dwelling is not in default as to the payment of rent, the lessor may not recover possession of a dwelling in any action or proceeding, cause the lessee to quit involuntarily, increase the rent, or decrease any services within 180 days of any of the following:

(1) After the date upon which the lessee, in good faith, has given notice pursuant to Section 1942, has provided notice of a suspected bed bug infestation, or has made an oral complaint to the lessor regarding tenantability.

(2) After the date upon which the lessee, in good faith, has filed a written complaint, or an oral complaint which is registered or otherwise recorded in writing, with an appropriate agency, of which the lessor has notice, for the purpose of obtaining correction of a condition relating to tenantability.

(3) After the date of an inspection or issuance of a citation, resulting from a complaint described in paragraph (2) of which the lessor did not have notice.

(4) After the filing of appropriate documents commencing a judicial or arbitration proceeding involving the issue of tenantability.

(5) After entry of judgment or the signing of an arbitration award, if any, when in the judicial proceeding or arbitration the issue of tenantability is determined adversely to the lessor.

In each instance, the 180-day period shall run from the latest applicable date referred to in paragraphs (1) to (5), inclusive.

(b) A lessee may not invoke subdivision (a) more than once in any 12-month period.

(c) To report, or to threaten to report, the lessee or individuals known to the landlord to be associated with the lessee to immigration authorities is a form of retaliatory conduct prohibited under subdivision (a). This subdivision shall in no way limit the definition of retaliatory conduct prohibited under this section.

(d) Notwithstanding subdivision (a), it is unlawful for a lessor to increase rent, decrease services, cause a lessee to quit involuntarily, bring an action to recover possession, or threaten to do any of those acts, for the purpose of retaliating against the lessee because the lessee has lawfully organized or participated in a lessees' association or an organization advocating lessees' rights or has lawfully and peaceably exercised any rights under the law. In an action brought by or against the lessee pursuant to this subdivision, the lessee shall bear the burden of producing evidence that the lessor's conduct was, in fact, retaliatory.

(e) To report, or to threaten to report, the lessee or individuals known to the landlord to be associated with the lessee to immigration authorities is a form of retaliatory conduct prohibited under subdivision (d). This subdivision shall in no way limit the definition of retaliatory conduct prohibited under this section.

(f) This section does not limit in any way the exercise by the lessor of the lessor's rights under any lease or agreement or any law pertaining to the hiring of property or the lessor's right to do any of the acts described in subdivision (a) or (d) for any lawful cause. Any waiver by a lessee of the lessee's rights under this section is void as contrary to public policy.

(g) Notwithstanding subdivisions (a) to (f), inclusive, a lessor may recover possession of a dwelling and do any of the other acts described in subdivision (a) within the period or periods prescribed therein, or within subdivision (d), if the notice of termination, rent increase, or other act, and any pleading or statement of issues in an arbitration, if any, states the ground upon which the lessor, in good faith, seeks to recover possession, increase rent, or do any of the other acts described in subdivision (a) or (d). If the statement is controverted, the lessor shall establish its truth at the trial or other hearing.

(h) Any lessor or agent of a lessor who violates this section shall be liable to the lessee in a civil action for all of the following:

(1) The actual damages sustained by the lessee.

(2) Punitive damages in an amount of not less than one hundred dollars (\$100) nor more than two thousand dollars (\$2,000) for each retaliatory act where the lessor or agent has been guilty of fraud, oppression, or malice with respect to that act.

(i) In any action brought for damages for retaliatory eviction, the court shall award reasonable attorney's fees to the prevailing party if either party requests attorney's fees upon the initiation of the action.

(j) The remedies provided by this section shall be in addition to any other remedies provided by statutory or decisional law.

(k) A lessor does not violate subdivision (c) or (e) by complying with any legal obligation under any federal government program that provides for rent limitations or rental assistance to a qualified tenant.

(l) This section shall become operative on February 1, 2021.

SEC. 8. Section 1946.2 of the Civil Code is amended to read:

1946.2. (a) Notwithstanding any other law, after a tenant has continuously and lawfully occupied a residential real property for 12 months, the owner of the residential real property shall not terminate the tenancy without just cause, which shall be stated in the written notice to terminate tenancy. If any additional adult tenants are added to the lease before an existing tenant has continuously and lawfully occupied the residential real property for 24 months, then this subdivision shall only apply if either of the following are satisfied:

(1) All of the tenants have continuously and lawfully occupied the residential real property for 12 months or more.

(2) One or more tenants have continuously and lawfully occupied the residential real property for 24 months or more.

(b) For purposes of this section, "just cause" includes either of the following:

(1) At-fault just cause, which is any of the following:

(A) Default in the payment of rent.

(B) A breach of a material term of the lease, as described in paragraph (3) of Section 1161 of the Code of Civil Procedure, including, but not limited to, violation of a provision of the lease after being issued a written notice to correct the violation.

(C) Maintaining, committing, or permitting the maintenance or commission of a nuisance as described in paragraph (4) of Section 1161 of the Code of Civil Procedure.

(D) Committing waste as described in paragraph (4) of Section 1161 of the Code of Civil Procedure.

(E) The tenant had a written lease that terminated on or after January 1, 2020, and after a written request or demand from the owner, the tenant has refused to execute a written extension or renewal of the lease for an additional term of similar duration with similar provisions, provided that those terms do not violate this section or any other provision of law.

(F) Criminal activity by the tenant on the residential real property, including any common areas, or any criminal activity or criminal threat, as defined in subdivision (a) of Section 422 of the Penal Code, on or off the residential real property, that is directed at any owner or agent of the owner of the residential real property.

(G) Assigning or subletting the premises in violation of the tenant's lease, as described in paragraph (4) of Section 1161 of the Code of Civil Procedure.

(H) The tenant's refusal to allow the owner to enter the residential real property as authorized by Sections 1101.5 and 1954 of this code, and Sections 13113.7 and 17926.1 of the Health and Safety Code.

(I) Using the premises for an unlawful purpose as described in paragraph (4) of Section 1161 of the Code of Civil Procedure.

(J) The employee, agent, or licensee's failure to vacate after their termination as an employee, agent, or a licensee as described in paragraph (1) of Section 1161 of the Code of Civil Procedure.

(K) When the tenant fails to deliver possession of the residential real property after providing the owner written notice as provided in Section 1946 of the tenant's intention to terminate the hiring of the real property, or makes a written offer to surrender that is accepted in writing by the landlord, but fails to deliver possession at the time specified in that written notice as described in paragraph (5) of Section 1161 of the Code of Civil Procedure.

(2) No-fault just cause, which includes any of the following:

(A) (i) Intent to occupy the residential real property by the owner or their spouse, domestic partner, children, grandchildren, parents, or grandparents.

(ii) For leases entered into on or after July 1, 2020, clause (i) shall apply only if the tenant agrees, in writing, to the termination, or if a provision of the lease allows the owner to terminate the lease if the owner, or their spouse, domestic partner, children, grandchildren, parents, or grandparents, unilaterally decides to occupy the residential real property. Addition of a provision allowing the owner to terminate the lease as described in this clause to a new or renewed rental agreement or fixed-term lease constitutes a similar provision for the purposes of subparagraph (E) of paragraph (1).

(B) Withdrawal of the residential real property from the rental market.

(C) (i) The owner complying with any of the following:

(I) An order issued by a government agency or court relating to habitability that necessitates vacating the residential real property.

(II) An order issued by a government agency or court to vacate the residential real property.

(III) A local ordinance that necessitates vacating the residential real property.

(ii) If it is determined by any government agency or court that the tenant is at fault for the condition or conditions triggering the order or need to vacate under clause (i), the tenant shall not be entitled to relocation assistance as outlined in paragraph (3) of subdivision (d).

(D) (i) Intent to demolish or to substantially remodel the residential real property.

(ii) For purposes of this subparagraph, "substantially remodel" means the replacement or substantial modification of any structural, electrical, plumbing, or mechanical system that requires a permit from a governmental agency, or the abatement of hazardous materials, including lead-based paint, mold, or asbestos, in accordance with applicable federal, state, and local laws, that cannot be reasonably accomplished in a safe manner with the tenant in place and that requires the tenant to vacate the residential real property for at least 30 days. Cosmetic improvements alone, including painting, decorating, and minor repairs, or other work that can be performed safely without having the residential real property vacated, do not qualify as substantial rehabilitation.

(c) Before an owner of residential real property issues a notice to terminate a tenancy for just cause that is a curable lease violation, the owner shall first give notice of the violation to the tenant with an opportunity to

cure the violation pursuant to paragraph (3) of Section 1161 of the Code of Civil Procedure. If the violation is not cured within the time period set forth in the notice, a three-day notice to quit without an opportunity to cure may thereafter be served to terminate the tenancy.

(d) (1) For a tenancy for which just cause is required to terminate the tenancy under subdivision (a), if an owner of residential real property issues a termination notice based on a no-fault just cause described in paragraph (2) of subdivision (b), the owner shall, regardless of the tenant's income, at the owner's option, do one of the following:

(A) Assist the tenant to relocate by providing a direct payment to the tenant as described in paragraph (3).

(B) Waive in writing the payment of rent for the final month of the tenancy, prior to the rent becoming due.

(2) If an owner issues a notice to terminate a tenancy for no-fault just cause, the owner shall notify the tenant of the tenant's right to relocation assistance or rent waiver pursuant to this section. If the owner elects to waive the rent for the final month of the tenancy as provided in subparagraph (B) of paragraph (1), the notice shall state the amount of rent waived and that no rent is due for the final month of the tenancy.

(3) (A) The amount of relocation assistance or rent waiver shall be equal to one month of the tenant's rent that was in effect when the owner issued the notice to terminate the tenancy. Any relocation assistance shall be provided within 15 calendar days of service of the notice.

(B) If a tenant fails to vacate after the expiration of the notice to terminate the tenancy, the actual amount of any relocation assistance or rent waiver provided pursuant to this subdivision shall be recoverable as damages in an action to recover possession.

(C) The relocation assistance or rent waiver required by this subdivision shall be credited against any other relocation assistance required by any other law.

(4) An owner's failure to strictly comply with this subdivision shall render the notice of termination void.

(e) This section shall not apply to the following types of residential real properties or residential circumstances:

(1) Transient and tourist hotel occupancy as defined in subdivision (b) of Section 1940.

(2) Housing accommodations in a nonprofit hospital, religious facility, extended care facility, licensed residential care facility for the elderly, as defined in Section 1569.2 of the Health and Safety Code, or an adult residential facility, as defined in Chapter 6 of Division 6 of Title 22 of the Manual of Policies and Procedures published by the State Department of Social Services.

(3) Dormitories owned and operated by an institution of higher education or a kindergarten and grades 1 to 12, inclusive, school.

(4) Housing accommodations in which the tenant shares bathroom or kitchen facilities with the owner who maintains their principal residence at the residential real property.

(5) Single-family owner-occupied residences, including a residence in which the owner-occupant rents or leases no more than two units or bedrooms, including, but not limited to, an accessory dwelling unit or a junior accessory dwelling unit.

(6) A property containing two separate dwelling units within a single structure in which the owner occupied one of the units as the owner's principal place of residence at the beginning of the tenancy, so long as the owner continues in occupancy, and neither unit is an accessory dwelling unit or a junior accessory dwelling unit.

(7) Housing that has been issued a certificate of occupancy within the previous 15 years.

(8) Residential real property that is alienable separate from the title to any other dwelling unit, provided that both of the following apply:

(A) The owner is not any of the following:

(i) A real estate investment trust, as defined in Section 856 of the Internal Revenue Code.

(ii) A corporation.

(iii) A limited liability company in which at least one member is a corporation.

(B) (i) The tenants have been provided written notice that the residential property is exempt from this section using the following statement:

“This property is not subject to the rent limits imposed by Section 1947.12 of the Civil Code and is not subject to the just cause requirements of Section 1946.2 of the Civil Code. This property meets the requirements of Sections 1947.12 (d)(5) and 1946.2 (e)(8) of the Civil Code and the owner is not any of the following: (1) a real estate investment trust, as defined by Section 856 of the Internal Revenue Code; (2) a corporation; or (3) a limited liability company in which at least one member is a corporation.”

(ii) For a tenancy existing before July 1, 2020, the notice required under clause (i) may, but is not required to, be provided in the rental agreement.

(iii) For any tenancy commenced or renewed on or after July 1, 2020, the notice required under clause (i) must be provided in the rental agreement.

(iv) Addition of a provision containing the notice required under clause (i) to any new or renewed rental agreement or fixed-term lease constitutes a similar provision for the purposes of subparagraph (E) of paragraph (1) of subdivision (b).

(9) Housing restricted by deed, regulatory restriction contained in an agreement with a government agency, or other recorded document as affordable housing for persons and families of very low, low, or moderate income, as defined in Section 50093 of the Health and Safety Code, or subject to an agreement that provides housing subsidies for affordable housing for persons and families of very low, low, or moderate income, as defined in Section 50093 of the Health and Safety Code or comparable federal statutes.

(f) An owner of residential real property subject to this section shall provide notice to the tenant as follows:

(1) For any tenancy commenced or renewed on or after July 1, 2020, as an addendum to the lease or rental agreement, or as a written notice signed by the tenant, with a copy provided to the tenant.

(2) For a tenancy existing prior to July 1, 2020, by written notice to the tenant no later than August 1, 2020, or as an addendum to the lease or rental agreement.

(3) The notification or lease provision shall be in no less than 12-point type, and shall include the following:

“California law limits the amount your rent can be increased. See Section 1947.12 of the Civil Code for more information. California law also provides that after all of the tenants have continuously and lawfully occupied the property for 12 months or more or at least one of the tenants has continuously and lawfully occupied the property for 24 months or more, a landlord must provide a statement of cause in any notice to terminate a tenancy. See Section 1946.2 of the Civil Code for more information.”

The provision of the notice shall be subject to Section 1632.

(g) (1) This section does not apply to the following residential real property:

(A) Residential real property subject to a local ordinance requiring just cause for termination of a residential tenancy adopted on or before September 1, 2019, in which case the local ordinance shall apply.

(B) Residential real property subject to a local ordinance requiring just cause for termination of a residential tenancy adopted or amended after September 1, 2019, that is more protective than this section, in which case the local ordinance shall apply. For purposes of this subparagraph, an ordinance is “more protective” if it meets all of the following criteria:

(i) The just cause for termination of a residential tenancy under the local ordinance is consistent with this section.

(ii) The ordinance further limits the reasons for termination of a residential tenancy, provides for higher relocation assistance amounts, or provides additional tenant protections that are not prohibited by any other provision of law.

(iii) The local government has made a binding finding within their local ordinance that the ordinance is more protective than the provisions of this section.

(2) A residential real property shall not be subject to both a local ordinance requiring just cause for termination of a residential tenancy and this section.

(3) A local ordinance adopted after September 1, 2019, that is less protective than this section shall not be enforced unless this section is repealed.

(h) Any waiver of the rights under this section shall be void as contrary to public policy.

(i) For the purposes of this section, the following definitions shall apply:

(1) "Owner" and "residential real property" have the same meaning as those terms are defined in Section 1954.51.

(2) "Tenancy" means the lawful occupation of residential real property and includes a lease or sublease.

(j) This section shall remain in effect only until January 1, 2030, and as of that date is repealed.

SEC. 9. Section 1947.12 of the Civil Code is amended to read:

1947.12. (a) (1) Subject to subdivision (b), an owner of residential real property shall not, over the course of any 12-month period, increase the gross rental rate for a dwelling or a unit more than 5 percent plus the percentage change in the cost of living, or 10 percent, whichever is lower, of the lowest gross rental rate charged for that dwelling or unit at any time during the 12 months prior to the effective date of the increase. In determining the lowest gross rental amount pursuant to this section, any rent discounts, incentives, concessions, or credits offered by the owner of such unit of residential real property and accepted by the tenant shall be excluded. The gross per-month rental rate and any owner-offered discounts, incentives, concessions, or credits shall be separately listed and identified in the lease or rental agreement or any amendments to an existing lease or rental agreement.

(2) If the same tenant remains in occupancy of a unit of residential real property over any 12-month period, the gross rental rate for the unit of residential real property shall not be increased in more than two increments over that 12-month period, subject to the other restrictions of this subdivision governing gross rental rate increase.

(b) For a new tenancy in which no tenant from the prior tenancy remains in lawful possession of the residential real property, the owner may establish the initial rental rate not subject to subdivision (a). Subdivision (a) is only applicable to subsequent increases after that initial rental rate has been established.

(c) A tenant of residential real property subject to this section shall not enter into a sublease that results in a total rent for the premises that exceeds the allowable rental rate authorized by subdivision (a). Nothing in this subdivision authorizes a tenant to sublet or assign the tenant's interest where otherwise prohibited.

(d) This section shall not apply to the following residential real properties:

(1) Housing restricted by deed, regulatory restriction contained in an agreement with a government agency, or other recorded document as affordable housing for persons and families of very low, low, or moderate income, as defined in Section 50093 of the Health and Safety Code, or subject to an agreement that provides housing subsidies for affordable housing for persons and families of very low, low, or moderate income, as defined in Section 50093 of the Health and Safety Code or comparable federal statutes.

(2) Dormitories owned and operated by an institution of higher education or a kindergarten and grades 1 to 12, inclusive, school.

(3) Housing subject to rent or price control through a public entity's valid exercise of its police power consistent with Chapter 2.7 (commencing with Section 1954.50) that restricts annual increases in the rental rate to an amount less than that provided in subdivision (a).

(4) Housing that has been issued a certificate of occupancy within the previous 15 years.

(5) Residential real property that is alienable separate from the title to any other dwelling unit, provided that both of the following apply:

(A) The owner is not any of the following:

(i) A real estate investment trust, as defined in Section 856 of the Internal Revenue Code.

(ii) A corporation.

(iii) A limited liability company in which at least one member is a corporation.

(B) (i) The tenants have been provided written notice that the residential real property is exempt from this section using the following statement:

“This property is not subject to the rent limits imposed by Section 1947.12 of the Civil Code and is not subject to the just cause requirements of Section 1946.2 of the Civil Code. This property meets the requirements of Sections 1947.12 (d)(5) and 1946.2 (e)(8) of the Civil Code and the owner is not any of the following: (1) a real estate investment trust, as defined by Section 856 of the Internal Revenue Code; (2) a corporation; or (3) a limited liability company in which at least one member is a corporation.”

(ii) For a tenancy existing before July 1, 2020, the notice required under clause (i) may, but is not required to, be provided in the rental agreement.

(iii) For a tenancy commenced or renewed on or after July 1, 2020, the notice required under clause (i) must be provided in the rental agreement.

(iv) Addition of a provision containing the notice required under clause (i) to any new or renewed rental agreement or fixed-term lease constitutes a similar provision for the purposes of subparagraph (E) of paragraph (1) of subdivision (b) of Section 1946.2.

(6) A property containing two separate dwelling units within a single structure in which the owner occupied one of the units as the owner's principal place of residence at the beginning of the tenancy, so long as the owner continues in occupancy, and neither unit is an accessory dwelling unit or a junior accessory dwelling unit.

(e) An owner shall provide notice of any increase in the rental rate, pursuant to subdivision (a), to each tenant in accordance with Section 827.

(f) (1) On or before January 1, 2030, the Legislative Analyst's Office shall report to the Legislature regarding the effectiveness of this section and Section 1947.13. The report shall include, but not be limited to, the impact of the rental rate cap pursuant to subdivision (a) on the housing market within the state.

(2) The report required by paragraph (1) shall be submitted in compliance with Section 9795 of the Government Code.

(g) For the purposes of this section, the following definitions shall apply:

(1) “Consumer Price Index for All Urban Consumers for All Items” means the following:

(A) The Consumer Price Index for All Urban Consumers for All Items (CPI-U) for the metropolitan area in which the property is located, as published by the United States Bureau of Labor Statistics, which are as follows:

(i) The CPI-U for the Los Angeles-Long Beach-Anaheim metropolitan area covering the Counties of Los Angeles and Orange.

(ii) The CPI-U for the Riverside-San Bernardo-Ontario metropolitan area covering the Counties of Riverside and San Bernardino.

(iii) The CPI-U for the San Diego-Carlsbad metropolitan area covering the County of San Diego.

(iv) The CPI-U for the San Francisco-Oakland-Hayward metropolitan area covering the Counties of Alameda, Contra Costa, Marin, San Francisco, and San Mateo.

(v) Any successor metropolitan area index to any of the indexes listed in clauses (i) to (iv), inclusive.

(B) If the United States Bureau of Labor Statistics does not publish a CPI-U for the metropolitan area in which the property is located, the California Consumer Price Index for All Urban Consumers for All Items as published by the Department of Industrial Relations.

(C) On or after January 1, 2021, if the United States Bureau of Labor Statistics publishes a CPI-U index for one or more metropolitan areas not listed in subparagraph (A), that CPI-U index shall apply in those areas with respect to rent increases that take effect on or after August 1 of the calendar year in which the 12-month change in that CPI-U, as described in subparagraph (B) of paragraph (3), is first published.

(2) “Owner” and “residential real property” shall have the same meaning as those terms are defined in Section 1954.51.

(3) (A) “Percentage change in the cost of living” means the percentage change, computed pursuant to subparagraph (B), in the applicable, as determined pursuant to paragraph (1), Consumer Price Index for All Urban Consumers for All Items.

(B) (i) For rent increases that take effect before August 1 of any calendar year, the following shall apply:

(I) The percentage change shall be the percentage change in the amount published for April of the immediately preceding calendar year and April of the year before that.

(II) If there is not an amount published in April for the applicable geographic area, the percentage change shall be the percentage change in the amount published for March of the immediately preceding calendar year and March of the year before that.

(ii) For rent increases that take effect on or after August 1 of any calendar year, the following shall apply:

(I) The percentage change shall be the percentage change in the amount published for April of that calendar year and April of the immediately preceding calendar year.

(II) If there is not an amount published in April for the applicable geographic area, the percentage change shall be the percentage change in the amount published for March of that calendar year and March of the immediately preceding calendar year.

(iii) The percentage change shall be rounded to the nearest one-tenth of 1 percent.

(4) “Tenancy” means the lawful occupation of residential real property and includes a lease or sublease.

(h) (1) This section shall apply to all rent increases subject to subdivision (a) occurring on or after March 15, 2019.

(2) In the event that an owner has increased the rent by more than the amount permissible under subdivision (a) between March 15, 2019, and January 1, 2020, both of the following shall apply:

(A) The applicable rent on January 1, 2020, shall be the rent as of March 15, 2019, plus the maximum permissible increase under subdivision (a).

(B) An owner shall not be liable to the tenant for any corresponding rent overpayment.

(3) An owner of residential real property subject to subdivision (a) who increased the rental rate on that residential real property on or after March 15, 2019, but prior to January 1, 2020, by an amount less than the rental rate increase permitted by subdivision (a) shall be allowed to increase the rental rate twice, as provided in paragraph (2) of subdivision (a), within 12 months of March 15, 2019, but in no event shall that rental rate increase exceed the maximum rental rate increase permitted by subdivision (a).

(i) Any waiver of the rights under this section shall be void as contrary to public policy.

(j) This section shall remain in effect until January 1, 2030, and as of that date is repealed.

(k) (1) The Legislature finds and declares that the unique circumstances of the current housing crisis require a statewide response to address rent gouging by establishing statewide limitations on gross rental rate increases.

(2) It is the intent of the Legislature that this section should apply only for the limited time needed to address the current statewide housing crisis, as described in paragraph (1). This section is not intended to expand or limit the authority of local governments to establish local policies regulating rents consistent with Chapter 2.7 (commencing with Section 1954.50), nor is it a statement regarding the appropriate, allowable rental rate increase when a local government adopts a policy regulating rent that is otherwise consistent with Chapter 2.7 (commencing with Section 1954.50).

(3) Nothing in this section authorizes a local government to establish limitations on any rental rate increases not otherwise permissible under Chapter 2.7 (commencing with Section 1954.50), or affects the existing authority of a local government to adopt or maintain rent controls or price controls consistent with that chapter.

SEC. 10. Section 1947.13 of the Civil Code is amended to read:

1947.13. (a) Notwithstanding subdivision (a) of Section 1947.12, upon the expiration of rental restrictions, the following shall apply:

(1) The owner of an assisted housing development who demonstrates, under penalty of perjury, compliance with all applicable provisions of Sections 65863.10, 65863.11, and 65863.13 of the Government Code and any other applicable federal, state, or local law or regulation may establish the initial unassisted rental rate for units in the applicable housing development. Any subsequent rent increase in the development shall be subject to Section 1947.12.

(2) The owner of a deed-restricted affordable housing unit or an affordable housing unit subject to a regulatory restriction contained in an agreement with a government agency limiting rental rates that is not within an assisted housing development may, subject to any applicable federal, state, or local law or regulation, establish the initial rental rate for the unit upon the expiration of the restriction. Any subsequent rent increase for the unit shall be subject to Section 1947.12.

(b) For purposes of this section:

(1) “Assisted housing development” has the same meaning as defined in paragraph (3) of subdivision (a) of Section 65863.10 of the Government Code.

(2) “Expiration of rental restrictions” has the same meaning as defined in paragraph (5) of subdivision (a) of Section 65863.10 of the Government Code.

(c) This section shall remain in effect until January 1, 2030, and as of that date is repealed.

(d) Any waiver of the rights under this section shall be void as contrary to public policy.

(e) This section shall not be construed to preempt any local law.

SEC. 11. Section 2924.15 of the Civil Code is amended to read:

2924.15. (a) Unless otherwise provided, paragraph (5) of subdivision (a) of Section 2924, and Sections 2923.5, 2923.55, 2923.6, 2923.7, 2924.9, 2924.10, 2924.11, and 2924.18 shall apply only to a first lien mortgage or deed of trust that meets either of the following criteria:

(1) (A) The first lien mortgage or deed of trust is secured by owner-occupied residential real property containing no more than four dwelling units.

(B) For purposes of this paragraph, “owner-occupied” means that the property is the principal residence of the borrower and is security for a loan made for personal, family, or household purposes.

(2) The first lien mortgage or deed of trust is secured by residential real property that is occupied by a tenant, contains no more than four dwelling units, and meets all of the conditions described in subparagraph (B).

(A) For the purposes of this paragraph:

(i) “Applicable lease” means a lease entered pursuant to an arm’s length transaction before, and in effect on, March 4, 2020.

(ii) “Arm’s length transaction” means a lease entered into in good faith and for valuable consideration that reflects the fair market value in the open market between informed and willing parties.

(iii) “Occupied by a tenant” means that the property is the principal residence of a tenant.

(B) To meet the conditions of this subdivision, a first lien mortgage or deed of trust shall have all of the following characteristics:

(i) The property is owned by an individual who owns no more than three residential real properties, or by one or more individuals who together own no more than three residential real properties, each of which contains no more than four dwelling units.

(ii) The property is occupied by a tenant pursuant to an applicable lease.

(iii) A tenant occupying the property is unable to pay rent due to a reduction in income resulting from the novel coronavirus.

(C) Relief shall be available pursuant to subdivision (a) of Section 2924 and Sections 2923.5, 2923.55, 2923.6, 2923.7, 2924.9, 2924.10, 2924.11, and 2924.18 for so long as the property remains occupied by a tenant pursuant to a lease entered in an arm’s length transaction.

(b) This section shall remain in effect until January 1, 2023, and as of that date is repealed.

SEC. 12. Section 2924.15 is added to the Civil Code, to read:

2924.15. (a) Unless otherwise provided, paragraph (5) of subdivision (a) of Section 2924 and Sections 2923.5, 2923.55, 2923.6, 2923.7, 2924.9, 2924.10, 2924.11, and 2924.18 shall apply only to a first lien mortgage or deed of trust that is secured by owner-occupied residential real property containing no more than four dwelling units.

(b) As used in this section, “owner-occupied” means that the property is the principal residence of the borrower and is security for a loan made for personal, family, or household purposes.

(c) This section shall become operative on January 1, 2023.

SEC. 13. Title 19 (commencing with Section 3273.01) is added to Part 4 of Division 3 of the Civil Code, to read:

TITLE 19. COVID-19 SMALL LANDLORD AND HOMEOWNER RELIEF ACT

CHAPTER 1. TITLE AND DEFINITIONS

3273.01. This title is known, and may be cited, as the “COVID-19 Small Landlord and Homeowner Relief Act of 2020.”

3273.1. For purposes of this title:

(a) (1) “Borrower” means any of the following:

(A) A natural person who is a mortgagor or trustor or a confirmed successor in interest, as defined in Section 1024.31 of Title 12 of the Code of Federal Regulations.

(B) An entity other than a natural person only if the secured property contains no more than four dwelling units and is currently occupied by one or more residential tenants.

(2) “Borrower” shall not include an individual who has surrendered the secured property as evidenced by either a letter confirming the surrender or delivery of the keys to the property to the mortgagee, trustee, beneficiary, or authorized agent.

(3) Unless the property securing the mortgage contains one or more deed-restricted affordable housing units or one or more affordable housing units subject to a regulatory restriction limiting rental rates that is contained in an agreement with a government agency, the following mortgagors shall not be considered a “borrower”:

(A) A real estate investment trust, as defined in Section 856 of the Internal Revenue Code.

(B) A corporation.

(C) A limited liability company in which at least one member is a corporation.

(4) “Borrower” shall also mean a person who holds a power of attorney for a borrower described in paragraph (1).

(b) “Effective time period” means the time period between the operational date of this title and April 1, 2021.

(c) (1) “Mortgage servicer” or “lienholder” means a person or entity who directly services a loan or who is responsible for interacting with the borrower, managing the loan account on a daily basis, including collecting and crediting periodic loan payments, managing any escrow account, or enforcing the note and security instrument, either as the current owner of the promissory note or as the current owner’s authorized agent.

(2) “Mortgage servicer” or “lienholder” also means a subservicing agent to a master servicer by contract.

(3) “Mortgage servicer” shall not include a trustee, or a trustee’s authorized agent, acting under a power of sale pursuant to a deed of trust.

3273.2. (a) The provisions of this title apply to a mortgage or deed of trust that is secured by residential property containing no more than four dwelling units, including individual units of condominiums or cooperatives, and that was outstanding as of the enactment date of this title.

(b) The provisions of this title shall apply to a depository institution chartered under federal or state law, a person covered by the licensing requirements of Division 9 (commencing with Section 22000) or Division 20 (commencing with Section 50000) of the Financial Code, or a person licensed pursuant to Part 1 (commencing with Section 10000) of Division 4 of the Business and Professions Code.

CHAPTER 2. MORTGAGES

3273.10. (a) If a mortgage servicer denies a forbearance request made during the effective time period, the mortgage servicer shall provide written

notice to the borrower that sets forth the specific reason or reasons that forbearance was not provided, if both of the following conditions are met:

(1) The borrower was current on payment as of February 1, 2020.

(2) The borrower is experiencing a financial hardship that prevents the borrower from making timely payments on the mortgage obligation due, directly or indirectly, to the COVID-19 emergency.

(b) If the written notice in subdivision (a) cites any defect in the borrower's request, including an incomplete application or missing information, that is curable, the mortgage servicer shall do all of the following:

(1) Specifically identify any curable defect in the written notice.

(2) Provide 21 days from the mailing date of the written notice for the borrower to cure any identified defect.

(3) Accept receipt of the borrower's revised request for forbearance before the aforementioned 21-day period lapses.

(4) Respond to the borrower's revised request within five business days of receipt of the revised request.

(c) If a mortgage servicer denies a forbearance request, the declaration required by subdivision (b) of Section 2923.5 shall include the written notice together with a statement as to whether forbearance was or was not subsequently provided.

(d) A mortgage servicer, mortgagee, or beneficiary of the deed of trust, or an authorized agent thereof, who, with respect to a borrower of a federally backed mortgage, complies with the relevant provisions regarding forbearance in Section 4022 of the federal Coronavirus Aid, Relief, and Economic Security Act (the CARES Act) (Public Law 116-136), including any amendments or revisions to those provisions, shall be deemed to be in compliance with this section. A mortgage servicer of a nonfederally backed mortgage that provides forbearance that is consistent with the requirements of the CARES Act for federally backed mortgages shall be deemed to be in compliance with this section.

3273.11. (a) A mortgage servicer shall comply with applicable federal guidance regarding borrower options following a COVID-19 related forbearance.

(b) Any mortgage servicer, mortgagee, or beneficiary of the deed of trust, or authorized agent thereof, who, with respect to a borrower of a federally backed loan, complies with the guidance to mortgagees regarding borrower options following a COVID-19-related forbearance provided by the Federal National Mortgage Association (Fannie Mae), the Federal Home Loan Mortgage Corporation (Freddie Mac), the Federal Housing Administration of the United States Department of Housing and Urban Development, the United States Department of Veterans Affairs, or the Rural Development division of the United States Department of Agriculture, including any amendments, updates, or revisions to that guidance, shall be deemed to be in compliance with this section.

(c) With respect to a nonfederally backed loan, any mortgage servicer, mortgagee, or beneficiary of the deed of trust, or authorized agent thereof,

who, regarding borrower options following a COVID-19 related forbearance, reviews a customer for a solution that is consistent with the guidance to servicers, mortgagees, or beneficiaries provided by Fannie Mae, Freddie Mac, the Federal Housing Administration of the Department of Housing and Urban Development, the Department of Veterans Affairs, or the Rural Development division of the Department of Agriculture, including any amendments, updates or revisions to such guidance, shall be deemed to be in compliance with this section.

3273.12. It is the intent of the Legislature that a mortgage servicer offer a borrower a postforbearance loss mitigation option that is consistent with the mortgage servicer's contractual or other authority.

3273.14. A mortgage servicer shall communicate about forbearance and postforbearance options described in this article in the borrower's preferred language when the mortgage servicer regularly communicates with any borrower in that language.

3273.15. (a) A borrower who is harmed by a material violation of this title may bring an action to obtain injunctive relief, damages, restitution, and any other remedy to redress the violation.

(b) A court may award a prevailing borrower reasonable attorney's fees and costs in any action based on any violation of this title in which injunctive relief against a sale, including a temporary restraining order, is granted. A court may award a prevailing borrower reasonable attorney's fees and costs in an action for a violation of this article in which relief is granted but injunctive relief against a sale is not granted.

(c) The rights, remedies, and procedures provided to borrowers by this section are in addition to and independent of any other rights, remedies, or procedures under any other law. This section shall not be construed to alter, limit, or negate any other rights, remedies, or procedures provided to borrowers by law.

3273.16. Any waiver by a borrower of the provisions of this article is contrary to public policy and shall be void.

SEC. 14. Section 116.223 is added to the Code of Civil Procedure, to read:

116.223. (a) The Legislature hereby finds and declares as follows:

(1) There is anticipated to be an unprecedented number of claims arising out of nonpayment of residential rent that occurred between March 1, 2020, and January 31, 2021, related to the COVID-19 pandemic.

(2) These disputes are of special importance to the parties and of significant social and economic consequence collectively as the people of the State of California grapple with the health, economic, and social impacts of the COVID-19 pandemic.

(3) It is essential that the parties have access to a judicial forum to resolve these disputes expeditiously, inexpensively, and fairly.

(4) It is the intent of the Legislature that landlords of residential real property and their tenants have the option to litigate disputes regarding rent which is unpaid for the time period between March 1, 2020, and January 31, 2021, in the small claims court. It is the intent of the Legislature that

the jurisdictional limits of the small claims court not apply to these disputes over COVID-19 rental debt.

(b) (1) Notwithstanding paragraph (1) of subdivision (a) Section 116.220, Section 116.221, or any other law, the small claims court has jurisdiction in any action for recovery of COVID-19 rental debt, as defined in Section 1179.02, and any defenses thereto, regardless of the amount demanded.

(2) In an action described in paragraph (1), the court shall reduce the damages awarded for any amount of COVID-19 rental debt sought by payments made to the landlord to satisfy the COVID-19 rental debt, including payments by the tenant, rental assistance programs, or another third party pursuant to paragraph (3) of subdivision (a) of Section 1947.3 of the Civil Code.

(3) An action to recover COVID-19 rental debt, as defined in Section 1179.02, brought pursuant to this subdivision shall not be commenced before March 1, 2021.

(c) Any claim for recovery of COVID-19 rental debt, as defined in Section 1179.02, shall not be subject to Section 116.231, notwithstanding the fact that a landlord of residential rental property may have brought two or more small claims actions in which the amount demanded exceeded two thousand five hundred dollars (\$2,500) in any calendar year.

(d) This section shall remain in effect until February 1, 2025, and as of that date is repealed.

SEC. 15. Section 1161 of the Code of Civil Procedure is amended to read:

1161. A tenant of real property, for a term less than life, or the executor or administrator of the tenant's estate heretofore qualified and now acting or hereafter to be qualified and act, is guilty of unlawful detainer:

1. When the tenant continues in possession, in person or by subtenant, of the property, or any part thereof, after the expiration of the term for which it is let to the tenant; provided the expiration is of a nondefault nature however brought about without the permission of the landlord, or the successor in estate of the landlord, if applicable; including the case where the person to be removed became the occupant of the premises as a servant, employee, agent, or licensee and the relation of master and servant, or employer and employee, or principal and agent, or licensor and licensee, has been lawfully terminated or the time fixed for occupancy by the agreement between the parties has expired; but nothing in this subdivision shall be construed as preventing the removal of the occupant in any other lawful manner; but in case of a tenancy at will, it shall first be terminated by notice, as prescribed in the Civil Code.

2. When the tenant continues in possession, in person or by subtenant, without the permission of the landlord, or the successor in estate of the landlord, if applicable, after default in the payment of rent, pursuant to the lease or agreement under which the property is held, and three days' notice, excluding Saturdays and Sundays and other judicial holidays, in writing, requiring its payment, stating the amount that is due, the name, telephone number, and address of the person to whom the rent payment shall be made,

and, if payment may be made personally, the usual days and hours that person will be available to receive the payment (provided that, if the address does not allow for personal delivery, then it shall be conclusively presumed that upon the mailing of any rent or notice to the owner by the tenant to the name and address provided, the notice or rent is deemed received by the owner on the date posted, if the tenant can show proof of mailing to the name and address provided by the owner), or the number of an account in a financial institution into which the rental payment may be made, and the name and street address of the institution (provided that the institution is located within five miles of the rental property), or if an electronic funds transfer procedure has been previously established, that payment may be made pursuant to that procedure, or possession of the property, shall have been served upon the tenant and if there is a subtenant in actual occupation of the premises, also upon the subtenant.

The notice may be served at any time within one year after the rent becomes due. In all cases of tenancy upon agricultural lands, if the tenant has held over and retained possession for more than 60 days after the expiration of the term without any demand of possession or notice to quit by the landlord or the successor in estate of the landlord, if applicable, the tenant shall be deemed to be holding by permission of the landlord or successor in estate of the landlord, if applicable, and shall be entitled to hold under the terms of the lease for another full year, and shall not be guilty of an unlawful detainer during that year, and the holding over for that period shall be taken and construed as a consent on the part of a tenant to hold for another year.

An unlawful detainer action under this paragraph shall be subject to the COVID-19 Tenant Relief Act of 2020 (Chapter 5 (commencing with Section 1179.01)) if the default in the payment of rent is based upon the COVID-19 rental debt.

3. When the tenant continues in possession, in person or by subtenant, after a neglect or failure to perform other conditions or covenants of the lease or agreement under which the property is held, including any covenant not to assign or sublet, than the one for the payment of rent, and three days' notice, excluding Saturdays and Sundays and other judicial holidays, in writing, requiring the performance of those conditions or covenants, or the possession of the property, shall have been served upon the tenant, and if there is a subtenant in actual occupation of the premises, also, upon the subtenant. Within three days, excluding Saturdays and Sundays and other judicial holidays, after the service of the notice, the tenant, or any subtenant in actual occupation of the premises, or any mortgagee of the term, or other person interested in its continuance, may perform the conditions or covenants of the lease or pay the stipulated rent, as the case may be, and thereby save the lease from forfeiture; provided, if the conditions and covenants of the lease, violated by the lessee, cannot afterward be performed, then no notice, as last prescribed herein, need be given to the lessee or the subtenant, demanding the performance of the violated conditions or covenants of the lease.

A tenant may take proceedings, similar to those prescribed in this chapter, to obtain possession of the premises let to a subtenant or held by a servant, employee, agent, or licensee, in case of that person's unlawful detention of the premises underlet to or held by that person.

An unlawful detainer action under this paragraph shall be subject to the COVID-19 Tenant Relief Act of 2020 (Chapter 5 (commencing with Section 1179.01)) if the neglect or failure to perform other conditions or covenants of the lease or agreement is based upon the COVID-19 rental debt.

4. Any tenant, subtenant, or executor or administrator of that person's estate heretofore qualified and now acting, or hereafter to be qualified and act, assigning or subletting or committing waste upon the demised premises, contrary to the conditions or covenants of the lease, or maintaining, committing, or permitting the maintenance or commission of a nuisance upon the demised premises or using the premises for an unlawful purpose, thereby terminates the lease, and the landlord, or the landlord's successor in estate, shall upon service of three days' notice to quit upon the person or persons in possession, be entitled to restitution of possession of the demised premises under this chapter. For purposes of this subdivision, a person who commits or maintains a public nuisance as described in Section 3482.8 of the Civil Code, or who commits an offense described in subdivision (c) of Section 3485 of the Civil Code, or subdivision (c) of Section 3486 of the Civil Code, or uses the premises to further the purpose of that offense shall be deemed to have committed a nuisance upon the premises.

5. When the tenant gives written notice as provided in Section 1946 of the Civil Code of the tenant's intention to terminate the hiring of the real property, or makes a written offer to surrender which is accepted in writing by the landlord, but fails to deliver possession at the time specified in that written notice, without the permission of the landlord, or the successor in estate of the landlord, if applicable.

6. As used in this section:

"COVID-19 rental debt" has the same meaning as defined in Section 1179.02.

"Tenant" includes any person who hires real property except those persons whose occupancy is described in subdivision (b) of Section 1940 of the Civil Code.

7. This section shall remain in effect until February 1, 2025, and as of that date is repealed.

SEC. 16. Section 1161 is added to the Code of Civil Procedure, to read:

1161. A tenant of real property, for a term less than life, or the executor or administrator of the tenant's estate heretofore qualified and now acting or hereafter to be qualified and act, is guilty of unlawful detainer:

1. When the tenant continues in possession, in person or by subtenant, of the property, or any part thereof, after the expiration of the term for which it is let to the tenant; provided the expiration is of a nondefault nature however brought about without the permission of the landlord, or the successor in estate of the landlord, if applicable; including the case where the person to be removed became the occupant of the premises as a servant,

employee, agent, or licensee and the relation of master and servant, or employer and employee, or principal and agent, or licensor and licensee, has been lawfully terminated or the time fixed for occupancy by the agreement between the parties has expired; but nothing in this subdivision shall be construed as preventing the removal of the occupant in any other lawful manner; but in case of a tenancy at will, it shall first be terminated by notice, as prescribed in the Civil Code.

2. When the tenant continues in possession, in person or by subtenant, without the permission of the landlord, or the successor in estate of the landlord, if applicable, after default in the payment of rent, pursuant to the lease or agreement under which the property is held, and three days' notice, excluding Saturdays and Sundays and other judicial holidays, in writing, requiring its payment, stating the amount that is due, the name, telephone number, and address of the person to whom the rent payment shall be made, and, if payment may be made personally, the usual days and hours that person will be available to receive the payment (provided that, if the address does not allow for personal delivery, then it shall be conclusively presumed that upon the mailing of any rent or notice to the owner by the tenant to the name and address provided, the notice or rent is deemed received by the owner on the date posted, if the tenant can show proof of mailing to the name and address provided by the owner), or the number of an account in a financial institution into which the rental payment may be made, and the name and street address of the institution (provided that the institution is located within five miles of the rental property), or if an electronic funds transfer procedure has been previously established, that payment may be made pursuant to that procedure, or possession of the property, shall have been served upon the tenant and if there is a subtenant in actual occupation of the premises, also upon the subtenant.

The notice may be served at any time within one year after the rent becomes due. In all cases of tenancy upon agricultural lands, if the tenant has held over and retained possession for more than 60 days after the expiration of the term without any demand of possession or notice to quit by the landlord or the successor in estate of the landlord, if applicable, the tenant shall be deemed to be holding by permission of the landlord or successor in estate of the landlord, if applicable, and shall be entitled to hold under the terms of the lease for another full year, and shall not be guilty of an unlawful detainer during that year, and the holding over for that period shall be taken and construed as a consent on the part of a tenant to hold for another year.

3. When the tenant continues in possession, in person or by subtenant, after a neglect or failure to perform other conditions or covenants of the lease or agreement under which the property is held, including any covenant not to assign or sublet, than the one for the payment of rent, and three days' notice, excluding Saturdays and Sundays and other judicial holidays, in writing, requiring the performance of those conditions or covenants, or the possession of the property, shall have been served upon the tenant, and if there is a subtenant in actual occupation of the premises, also, upon the

subtenant. Within three days, excluding Saturdays and Sundays and other judicial holidays, after the service of the notice, the tenant, or any subtenant in actual occupation of the premises, or any mortgagee of the term, or other person interested in its continuance, may perform the conditions or covenants of the lease or pay the stipulated rent, as the case may be, and thereby save the lease from forfeiture; provided, if the conditions and covenants of the lease, violated by the lessee, cannot afterward be performed, then no notice, as last prescribed herein, need be given to the lessee or the subtenant, demanding the performance of the violated conditions or covenants of the lease.

A tenant may take proceedings, similar to those prescribed in this chapter, to obtain possession of the premises let to a subtenant or held by a servant, employee, agent, or licensee, in case of that person's unlawful detention of the premises underlet to or held by that person.

4. Any tenant, subtenant, or executor or administrator of that person's estate heretofore qualified and now acting, or hereafter to be qualified and act, assigning or subletting or committing waste upon the demised premises, contrary to the conditions or covenants of the lease, or maintaining, committing, or permitting the maintenance or commission of a nuisance upon the demised premises or using the premises for an unlawful purpose, thereby terminates the lease, and the landlord, or the landlord's successor in estate, shall upon service of three days' notice to quit upon the person or persons in possession, be entitled to restitution of possession of the demised premises under this chapter. For purposes of this subdivision, a person who commits or maintains a public nuisance as described in Section 3482.8 of the Civil Code, or who commits an offense described in subdivision (c) of Section 3485 of the Civil Code, or subdivision (c) of Section 3486 of the Civil Code, or uses the premises to further the purpose of that offense shall be deemed to have committed a nuisance upon the premises.

5. When the tenant gives written notice as provided in Section 1946 of the Civil Code of the tenant's intention to terminate the hiring of the real property, or makes a written offer to surrender which is accepted in writing by the landlord, but fails to deliver possession at the time specified in that written notice, without the permission of the landlord, or the successor in estate of the landlord, if applicable.

6. As used in this section, "tenant" includes any person who hires real property except those persons whose occupancy is described in subdivision (b) of Section 1940 of the Civil Code.

7. This section shall become operative on February 1, 2025.

SEC. 17. Section 1161.2 of the Code of Civil Procedure is amended to read:

1161.2. (a) (1) The clerk shall allow access to limited civil case records filed under this chapter, including the court file, index, and register of actions, only as follows:

(A) To a party to the action, including a party's attorney.

(B) To a person who provides the clerk with the names of at least one plaintiff and one defendant and the address of the premises, including the apartment or unit number, if any.

(C) To a resident of the premises who provides the clerk with the name of one of the parties or the case number and shows proof of residency.

(D) To a person by order of the court, which may be granted ex parte, on a showing of good cause.

(E) Except as provided in subparagraph (G), to any person by order of the court if judgment is entered for the plaintiff after trial more than 60 days since the filing of the complaint. The court shall issue the order upon issuing judgment for the plaintiff.

(F) Except as provided in subparagraph (G), to any other person 60 days after the complaint has been filed if the plaintiff prevails in the action within 60 days of the filing of the complaint, in which case the clerk shall allow access to any court records in the action. If a default or default judgment is set aside more than 60 days after the complaint has been filed, this section shall apply as if the complaint had been filed on the date the default or default judgment is set aside.

(G) (i) In the case of a complaint involving residential property based on Section 1161a as indicated in the caption of the complaint, as required in subdivision (c) of Section 1166, to any other person, if 60 days have elapsed since the complaint was filed with the court, and, as of that date, judgment against all defendants has been entered for the plaintiff, after a trial.

(ii) Subparagraphs (E) and (F) shall not apply if the plaintiff filed the action between March 4, 2020, and January 31, 2021, and the action is based on an alleged default in the payment of rent.

(2) This section shall not be construed to prohibit the court from issuing an order that bars access to the court record in an action filed under this chapter if the parties to the action so stipulate.

(b) (1) For purposes of this section, “good cause” includes, but is not limited to, both of the following:

(A) The gathering of newsworthy facts by a person described in Section 1070 of the Evidence Code.

(B) The gathering of evidence by a party to an unlawful detainer action solely for the purpose of making a request for judicial notice pursuant to subdivision (d) of Section 452 of the Evidence Code.

(2) It is the intent of the Legislature that a simple procedure be established to request the ex parte order described in subparagraph (D) of paragraph (1) of subdivision (a).

(c) Upon the filing of a case so restricted, the court clerk shall mail notice to each defendant named in the action. The notice shall be mailed to the address provided in the complaint. The notice shall contain a statement that an unlawful detainer complaint (eviction action) has been filed naming that party as a defendant, and that access to the court file will be delayed for 60 days except to a party, an attorney for one of the parties, or any other person who (1) provides to the clerk the names of at least one plaintiff and one

defendant in the action and provides to the clerk the address, including any applicable apartment, unit, or space number, of the subject premises, or (2) provides to the clerk the name of one of the parties in the action or the case number and can establish through proper identification that the person lives at the subject premises. The notice shall also contain a statement that access to the court index, register of actions, or other records is not permitted until 60 days after the complaint is filed, except pursuant to an order upon a showing of good cause for access. The notice shall contain on its face the following information:

(1) The name and telephone number of the county bar association.

(2) The name and telephone number of any entity that requests inclusion on the notice and demonstrates to the satisfaction of the court that it has been certified by the State Bar of California as a lawyer referral service and maintains a panel of attorneys qualified in the practice of landlord-tenant law pursuant to the minimum standards for a lawyer referral service established by the State Bar of California and Section 6155 of the Business and Professions Code.

(3) The following statement:

“The State Bar of California certifies lawyer referral services in California and publishes a list of certified lawyer referral services organized by county. To locate a lawyer referral service in your county, go to the State Bar’s internet website at www.calbar.ca.gov or call 1-866-442-2529.”

(4) The name and telephone number of an office or offices funded by the federal Legal Services Corporation or qualified legal services projects that receive funds distributed pursuant to Section 6216 of the Business and Professions Code that provide legal services to low-income persons in the county in which the action is filed. The notice shall state that these telephone numbers may be called for legal advice regarding the case. The notice shall be issued between 24 and 48 hours of the filing of the complaint, excluding weekends and holidays. One copy of the notice shall be addressed to “all occupants” and mailed separately to the subject premises. The notice shall not constitute service of the summons and complaint.

(d) Notwithstanding any other law, the court shall charge an additional fee of fifteen dollars (\$15) for filing a first appearance by the plaintiff. This fee shall be added to the uniform filing fee for actions filed under this chapter.

(e) This section does not apply to a case that seeks to terminate a mobilehome park tenancy if the statement of the character of the proceeding in the caption of the complaint clearly indicates that the complaint seeks termination of a mobilehome park tenancy.

(f) This section does not alter any provision of the Evidence Code.

(g) This section shall remain in effect until February 1, 2021, and as of that date is repealed.

SEC. 18. Section 1161.2 is added to the Code of Civil Procedure, to read:

1161.2. (a) (1) The clerk shall allow access to limited civil case records filed under this chapter, including the court file, index, and register of actions, only as follows:

(A) To a party to the action, including a party's attorney.

(B) To a person who provides the clerk with the names of at least one plaintiff and one defendant and the address of the premises, including the apartment or unit number, if any.

(C) To a resident of the premises who provides the clerk with the name of one of the parties or the case number and shows proof of residency.

(D) To a person by order of the court, which may be granted ex parte, on a showing of good cause.

(E) To any person by order of the court if judgment is entered for the plaintiff after trial more than 60 days since the filing of the complaint. The court shall issue the order upon issuing judgment for the plaintiff.

(F) Except as provided in subparagraph (G), to any other person 60 days after the complaint has been filed if the plaintiff prevails in the action within 60 days of the filing of the complaint, in which case the clerk shall allow access to any court records in the action. If a default or default judgment is set aside more than 60 days after the complaint has been filed, this section shall apply as if the complaint had been filed on the date the default or default judgment is set aside.

(G) In the case of a complaint involving residential property based on Section 1161a as indicated in the caption of the complaint, as required in subdivision (c) of Section 1166, to any other person, if 60 days have elapsed since the complaint was filed with the court, and, as of that date, judgment against all defendants has been entered for the plaintiff, after a trial.

(2) This section shall not be construed to prohibit the court from issuing an order that bars access to the court record in an action filed under this chapter if the parties to the action so stipulate.

(b) (1) For purposes of this section, "good cause" includes, but is not limited to, both of the following:

(A) The gathering of newsworthy facts by a person described in Section 1070 of the Evidence Code.

(B) The gathering of evidence by a party to an unlawful detainer action solely for the purpose of making a request for judicial notice pursuant to subdivision (d) of Section 452 of the Evidence Code.

(2) It is the intent of the Legislature that a simple procedure be established to request the ex parte order described in subparagraph (D) of paragraph (1) of subdivision (a).

(c) Upon the filing of a case so restricted, the court clerk shall mail notice to each defendant named in the action. The notice shall be mailed to the address provided in the complaint. The notice shall contain a statement that an unlawful detainer complaint (eviction action) has been filed naming that party as a defendant, and that access to the court file will be delayed for 60 days except to a party, an attorney for one of the parties, or any other person who (1) provides to the clerk the names of at least one plaintiff and one defendant in the action and provides to the clerk the address, including any

applicable apartment, unit, or space number, of the subject premises, or (2) provides to the clerk the name of one of the parties in the action or the case number and can establish through proper identification that the person lives at the subject premises. The notice shall also contain a statement that access to the court index, register of actions, or other records is not permitted until 60 days after the complaint is filed, except pursuant to an order upon a showing of good cause for access. The notice shall contain on its face the following information:

(1) The name and telephone number of the county bar association.

(2) The name and telephone number of any entity that requests inclusion on the notice and demonstrates to the satisfaction of the court that it has been certified by the State Bar of California as a lawyer referral service and maintains a panel of attorneys qualified in the practice of landlord-tenant law pursuant to the minimum standards for a lawyer referral service established by the State Bar of California and Section 6155 of the Business and Professions Code.

(3) The following statement:

“The State Bar of California certifies lawyer referral services in California and publishes a list of certified lawyer referral services organized by county. To locate a lawyer referral service in your county, go to the State Bar’s internet website at www.calbar.ca.gov or call 1-866-442-2529.”

(4) The name and telephone number of an office or offices funded by the federal Legal Services Corporation or qualified legal services projects that receive funds distributed pursuant to Section 6216 of the Business and Professions Code that provide legal services to low-income persons in the county in which the action is filed. The notice shall state that these telephone numbers may be called for legal advice regarding the case. The notice shall be issued between 24 and 48 hours of the filing of the complaint, excluding weekends and holidays. One copy of the notice shall be addressed to “all occupants” and mailed separately to the subject premises. The notice shall not constitute service of the summons and complaint.

(d) Notwithstanding any other law, the court shall charge an additional fee of fifteen dollars (\$15) for filing a first appearance by the plaintiff. This fee shall be added to the uniform filing fee for actions filed under this chapter.

(e) This section does not apply to a case that seeks to terminate a mobilehome park tenancy if the statement of the character of the proceeding in the caption of the complaint clearly indicates that the complaint seeks termination of a mobilehome park tenancy.

(f) This section does not alter any provision of the Evidence Code.

(g) This section shall become operative on February 1, 2021.

SEC. 19. Section 1161.2.5 is added to the Code of Civil Procedure, to read:

1161.2.5. (a) (1) Except as provided in Section 1161.2, the clerk shall allow access to civil case records for actions seeking recovery of COVID-19 rental debt, as defined in Section 1179.02, including the court file, index, and register of actions, only as follows:

- (A) To a party to the action, including a party's attorney.
 - (B) To a person who provides the clerk with the names of at least one plaintiff and one defendant.
 - (C) To a resident of the premises for which the COVID-19 rental debt is owed who provides the clerk with the name of one of the parties or the case number and shows proof of residency.
 - (D) To a person by order of the court, which may be granted ex parte, on a showing of good cause.
- (2) To give the court notice that access to the records in an action is limited, any complaint or responsive pleading in a case subject to this section shall include on either the first page of the pleading or a cover page, the phrase "ACTION FOR RECOVERY OF COVID-19 RENTAL DEBT AS DEFINED UNDER SECTION 1179.02" in bold, capital letters, in 12 point or larger font.
- (b) (1) For purposes of this section, "good cause" includes, but is not limited to, both of the following:
 - (A) The gathering of newsworthy facts by a person described in Section 1070 of the Evidence Code.
 - (B) The gathering of evidence by a party to a civil action solely for the purpose of making a request for judicial notice pursuant to subdivision (d) of Section 452 of the Evidence Code.
 - (2) It is the intent of the Legislature that a simple procedure be established to request the ex parte order described in subparagraph (D) of paragraph (1) of subdivision (a).
 - (c) This section does not alter any provision of the Evidence Code.
 - (d) This section shall remain in effect until February 1, 2021, and as of that date is repealed.

SEC. 20. Chapter 5 (commencing with Section 1179.01) is added to Title 3 of Part 3 of the Code of Civil Procedure, to read:

CHAPTER 5. COVID-19 TENANT RELIEF ACT OF 2020

1179.01. This chapter is known, and may be cited, as the COVID-19 Tenant Relief Act of 2020.

1179.01.5. (a) It is the intent of the Legislature that the Judicial Council and the courts have adequate time to prepare to implement the new procedures resulting from this chapter, including educating and training judicial officers and staff.

(b) Notwithstanding any other law, before October 5, 2020, a court shall not do any of the following:

- (1) Issue a summons on a complaint for unlawful detainer in any action that seeks possession of residential real property and that is based, in whole or in part, on nonpayment of rent or other charges.
- (2) Enter a default or a default judgment for restitution in an unlawful detainer action that seeks possession of residential real property and that is based, in whole or in part, on nonpayment of rent or other charges.

(c) (1) A plaintiff in an unlawful detainer action shall file a cover sheet in the form specified in paragraph (2) that indicates both of the following:

(A) Whether the action seeks possession of residential real property.

(B) If the action seeks possession of residential real property, whether the action is based, in whole or part, on an alleged default in payment of rent or other charges.

(2) The cover sheet specified in paragraph (1) shall be in the following form:

“UNLAWFUL DETAINER SUPPLEMENTAL COVER SHEET

1. This action seeks possession of real property that is:

a. Residential

b. Commercial

2. (Complete only if paragraph 1(a) is checked) This action is based, in whole or in part, on an alleged default in payment of rent or other charges.

a. Yes

b. No

Date: _____

Type Or Print Name Signature Of Party Or Attorney For Party”

(3) The cover sheet required by this subdivision shall be in addition to any civil case cover sheet or other form required by law, the California Rules of Court, or a local court rule.

(4) The Judicial Council may develop a form for mandatory use that includes the information in paragraph (2).

(d) This section does not prevent a court from issuing a summons or entering default in an unlawful detainer action that seeks possession of residential real property and that is not based, in whole or in part, on nonpayment of rent or other charges.

1179.02. For purposes of this chapter:

(a) “Covered time period” means the time period between March 1, 2020, and January 31, 2021.

(b) “COVID-19-related financial distress” means any of the following:

(1) Loss of income caused by the COVID-19 pandemic.

(2) Increased out-of-pocket expenses directly related to performing essential work during the COVID-19 pandemic.

(3) Increased expenses directly related to the health impact of the COVID-19 pandemic.

(4) Childcare responsibilities or responsibilities to care for an elderly, disabled, or sick family member directly related to the COVID-19 pandemic that limit a tenant’s ability to earn income.

(5) Increased costs for childcare or attending to an elderly, disabled, or sick family member directly related to the COVID-19 pandemic.

(6) Other circumstances related to the COVID-19 pandemic that have reduced a tenant’s income or increased a tenant’s expenses.

(c) “COVID-19 rental debt” means unpaid rent or any other unpaid financial obligation of a tenant under the tenancy that came due during the covered time period.

(d) “Declaration of COVID-19-related financial distress” means the following written statement:

I am currently unable to pay my rent or other financial obligations under the lease in full because of one or more of the following:

1. Loss of income caused by the COVID-19 pandemic.
2. Increased out-of-pocket expenses directly related to performing essential work during the COVID-19 pandemic.

3. Increased expenses directly related to health impacts of the COVID-19 pandemic.

4. Childcare responsibilities or responsibilities to care for an elderly, disabled, or sick family member directly related to the COVID-19 pandemic that limit my ability to earn income.

5. Increased costs for childcare or attending to an elderly, disabled, or sick family member directly related to the COVID-19 pandemic.

6. Other circumstances related to the COVID-19 pandemic that have reduced my income or increased my expenses.

Any public assistance, including unemployment insurance, pandemic unemployment assistance, state disability insurance (SDI), or paid family leave, that I have received since the start of the COVID-19 pandemic does not fully make up for my loss of income and/or increased expenses.

Signed under penalty of perjury:

Dated:

(e) “Landlord” includes all of the following or the agent of any of the following:

- (1) An owner of residential real property.

- (2) An owner of a residential rental unit.

- (3) An owner of a mobilehome park.

- (4) An owner of a mobilehome park space or lot.

(f) “Protected time period” means the time period between March 1, 2020, and August 31, 2020.

(g) “Rental payment” means rent or any other financial obligation of a tenant under the tenancy.

(h) “Tenant” means any natural person who hires real property except any of the following:

- (1) Tenants of commercial property, as defined in subdivision (c) of Section 1162 of the Civil Code.

- (2) Those persons whose occupancy is described in subdivision (b) of Section 1940 of the Civil Code.

(i) “Transition time period” means the time period between September 1, 2020, and January 31, 2021.

1179.02.5. (a) For purposes of this section:

- (1) (A) “High-income tenant” means a tenant with an annual household income of 130 percent of the median income, as published by the Department of Housing and Community Development in the Official State Income

Limits for 2020, for the county in which the residential rental property is located.

(B) For purposes of this paragraph, all lawful occupants of the residential rental unit, including minor children, shall be considered in determining household size.

(C) “High-income tenant” shall not include a tenant with a household income of less than one hundred thousand dollars (\$100,000).

(2) “Proof of income” means any of the following:

(A) A tax return.

(B) A W-2.

(C) A written statement from a tenant’s employer that specifies the tenant’s income.

(D) Pay stubs.

(E) Documentation showing regular distributions from a trust, annuity, 401k, pension, or other financial instrument.

(F) Documentation of court-ordered payments, including, but not limited to, spousal support or child support.

(G) Documentation from a government agency showing receipt of public assistance benefits, including, but not limited to, social security, unemployment insurance, disability insurance, or paid family leave.

(H) A written statement signed by the tenant that states the tenant’s income, including, but not limited to, a rental application.

(b) (1) This section shall apply only if the landlord has proof of income in the landlord’s possession before the service of the notice showing that the tenant is a high-income tenant.

(2) This section does not do any of the following:

(A) Authorize a landlord to demand proof of income from the tenant.

(B) Require the tenant to provide proof of income for the purposes of determining whether the tenant is a high-income tenant.

(C) (i) Entitle a landlord to obtain, or authorize a landlord to attempt to obtain, confidential financial records from a tenant’s employer, a government agency, financial institution, or any other source.

(ii) Confidential information described in clause (i) shall not constitute valid proof of income unless it was lawfully obtained by the landlord with the tenant’s consent during the tenant screening process.

(3) Paragraph (2) does not alter a party’s rights under Title 4 (commencing with Section 2016.010), Chapter 4 (commencing with Section 708.010) of Title 9, or any other law.

(c) A landlord may require a high-income tenant that is served a notice pursuant to subdivision (b) or (c) of Section 1179.03 to submit, in addition to and together with a declaration of COVID-19-related financial distress, documentation supporting the claim that the tenant has suffered COVID-19-related financial distress. Any form of objectively verifiable documentation that demonstrates the COVID-19-related financial distress the tenant has experienced is sufficient to satisfy the requirements of this subdivision, including the proof of income, as defined in subparagraphs (A)

to (G), inclusive, of paragraph (2) of subdivision (a), a letter from an employer, or an unemployment insurance record.

(d) A high-income tenant is required to comply with the requirements of subdivision (c) only if the landlord has included the following language on the notice served pursuant to subdivision (b) or (c) of Section 1179.03 in at least 12-point font:

“Proof of income on file with your landlord indicates that your household makes at least 130 percent of the median income for the county where the rental property is located, as published by the Department of Housing and Community Development in the Official State Income Limits for 2020. As a result, if you claim that you are unable to pay the amount demanded by this notice because you have suffered COVID-19-related financial distress, you are required to submit to your landlord documentation supporting your claim together with the completed declaration of COVID-19-related financial distress provided with this notice. If you fail to submit this documentation together with your declaration of COVID-19-related financial distress, and you do not either pay the amount demanded in this notice or deliver possession of the premises back to your landlord as required by this notice, you will not be covered by the eviction protections enacted by the California Legislature as a result of the COVID-19 pandemic, and your landlord can begin eviction proceedings against you as soon as this 15-day notice expires.”

(e) A high-income tenant that fails to comply with subdivision (c) shall not be subject to the protections of subdivision (g) of Section 1179.03.

(f) (1) A landlord shall be required to plead compliance with this section in any unlawful detainer action based upon a notice that alleges that the tenant is a high-income tenant. If that allegation is contested, the landlord shall be required to submit to the court the proof of income upon which the landlord relied at the trial or other hearing, and the tenant shall be entitled to submit rebuttal evidence.

(2) If the court in an unlawful detainer action based upon a notice that alleges that the tenant is a high-income tenant determines that at the time the notice was served the landlord did not have proof of income establishing that the tenant is a high-income tenant, the court shall award attorney’s fees to the prevailing tenant.

1179.03. (a) (1) Any notice that demands payment of COVID-19 rental debt served pursuant to subdivision (e) of Section 798.56 of the Civil Code or paragraph (2) or (3) of Section 1161 shall be modified as required by this section. A notice which does not meet the requirements of this section, regardless of when the notice was issued, shall not be sufficient to establish a cause of action for unlawful detainer or a basis for default judgment.

(2) Any case based solely on a notice that demands payment of COVID-19 rental debt served pursuant to subdivision (e) of Section 798.56 of the Civil Code or paragraph (2) or (3) of Section 1161 may be dismissed if the notice does not meet the requirements of this section, regardless of when the notice was issued.

(3) Notwithstanding paragraphs (1) and (2), this section shall have no effect if the landlord lawfully regained possession of the property or obtained

a judgment for possession of the property before the operative date of this section.

(b) If the notice demands payment of rent that came due during the protected time period, as defined in Section 1179.02, the notice shall comply with all of the following:

(1) The time period in which the tenant may pay the amount due or deliver possession of the property shall be no shorter than 15 days, excluding Saturdays, Sundays, and other judicial holidays.

(2) The notice shall set forth the amount of rent demanded and the date each amount became due.

(3) The notice shall advise the tenant that the tenant cannot be evicted for failure to comply with the notice if the tenant delivers a signed declaration of COVID-19-related financial distress to the landlord on or before the date that the notice to pay rent or quit or notice to perform covenants or quit expires, by any of the methods specified in subdivision (f).

(4) The notice shall include the following text in at least 12-point font:

“NOTICE FROM THE STATE OF CALIFORNIA: If you are unable to pay the amount demanded in this notice, and have decreased income or increased expenses due to COVID-19, your landlord will not be able to evict you for this missed payment if you sign and deliver the declaration form included with your notice to your landlord within 15 days, excluding Saturdays, Sundays, and other judicial holidays, but you will still owe this money to your landlord. If you do not sign and deliver the declaration within this time period, you may lose the eviction protections available to you. You must return this form to be protected. You should keep a copy or picture of the signed form for your records.

You will still owe this money to your landlord and can be sued for the money, but you cannot be evicted from your home if you comply with these requirements. You should keep careful track of what you have paid and any amount you still owe to protect your rights and avoid future disputes. Failure to respond to this notice may result in an unlawful detainer action (eviction) being filed against you.

For information about legal resources that may be available to you, visit lawhelpca.org.”

(c) If the notice demands payment of rent that came due during the transition time period, as defined in Section 1179.02, the notice shall comply with all of the following:

(1) The time period in which the tenant may pay the amount due or deliver possession of the property shall be no shorter than 15 days, excluding Saturdays, Sundays, and other judicial holidays.

(2) The notice shall set forth the amount of rent demanded and the date each amount became due.

(3) The notice shall advise the tenant that the tenant will not be evicted for failure to comply with the notice, except as allowed by this chapter, if the tenant delivers a signed declaration of COVID-19-related financial distress to the landlord on or before the date the notice to pay rent or quit

or notice to perform covenants or quit expires, by any of the methods specified in subdivision (f).

(4) The notice shall include the following text in at least 12-point font:

“NOTICE FROM THE STATE OF CALIFORNIA: If you are unable to pay the amount demanded in this notice, and have decreased income or increased expenses due to COVID-19, you may sign and deliver the declaration form included with your notice to your landlord within 15 days, excluding Saturdays, Sundays, and other judicial holidays, and your landlord will not be able to evict you for this missed payment so long as you make the minimum payment (see below). You will still owe this money to your landlord. You should keep a copy or picture of the signed form for your records.

If you provide the declaration form to your landlord as described above AND, on or before January 31, 2021, you pay an amount that equals at least 25 percent of each rental payment that came due or will come due during the period between September 1, 2020, and January 31, 2021, that you were unable to pay as a result of decreased income or increased expenses due to COVID-19, your landlord cannot evict you. Your landlord may require you to submit a new declaration form for each rental payment that you do not pay that comes due between September 1, 2020, and January 31, 2021.

For example, if you provided a declaration form to your landlord regarding your decreased income or increased expenses due to COVID-19 that prevented you from making your rental payment in September and October of 2020, your landlord could not evict you if, on or before January 31, 2021, you made a payment equal to 25 percent of September’s and October’s rental payment (i.e., half a month’s rent). If you were unable to pay any of the rental payments that came due between September 1, 2020, and January 31, 2021, and you provided your landlord with the declarations in response to each 15-day notice your landlord sent to you during that time period, your landlord could not evict you if, on or before January 31, 2021, you paid your landlord an amount equal to 25 percent of all the rental payments due from September through January (i.e., one and a quarter month’s rent).

You will still owe the full amount of the rent to your landlord, but you cannot be evicted from your home if you comply with these requirements. You should keep careful track of what you have paid and any amount you still owe to protect your rights and avoid future disputes. Failure to respond to this notice may result in an unlawful detainer action (eviction) being filed against you.

For information about legal resources that may be available to you, visit lawhelpca.org.”

(d) An unsigned copy of a declaration of COVID-19-related financial distress shall accompany each notice delivered to a tenant to which subdivision (b) or (c) is applicable. If the landlord was required, pursuant to Section 1632 of the Civil Code, to provide a translation of the rental contract or agreement in the language in which the contract or agreement was negotiated, the landlord shall also provide the unsigned copy of a declaration of COVID-19-related financial distress to the tenant in the

language in which the contract or agreement was negotiated. The Department of Real Estate shall make available an official translation of the text required by paragraph (4) of subdivision (b) and paragraph (4) of subdivision (c) in the languages specified in Section 1632 of the Civil Code by no later than September 15, 2020.

(e) If a tenant owes a COVID-19 rental debt to which both subdivisions (b) and (c) apply, the landlord shall serve two separate notices that comply with subdivisions (b) and (c), respectively.

(f) A tenant may deliver the declaration of COVID-19-related financial distress to the landlord by any of the following methods:

(1) In person, if the landlord indicates in the notice an address at which the declaration may be delivered in person.

(2) By electronic transmission, if the landlord indicates an email address in the notice to which the declaration may be delivered.

(3) Through United States mail to the address indicated by the landlord in the notice. If the landlord does not provide an address pursuant to subparagraph (1), then it shall be conclusively presumed that upon the mailing of the declaration by the tenant to the address provided by the landlord, the declaration is deemed received by the landlord on the date posted, if the tenant can show proof of mailing to the address provided by the landlord.

(4) Through any of the same methods that the tenant can use to deliver the payment pursuant to the notice if delivery of the declaration by that method is possible.

(g) Except as provided in Section 1179.02.5, the following shall apply to a tenant who, within 15 days of service of the notice specified in subdivision (b) or (c), excluding Saturdays, Sundays, and other judicial holidays, demanding payment of COVID-19 rental debt delivers a declaration of COVID-19-related financial distress to the landlord by any of the methods provided in subdivision (f):

(1) With respect to a notice served pursuant to subdivision (b), the tenant shall not then or thereafter be deemed to be in default with regard to that COVID-19 rental debt for purposes of subdivision (e) of Section 798.56 of the Civil Code or paragraphs (2) and (3) of Section 1161.

(2) With respect to a notice served pursuant to subdivision (c), the following shall apply:

(A) Except as provided by subparagraph (B), the landlord may not initiate an unlawful detainer action before February 1, 2021.

(B) A tenant shall not be guilty of unlawful detainer, now or in the future, based upon nonpayment of COVID-19 rental debt that came due during the transition period if, on or before January 31, 2021, the tenant tenders one or more payments that, when taken together, are of an amount equal to or not less than 25 percent of each transition period rental payment demanded in one or more notices served pursuant to subsection (c) and for which the tenant complied with this subdivision by timely delivering a declaration of COVID-19-related financial distress to the landlord.

(h) (1) (A) Within the time prescribed in Section 1167, a tenant shall be permitted to file a signed declaration of COVID-19-related financial distress with the court.

(B) If the tenant files a signed declaration of COVID-19-related financial distress with the court pursuant to this subdivision, the court shall dismiss the case, pursuant to paragraph (2), if the court finds, after a noticed hearing on the matter, that the tenant's failure to return a declaration of COVID-19-related financial distress within the time required by subdivision (g) was the result of mistake, inadvertence, surprise, or excusable neglect, as those terms have been interpreted under subdivision (b) of Section 473.

(C) The noticed hearing required by this paragraph shall be held with not less than five days' notice and not more than 10 days' notice, to be given by the court, and may be held separately or in conjunction with any regularly noticed hearing in the case, other than a trial.

(2) If the court dismisses the case pursuant to paragraph (1), that dismissal shall be without prejudice as follows:

(A) If the case was based in whole or in part upon a notice served pursuant to subdivision (b), the court shall dismiss any cause of action based on the notice served pursuant to subdivision (b).

(B) Before February 1, 2021, if the case is based in whole or in part on a notice served pursuant to subdivision (c), the court shall dismiss any cause of action based on the notice served pursuant to subdivision (c).

(C) On or after February 1, 2021, if the case is based in whole or in part on a notice served pursuant to subdivision (c), the court shall dismiss any cause of action based upon the notice served pursuant to subdivision (c) if the tenant, within five days of the court's order to do so, makes the payment required by subparagraph (B) of paragraph (1) of subdivision (g), provided that if the fifth day falls on a Saturday, Sunday, or judicial holiday the last day to pay shall be extended to the next court day.

(3) If the court dismisses the case pursuant to this subdivision, the tenant shall not be considered the prevailing party for purposes of Section 1032, any attorney's fee provision appearing in contract or statute, or any other law.

(i) Notwithstanding any other law, a notice which is served pursuant to subdivision (b) or (c) that complies with the requirements of this chapter and subdivision (e) of Section 798.56 of the Civil Code or paragraphs (2) and (3) of Section 1161, as applicable, need not include specific language required by any ordinance, resolution, regulation, or administrative action adopted by a city, county, or city and county.

1179.03.5. (a) Before February 1, 2021, a court may not find a tenant guilty of an unlawful detainer unless it finds that one of the following applies:

(1) The tenant was guilty of the unlawful detainer before March 1, 2020.

(2) In response to service of a notice demanding payment of COVID-19 rental debt pursuant to subdivision (e) of Section 798.56 of the Civil Code or paragraph (2) or (3) of Section 1161, the tenant failed to comply with the requirements of Section 1179.03.

(3) (A) The unlawful detainer arises because of a termination of tenancy for any of the following:

(i) An at-fault just cause, as defined in paragraph (1) of subdivision (b) of Section 1946.2 of the Civil Code.

(ii) (I) A no-fault just cause, as defined in paragraph (2) of subdivision (b) of Section 1946.2 of the Civil Code, other than intent to demolish or to substantially remodel the residential real property, as defined in subparagraph (D) of paragraph (2) of subdivision (b) of Section 1946.2.

(II) Notwithstanding subclause (I), termination of a tenancy based on intent to demolish or to substantially remodel the residential real property shall be permitted if necessary to maintain compliance with the requirements of Section 1941.1 of the Civil Code, Section 17920.3 or 17920.10 of the Health and Safety Code, or any other applicable law governing the habitability of residential rental units.

(iii) The owner of the property has entered into a contract for the sale of that property with a buyer who intends to occupy the property, and all the requirements of paragraph (8) of subdivision (e) of Section 1946.2 of the Civil Code have been satisfied.

(B) In an action under this paragraph, other than an action to which paragraph (2) also applies, the landlord shall be precluded from recovering COVID-19 rental debt in connection with any award of damages.

(b) (1) This section does not require a landlord to assist the tenant to relocate through the payment of relocation costs if the landlord would not otherwise be required to do so pursuant to Section 1946.2 of the Civil Code or any other law.

(2) A landlord who is required to assist the tenant to relocate pursuant to Section 1946.2 of the Civil Code or any other law, may offset the tenant's COVID-19 rental debt against their obligation to assist the tenant to relocate.

1179.04. (a) On or before September 30, 2020, a landlord shall provide, in at least 12-point font, the following notice to tenants who, as of September 1, 2020, have not paid one or more rental payments that came due during the protected time period:

“NOTICE FROM THE STATE OF CALIFORNIA: The California Legislature has enacted the COVID-19 Tenant Relief Act of 2020 which protects renters who have experienced COVID-19-related financial distress from being evicted for failing to make rental payments due between March 1, 2020, and January 31, 2021.

“COVID-19-related financial distress” means any of the following:

1. Loss of income caused by the COVID-19 pandemic.
2. Increased out-of-pocket expenses directly related to performing essential work during the COVID-19 pandemic.
3. Increased expenses directly related to the health impact of the COVID-19 pandemic.
4. Childcare responsibilities or responsibilities to care for an elderly, disabled, or sick family member directly related to the COVID-19 pandemic that limit your ability to earn income.

5. Increased costs for childcare or attending to an elderly, disabled, or sick family member directly related to the COVID-19 pandemic.

6. Other circumstances related to the COVID-19 pandemic that have reduced your income or increased your expenses.

This law gives you the following protections:

1. If you failed to make rental payments due between March 1, 2020, and August 31, 2020, because you had decreased income or increased expenses due to the COVID-19 pandemic, as described above, you cannot be evicted based on this nonpayment.

2. If you are unable to pay rental payments that come due between September 1, 2020, and January 31, 2021, because of decreased income or increased expenses due to the COVID-19 pandemic, as described above, you cannot be evicted if you pay 25 percent of the rental payments missed during that time period on or before January 31, 2021.

You must provide, to your landlord, a declaration under penalty of perjury of your COVID-19-related financial distress attesting to the decreased income or increased expenses due to the COVID-19 pandemic to be protected by the eviction limitations described above. Before your landlord can seek to evict you for failing to make a payment that came due between March 1, 2020, and January 31, 2021, your landlord will be required to give you a 15-day notice that informs you of the amounts owed and includes a blank declaration form you can use to comply with this requirement.

If your landlord has proof of income on file which indicates that your household makes at least 130 percent of the median income for the county where the rental property is located, as published by the Department of Housing and Community Development in the Official State Income Limits for 2020, your landlord may also require you to provide documentation which shows that you have experienced a decrease in income or increase in expenses due to the COVID-19 pandemic. Your landlord must tell you in the 15-day notice whether your landlord is requiring that documentation. Any form of objectively verifiable documentation that demonstrates the financial impact you have experienced is sufficient, including a letter from your employer, an unemployment insurance record, or medical bills, and may be provided to satisfy the documentation requirement.

It is very important you do not ignore a 15-day notice to pay rent or quit or a notice to perform covenants or quit from your landlord. If you are served with a 15-day notice and do not provide the declaration form to your landlord before the 15-day notice expires, you could be evicted. You could also be evicted beginning February 1, 2021, if you owe rental payments due between September 1, 2020, and January 31, 2021, and you do not pay an amount equal to at least 25 percent of the payments missed for that time period.

For information about legal resources that may be available to you, visit lawhelpca.org.”

(b) The landlord may provide the notice required by subdivision (a) in the manner prescribed by Section 1162 or by mail.

(c) (1) A landlord may not serve a notice pursuant to subdivision (b) or (c) of Section 1179.03 before the landlord has provided the notice required by subdivision (a).

(2) The notice required by subdivision (a) may be provided to a tenant concurrently with a notice pursuant to subdivision (b) or (c) of Section 1179.03 that is served on or before September 30, 2020.

1179.05. (a) Any ordinance, resolution, regulation, or administrative action adopted by a city, county, or city and county in response to the COVID-19 pandemic to protect tenants from eviction is subject to all of the following:

(1) Any extension, expansion, renewal, reenactment, or new adoption of a measure, however delineated, that occurs between August 19, 2020, and January 31, 2021, shall have no effect before February 1, 2021.

(2) Any provision which allows a tenant a specified period of time in which to repay COVID-19 rental debt shall be subject to all of the following:

(A) If the provision in effect on August 19, 2020, required the repayment period to commence on a specific date on or before March 1, 2021, any extension of that date made after August 19, 2020, shall have no effect.

(B) If the provision in effect on August 19, 2020, required the repayment period to commence on a specific date after March 1, 2021, or conditioned commencement of the repayment period on the termination of a proclamation of state of emergency or local emergency, the repayment period is deemed to begin on March 1, 2021.

(C) The specified period of time during which a tenant is permitted to repay COVID-19 rental debt may not extend beyond the period that was in effect on August 19, 2020. In addition, a provision may not permit a tenant a period of time that extends beyond March 31, 2022, to repay COVID-19 rental debt.

(b) This section does not alter a city, county, or city and county's authority to extend, expand, renew, reenact, or newly adopt an ordinance that requires just cause for termination of a residential tenancy or amend existing ordinances that require just cause for termination of a residential tenancy, consistent with subdivision (g) of Section 1946.2, provided that a provision enacted or amended after August 19, 2020, shall not apply to rental payments that came due between March 1, 2020, and January 31, 2021.

(c) The one-year limitation provided in subdivision (2) of Section 1161 is tolled during any time period that a landlord is or was prohibited by any ordinance, resolution, regulation, or administrative action adopted by a city, county, or city and county in response to the COVID-19 pandemic to protect tenants from eviction based on nonpayment of rental payments from serving a notice that demands payment of COVID-19 rental debt pursuant to subdivision (e) of Section 798.56 of the Civil Code or paragraph (2) of Section 1161.

(d) It is the intent of the Legislature that this section be applied retroactively to August 19, 2020.

(e) The Legislature finds and declares that this section addresses a matter of statewide concern rather than a municipal affair as that term is used in

Section 5 of Article XI of the California Constitution. Therefore, this section applies to all cities, including charter cities.

(f) It is the intent of the Legislature that the purpose of this section is to protect individuals negatively impacted by the COVID-19 pandemic, and that this section does not provide the Legislature's understanding of the legal validity on any specific ordinance, resolution, regulation, or administrative action adopted by a city, county, or city and county in response to the COVID-19 pandemic to protect tenants from eviction.

1179.06. Any provision of a stipulation, settlement agreement, or other agreement entered into on or after the effective date of this chapter, including a lease agreement, that purports to waive the provisions of this chapter is prohibited and is void as contrary to public policy.

1179.07. This chapter shall remain in effect until February 1, 2025, and as of that date is repealed.

SEC. 21. (a) The Business, Consumer Services and Housing Agency shall, in consultation with the Department of Finance, engage with residential tenants, landlords, property owners, deed restricted affordable housing providers, and financial sector stakeholders about strategies and approaches to direct potential future federal stimulus funding to most effectively and efficiently provide relief to distressed tenants, landlords, and property owners, including exploring strategies to create access to liquidity in partnership with financial institutions or other financial assistance. Subject to availability of funds and other budget considerations, and only upon appropriation by the Legislature, these strategies should inform implementation of the funds. In creating these strategies, special focus shall be given to low-income tenants, small property owners, and affordable housing providers who have suffered direct financial hardship as a result of the COVID-19 pandemic.

(b) For the purposes of this section, "future federal stimulus funding" does not include funding identified in the 2020 Budget Act.

SEC. 22. The provisions of this act are severable. If any provision of this act or its application is held invalid, that invalidity shall not affect other provisions or applications that can be given effect without the invalid provision or application.

SEC. 23. No reimbursement is required by this act pursuant to Section 6 of Article XIII B of the California Constitution because the only costs that may be incurred by a local agency or school district will be incurred because this act creates a new crime or infraction, eliminates a crime or infraction, or changes the penalty for a crime or infraction, within the meaning of Section 17556 of the Government Code, or changes the definition of a crime within the meaning of Section 6 of Article XIII B of the California Constitution.

SEC. 24. This act is an urgency statute necessary for the immediate preservation of the public peace, health, or safety within the meaning of Article IV of the California Constitution and shall go into immediate effect. The facts constituting the necessity are:

To avert economic and social harm by providing a structure for temporary relief to financially distressed tenants, homeowners, and small landlords during the public health emergency, and to ensure that landlords and tenants are able to calculate the maximum allowable rental rate increase within a 12-month period at the earliest possible time, it is necessary that this act take effect immediately.

O



City Council Agenda Report

ITEM NO. 18

DATE: November 18, 2020

FROM: Sean Joyce, City Manager

PREPARED BY: Shahid Abbas, Public Works Director
Julian Lee, P.E., Deputy Public Works Director
Arpy Kasparian, Water Conservation & Sustainability Analyst

SUBJECT: **Adoption of California Environmental Quality Act Initial Study and Negative Declaration and the Proposed Climate Action Plan**

Recommendation

It is recommended that the City Council;

1. Adopt the California Environmental Quality Act (CEQA) Initial Study and Negative Declaration for Climate Action Plan; and
2. Adopt the proposed Climate Action Plan

Commission Review and Recommendation

The proposed Climate Action Plan (CAP) was reviewed by the Natural Resources and Environmental Commission (NREC) at its October 27, 2020 meeting. The Commission unanimously recommended that the City Council adopt the proposed CAP.

Executive Summary

Sustainability is an important aspect in the City of South Pasadena's way of life, as exemplified by the City's participation in the Clean Power Alliance, the adoption of the expanded polystyrene ban ordinance, and the adoption of the South Pasadena Green Action Plan (Green Plan). To further strengthen the City's commitment to sustainability, City staff and Rincon Consultants, Inc. (Rincon) have created the City's first Climate Action Plan (CAP).

The creation of the CAP was a collaborative effort between City staff, the NREC, and South Pasadena residents and business operators. This plan reviews the City's baseline Green House Gas (GHG) inventory; sets emissions reduction targets, lists specific Plays (strategies) and Moves (actions) for reaching the targets, suggests a funding strategy, and introduces an implementation monitoring mechanism.

Environmental Review

Pursuant to the CEQA Guidelines of the City of South Pasadena, an Initial Study and Negative Declaration (IS/ND) have been prepared for the proposed project. The public comment period for the Negative Declaration began October 7, 2020 and ended November 5, 2020. The City only

received comments from California Department of Transportation (Caltrans), which are general in nature and pertain to Vehicle Miles Traveled (VMT) thresholds, complete streets, and active transportation. These elements are adequately addressed in the Final IS-MND and warrant no changes to the IS/MND and CAP documents. Caltrans supports South Pasadena's CAP to reduce GHG emissions and adapt to changing climate conditions.

Background

Sustainability is an important aspect in the City of South Pasadena's way of life as exemplified by the City's participation in the Clean Power Alliance, the adoption of the expanded polystyrene ban ordinance, and the adoption of the South Pasadena GAP. South Pasadena has proved to be a leader in sustainability by becoming the first City in the nation to be a Certified Green Zone City preventing the creation of 31 tons of pollutants every year. In addition, South Pasadena banned plastic bags two years before it became state law and it is one of the few cities with a comprehensive water conservation program.

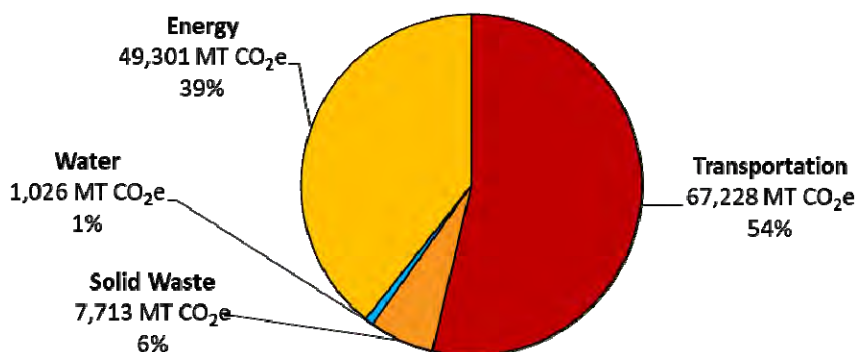
The CAP is a long-range planning document that guides the City towards long-term emissions reductions in accordance with State of California targets. The CAP analyzes emission sources within the City, forecasts future emissions, and establishes emission reduction targets. The CAP is the City of South Pasadena's roadmap to achieving the City's 2030 target and the State mandated goal of 40% below 1990 levels by 2030 and demonstrates substantial progress towards achieving carbon neutrality by 2045. The CAP also establishes a framework for implementation and monitoring of reduction activities, and further promotes adaptation and preparedness actions. The plan is a qualified GHG Reduction Plan and meets the requirements of California Code of Regulations (CCR) Title 14, Division 6, Chapter 3, Article 12, Section 15183.5 - Tiering and Streamlining the Analysis of Greenhouse Gas Emissions.

Discussion/Analysis

The effects of climate change are already felt on the local level and are projected to worsen over the next century without a concerted global effort to address the sources of GHG. This CAP details a set of strategies for South Pasadena to reduce its emissions, prepare for and mitigate approaching risks, and chart the course towards a sustainable future. The CAP outlines 15 Plays and 90 Moves in the Energy, Transportation, Water, Solid Waste, Carbon Sequestration, and Municipal sectors.

Baseline GHG Emissions Inventory

The CAP includes a 2016 baseline inventory of GHG emissions from community-wide activities within the City. In 2016, the South Pasadena community emitted approximately 125,269 Metric Ton (MT) Carbon Dioxide Equivalent (CO₂e). As shown in figure below, the transportation sector was the largest source of emissions, generating approximately 67,228 MT CO₂e, or 54 percent of total 2016 emissions. Electricity and natural gas consumption within the residential and commercial sectors were the second largest source of 2016 emissions, generating 49,301 MT CO₂e, or 39 percent of the total.



Forecast and Targets

Emissions forecasts (what we predict GHG emissions to be in the future) are generated from the 2016 baseline inventory to help identify actions that must be taken now to meet future targets. The following GHG reduction targets were established by the City of South Pasadena to remain consistent with the State's 2030 (SB 32) goal and be in line with the reduction trajectory to achieve the State's long-term 2045 goal:

- Reduce GHG emissions to 2.9 MT CO₂e per capita by 2030 (the SB 32 target year).
- Reduce GHG emissions to 0.0 MT CO₂e per capita by 2045 (the EO B-55-18 target year).

South Pasadena would be required to reduce 18,578 MT CO₂e by 2030, 53,874 MT CO₂e by 2040, and 73,969 MT CO₂e by 2045 to meet the State goals. These reductions will be achieved through implementation of local Plays and Moves developed from best practices of other similar and neighboring jurisdictions, as well as those recommended by state organizations and agencies.

Game Plan

The CAP defined into fifteen (15) Plays and ninety (90) Moves in the seven (7) Sectors; Energy, Transportation, Water, Solid Waste, Carbon Sequestration, and Municipal. The Plays and Moves were examined by the City staff and the community and were established and refined to meet the City's GHG emission reduction target for 2030. They provide substantial progress toward meeting the longer-term target of carbon neutrality by 2045, which align with the State's goals and is the City's fair share toward achieving the State's overall climate goals. Furthermore, the Plays and Moves established in the CAP help the City meet the 2030 target and put the City on the trajectory toward meeting the 2045 target of carbon neutrality.

The greatest volume of emissions would be reduced in the transportation and energy sectors, which also are the greatest emission generating sectors. Emissions from the transportation sector would be reduced through the reduction of Vehicle Miles Traveled (VMT), increased Active Transportation Mode Share, and increased adoption of electric vehicles. Primary emission reductions in the energy sector through 2030 would be attributable to the renewable energy used by the City. Additionally, as new buildings are built and existing buildings are retrofitted, further energy emission reductions would be achieved through electrification.

Keeping Score: Implementation and the Next Steps

The CAP is the City's roadmap to achieving its 2030 target and the State mandated goal of 40 percent below 1990 levels by 2030, with the ultimate goal of achieving carbon neutrality by 2045. To track the annual emission reductions achieved through implementation of each Play, the City will utilize CAPDash, a customizable, automated interactive web-based dashboard developed by Rincon for the City.

Full implementation of the City's CAP will require investments on the part of the City, local households and property owners, and commercial businesses. In most cases, the expenditures will not only help to reduce GHG emissions but will also bring other valuable co-benefits as described in the Plays and Moves. Three primary principles can help the City determine the best approach to funding various Plays and Moves, including; equity, cost-effectiveness, and ability to leverage local resources. An overview of funding sources and a detailed Funding Strategy is provided as a part of the CAP.

Community Outreach

The City has been actively engaging with the community throughout the entire process of the CAP as highlighted:

- The City hosted 11 outreach events, including 4 Council and Commission Meetings, 3 Community Meetings, and presentation to the Chamber of Commerce.
- Community organizations such as NREC, South Pasadena Beautiful, Transition South Pasadena, Nature Park, Women Involved in South Pasadena Political Activism (WISPPA), etc. participated in these events.
- Even with COVID-19, City staff conducted virtual meetings to keep everyone involved. More than 150 people attended the community meeting and over 345 views were logged on the virtual events.
- A survey was conducted over a 3-week period and the City received input from 58 participants to help prioritize measures.
- The official CAP website provided resources and information about the plan, upcoming events, recorded meetings, and a comment box.
- We received 103 comments on draft CAP and community survey to prioritize the Plays and Moves.
- The adopted CAP will be available on the City's website.
- An announcement of the adoption will be posted on the City blog, Neighborhood Pulse, and Sustainable South Pasadena Newsletter.
- City staff will present annual updates on the progress of the plan during NREC public meetings.

Next Steps

Once the plan is adopted, Staff will present annual updates on the progress of the plan.

Legal Review

The City Attorney has reviewed this item.

Adoption of Initial Study and Negative Declaration
and the Proposed Climate Action Plan
November 18, 2020
Page 5 of 5

Fiscal Impact

The CAP includes a Funding Strategy chapter that outlines potential funding sources such as General Funds, CED Energy Partnership Program, Edison, AB2766, Propositions A/C/R, City Water Conservation funds, and grants.

Public Notification of Agenda Item

The public was made aware that this item was to be considered this evening by virtue of its inclusion on the legally publicly noticed agenda, posting of the same agenda and reports on the City's website and/or notice in the *South Pasadena Review* and/or the *Pasadena Star-News*.

Attachment

City of South Pasadena Climate Action Plan
Initial Study and Negative Declaration for Climate Action Plan

ATTACHMENT 1
City of South Pasadena Climate Action Plan



South Pasadena 2020 Final Climate Action Plan

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South Pasadena 2020 Final Climate Action Plan



Adopted by City Council:
Date TBD

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Acknowledgements

This Climate Action Plan was a coordinated effort between:

- ✓ South Pasadena Community Members
- ✓ South Pasadena Natural Resource and Environmental Commission (NREC)
- ✓ South Pasadena City Staff
- ✓ Southern California Association of Governments (SCAG)
- ✓ Rincon Consultants, Inc., Iteris, Inc., and BAE Urban Economics

Thank you for participating! We appreciate your feedback, insight, and passion – South Pasadena’s Climate Action Plan is better because of you!

NREC Commissioners and Liaisons:

Madeline C. Di Giorgi, Chair

Rona Bortz, Vice Chair

Amy Davis Jones, Commissioner

William Kelly, Commissioner

Stephen Leider, Commissioner

Cynthia Liu, Commissioner

Lauren Myles, Commissioner

Marina Khubesrian, M.D., City Council Liaison

Diana Mahmud, City Council Liaison

City Staff

Shahid Abbas, Public Works Director

Julian Lee, Deputy Public Works Director

Arpy Kasparian, Water Conservation & Sustainability Analyst



Message from City Council

One of the greatest global crises that we face today is climate change. However small our City may be, it is imperative that we take actions immediately to reduce our global footprint. The effects of climate change can be felt right at home by the longer heat waves, higher temperatures, and more frequent extreme heat days. The Covid-19 pandemic has taught us that environmental protections and actions cannot be delayed any longer.

It is a privilege to lead a community that is not only overwhelmingly supportive of a sustainable lifestyle, but is not afraid to step up, take action, and truly make a difference. Our City's youth have taken a leading role inciting change and innovation in the City and it is their calls to action that keep us motivated to establish policies and pathways to a carbon-neutral future. The City of South Pasadena has a history of pushing the envelope and leading the way in sustainability. This is exemplified by the City's plastic bag ban that was established two years ahead of the state, our expanded polystyrene ban that helps avoid long-term environmental damage, and being the first City in the nation to be an American Green Zone Alliance (AGZA) Green Zone City preventing the creation of 41 metric tons (MT) of carbon dioxide equivalents (CO₂e) per year. In 2019, we continued our leadership efforts by joining the Clean Power Alliance with 100% clean power as the default rate for the residential and municipal sectors. In addition, City Council adopted the South Pasadena Green Action Plan, first of its kind, with implementable actions toward a plastic free, water conscious, high organics diverting, and heat island mitigating City.

We do not plan on stopping to advance our environmental stewardship. South Pasadena is doing it again with its first Climate Action Plan. With more than 90 actions (or Moves), this Climate Action Plan outlines a pathway to reduce the City's greenhouse gas emissions to ultimately reach our goal of carbon neutrality by 2045. With any good plan, we will be revisiting these actions every few years to make sure that the pathway is still relevant and ambitious and that we are on schedule toward goal attainment.

An incredible team of city staff, community leaders, residents, businesses, city youth, and city commissioners came together to create this plan through a transparent and collaborative process. This is our community's Climate Action Plan. With this plan, we strive to create a resilient, sustainable, and proactive community of which anyone would be proud.



Introduction.....7

The Playing Field.....23

GHG Emissions Inventory, Forecast,
and Targets

Game Plan.....31

Greenhouse Gas Emission Reduction
Plays and Moves

Adaptation.....65

Keeping Score.....69

Implementation and the Next Steps

Instant Replays:

Appendix A – Regulatory Summary

Appendix B – Cal-Adapt

Appendix C – Inventory, Forecast, and Targets

Appendix D – Substantial Evidence

Appendix E – Funding Strategy

Appendix F – CEQA Document

Glossary

Term	Definition
Adaptation	Adjustment or preparation of natural or human systems to a new or changing environment which moderates harm or exploits beneficial opportunities.
Anthropogenic	Made by people or resulting from human activities; usually used in the context of emissions that are produced as a result of human activities
CAP	Climate Action Plan – comprehensive roadmap that outlines the specific activities that an agency will undertake to reduce greenhouse gas emissions
CARB	California Air Resources Board – the lead agency for climate change programs and oversees all air pollution control efforts in California to attain and maintain health-based air quality standards
Carbon-neutrality	Achieving net-zero carbon dioxide (CO ₂) emissions by balancing carbon emissions with carbon removal
Carbon Dioxide (CO ₂)	A naturally occurring gas and a by-product of burning fossil fuels and biomass, as well as land-use changes and other industrial processes.
Carbon Dioxide Equivalent (CO ₂ e)	A metric measure used to compare the emissions from various greenhouse gases based upon their global warming potential (GWP)
Climate	The average of weather patterns over a long period of time (usually 30 or more years)
Climate Change	A change in the average conditions — such as temperature and rainfall — in a region over a long period of time
Co-Benefit	The benefits of policies that are implemented for various reasons at the same time including climate change mitigation acknowledging that most policies designed to address greenhouse gas mitigation also have other, often at least equally important, rationales (e.g., related to objectives of development, sustainability, and equity)
COVID-19	Coronavirus disease 2019 – a novel disease that was first identified in 2019 and spread throughout the rest of the world in 2020, leading to an economic shutdown in many countries.
Decarbonization	The reduction or removal of carbon
Electrification	The process of generating power from electricity and, in many contexts, the introduction of such power by changing over from an earlier power source.
Emissions	The release of a substance (usually a gas when referring to the subject of climate change) into the atmosphere
Environmental Justice	The fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income, with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies
EV	Electric Vehicle – a vehicle that uses one or more electric motors or traction motors for propulsion
Fossil Fuel	A general term for fuel formed from decayed plants and animals that have been converted to crude oil, coal, natural gas, or heavy oils by exposure to heat and pressure in the Earth's crust

GHG	Greenhouse Gas – a gas that absorbs infrared radiation, traps heat in the atmosphere, and contributes to the greenhouse effect
Greenhouse Effect	A process that occurs when gases in Earth's atmosphere trap the Sun's heat
GWP	Global Warming Potential - total contribution to global warming resulting from the emission of one unit of that gas relative to one unit of the reference gas, carbon dioxide, which is assigned a value of 1
ICLEI	International Council for Local Environmental Initiatives – emissions estimates were calculated using ICLEI's best available methodologies
IPCC	United Nations Intergovernmental Panel on Climate Change – prepares comprehensive Assessment Reports about the state of scientific, technical and socio-economic knowledge on climate change, its impacts and future risks, and options for reducing the rate at which climate change is taking place
Methane (CH ₄)	A hydrocarbon that is a greenhouse gas that is produced through anaerobic (without oxygen) decomposition of waste in landfills, animal digestion, decomposition of animal wastes, production and distribution of natural gas and petroleum, coal production, and incomplete fossil fuel combustion
Mitigation	An action that will reduce or prevent greenhouse gas emissions, such as electrifying
MT	Metric Ton – Common international measurement for the quantity of greenhouse gas emissions – one metric ton is equal to 2205 pounds or 1.1 short tons
MT CO ₂ e	Metric tons of carbon dioxide equivalent
Nitrous Oxide (N ₂ O)	A powerful GHG with a high global warming potential; major sources of nitrous oxide include soil cultivation practices, especially the use of commercial and organic fertilizers, fossil fuel combustion, nitric acid production, and biomass burning.
PV	Photovoltaic (Solar energy)
Qualified GHG Reduction Plan	A Plan that accommodates growth in a manner that does not hinder the state's ability to reach further emission reduction goals.
RCP	Representative Concentration Pathway – Greenhouse gas concentration trajectory scenarios adopted by the IPCC.
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy – a Plan adopted by SCAG to promote mobility, accessibility, sustainability, and a high-quality of life
SCAG	Southern California Association of Governments – designated Metropolitan Planning Organization (MPO) for the counties of Los Angeles, Riverside, San Bernardino, Ventura, Orange, and Imperial, pursuant to Title 23, United States Code Section 134(d) – the funding entity of this Climate Action Plan
Social Equity	All people having equal access to and influence on the resources and benefits of society
U.S. EPA	United States Environmental Protection Agency - the mission of the U.S. EPA is to protect human health and the environment
VMT	Vehicle Miles Traveled
Weather	The state of the atmosphere over a short period of time (usually an hour or day), describing if it is hot or cold, wet or dry, calm or stormy, clear or cloudy, etc.
ZEV	Zero Emission Vehicle – a vehicle that never emits exhaust gas from the onboard source of power



Carbon-neutrality
 Achieving net-zero carbon dioxide (CO₂) emissions by balancing carbon emissions with carbon removal.



Social Equity
 All people having equal access to and influence on the resources and benefits of society.



Qualified GHG Reduction Plan
 A Plan that accommodates growth in a manner that does not hinder the state's ability to reach.

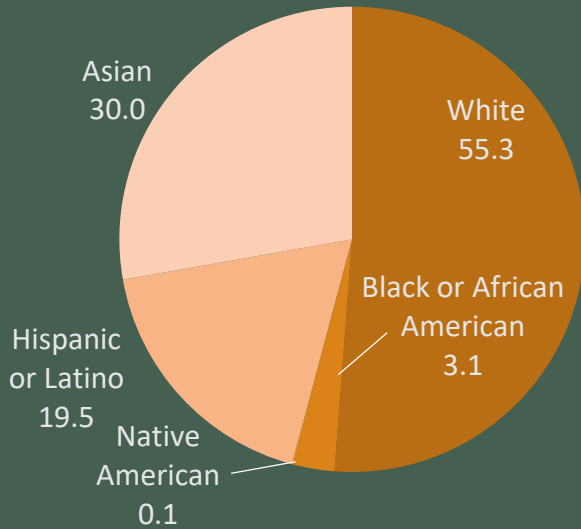


Introduction



Who are we?

Race and Origin
Percent of Population



3.44 square miles of Flatlands and Hillside



2019 Population:

25,329



Population per square-mile:

7,524



Tree City USA

21,000

trees

Age of Population

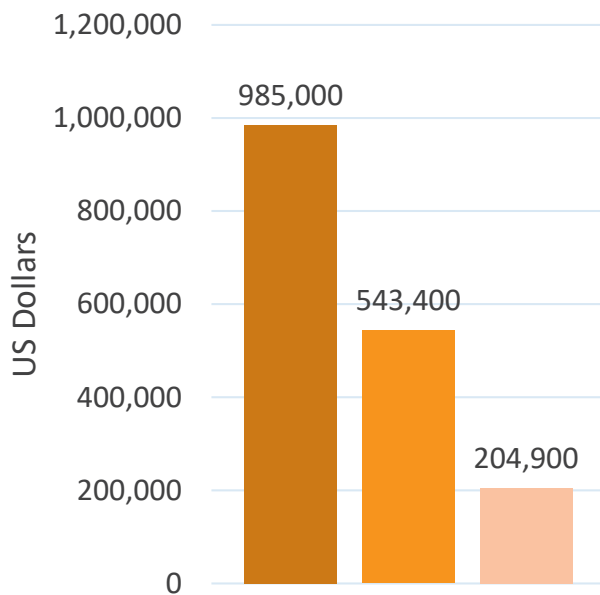
Persons under 5 years

5.3%

Persons over 65 years

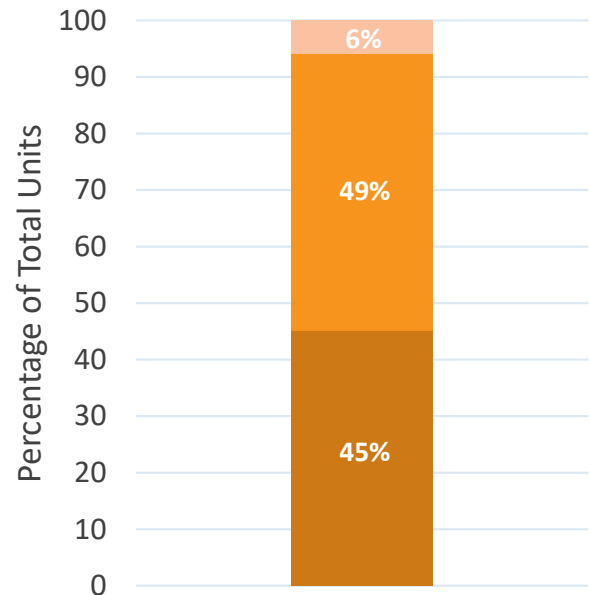
13.9%

Median Housing Value



■ South Pasadena ■ Los Angeles County ■ U.S.

City Housing Statistics



■ Owner-Occupied ■ Rented ■ Vacant

Sources: United States Census Bureau, 2019 and City of South Pasadena "About Us" webpage: <https://www.southpasadenaca.gov/visitors/about-us>



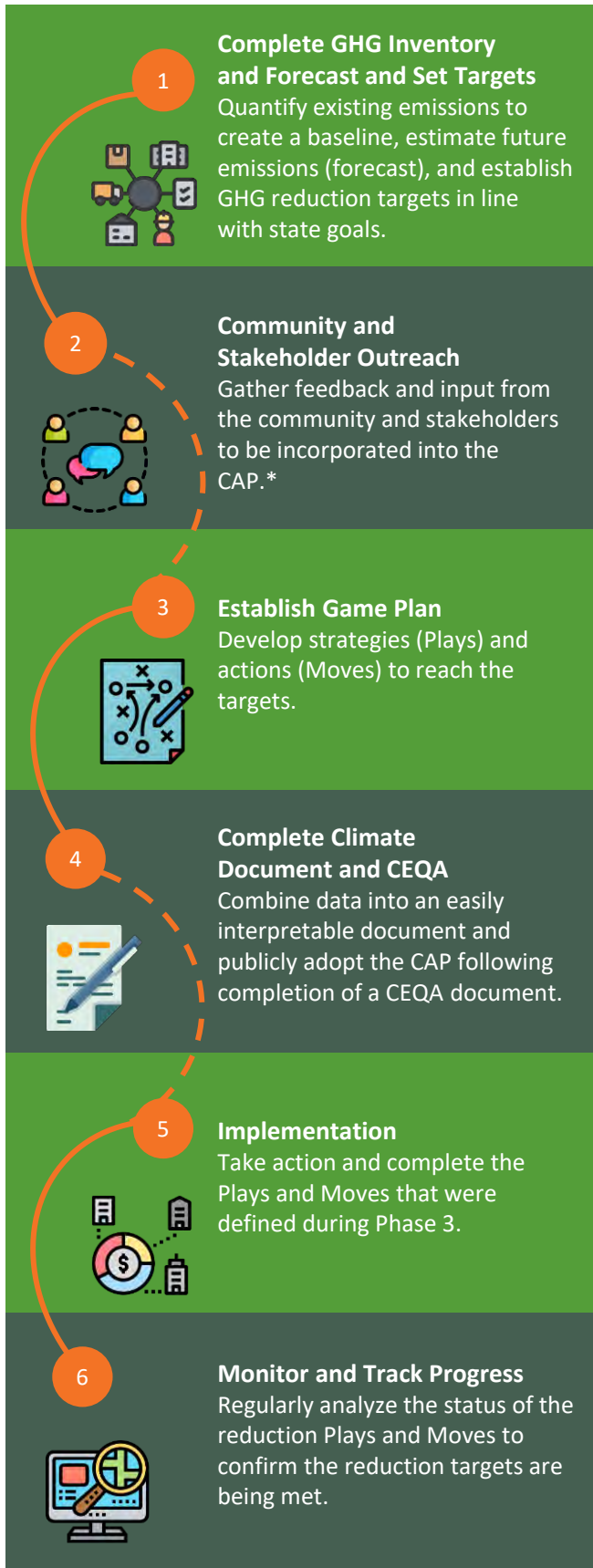
Climate Action Vision

The effects of climate change are already felt on the local level and are projected to worsen over the next century without a concerted global effort to address the sources of greenhouse gas (GHG) emissions. This Climate Action Plan (CAP) details a set of strategies for South Pasadena to reduce its emissions, prepare for and mitigate approaching risks, and chart the course towards a sustainable future. Key components of that future include:

- ✓ **Vibrant Communities** – Healthy neighborhoods and ecosystems with cleaner air, safer streets, increased mobility options, and more adaptive and resilient systems
- ✓ **Engaged Citizens** – Communities that are aware of and interested in the potential environmental, social, and economic impacts of climate change and that seek various solutions surrounding climate change through inspiring educational and outreach programs
- ✓ **Social Equity** – Protecting those most vulnerable against the impacts of climate change and improving the quality of life for all members of the community by working towards a shared and collaborative civic identity



Figure 1 Qualified GHG Reduction Plan Elements



- ✓ **Resilient Economy** – Powered by clean and renewable energy sources, making it more resilient to unpredictable climate emergencies, providing more efficient and affordable utilities, creating clean energy jobs, and promoting resource conservation
- ✓ **Environmental Stewardship** – Responsible use and protection of South Pasadena’s natural and cultural resources, encouraging active and meaningful enjoyment by present and future generations of residents
- ✓ **Regional Leadership in Sustainability** – Encouraging effective collaboration throughout the community to promote collective change and become an example of successful climate action planning in the Los Angeles region

Background

South Pasadena committed to tackling climate change in 2017 by securing grant funding from the Southern California Association of Governments (SCAG) to adopt a CAP. In 2019, the City renewed its commitment to sustainability by unanimously adopting the South Pasadena Green Action Plan (Green Plan).¹ The goals of the Green Plan are to: move towards being a plastic-free city; enhance water conservation efforts; increase organics diversion from landfill; mitigate urban heat island impacts; and prepare for future sustainability initiatives. The Green Plan’s short-term initiatives served as a stepping-stone in setting the future targets and initiatives presented in this long-term CAP. Additionally, the Green Action Plan and other City documents focus on general sustainability (e.g. waste reduction and reduced water use), while the CAP focuses specifically on reducing emissions in the City.

The CAP is a long-range planning document that guides the City towards long-term emissions reductions in accordance with State of California goals. The CAP analyzes emission sources within the City, forecasts future emissions, and establishes emission reduction targets (See *The Playing Field* and the Appendix C). This CAP is the City of South Pasadena’s roadmap to achieving the City’s 2030 target and state mandated goal of 40% below 1990 levels by 2030 and demonstrates substantial progress towards achieving carbon neutrality by 2045. The CAP also establishes a framework for implementation and monitoring of

* Outreach is ongoing throughout the climate action planning process

1. <https://www.southpasadenaca.gov/government/departments/public-works/environmental-programs/sustainable-south-pasadena/south-pasadena-green-action-plan>

reduction activities, and further promotes adaptation and preparedness actions. The plan is intended to be a qualified GHG Reduction Plan and meets the requirements of CEQA 15183.5(b), see Figure 1.

COVID-19 and Climate Action

The COVID-19 pandemic has disrupted our daily lives and both the local and national economies, bringing the intersection of climate change and public health to the public eye. The pandemic has also shone a light on how disasters disproportionately affect already-vulnerable communities. Disadvantaged communities, already suffering from exposure to higher levels of toxic air pollution, are more vulnerable to respiratory disease and are dying at disproportionately higher rates from the pandemic. Similarly, the economic shutdown has destabilized everyone; but, small business owners and “income-insecure workers” are among those least able to draw on financial reserves and wait for economic recovery. At the same time, global response to the pandemic has shown that an extreme reaction to disasters of this magnitude is both possible and necessary. We can and should strive for a future with cleaner air, safe homes and public spaces, secure jobs, and reliable access to resources. Planning for resilience, particularly at the local level, should include a focus on addressing environmental justice and climate equity. The CAP outlines how South Pasadena can work towards this future.

Purpose

This CAP will guide the City of South Pasadena towards reducing GHG emissions consistent with the targets set out by Assembly Bill (AB) 32 and Senate Bill (SB) 32, as well as fulfill the requirements of the California Environmental Quality Act (CEQA) Guidelines § 15183.5(b). California AB 32 established a statewide target to reduce GHG emissions to 1990 levels by 2020 and SB 32 established a statewide target to reduce GHG emissions to 40 percent below 1990 levels by 2030. Please see Figure 2 and Appendix A, *Regulatory Summary*, for a written description and a timeline of the regulations related to climate action planning.²

The CAP and its accompanying environmental documentation are consistent with the criteria set forth in CEQA Guidelines Section 15183.5(b) as outlined below:

- A. Quantify greenhouse gas emissions, both existing and projected over a specified time period, resulting from activities within a defined geographic area (See *Playing Field*);
- B. Establish a level, based on substantial evidence, below which the contribution to greenhouse gas emissions from activities covered by the plan would not be cumulatively considerable (See *Playing Field*);
- C. Identify and analyze the greenhouse gas emissions resulting from specific actions or categories of actions anticipated within the geographic area (See *Playing Field*);
- D. Specify measures or a group of measures, including performance standards, that substantial evidence demonstrates, if implemented on a project-by-project basis, would collectively achieve the specified emissions level (See *Plays and Moves*);
- E. Establish a mechanism to monitor the plan’s progress toward achieving the level and to require amendment if the plan is not achieving specified levels (See *Implementation*);
- F. Be adopted in a public process following environmental review (See Appendix F).

If projects are consistent with the CAP, CEQA analysis can be streamlined by presuming that the project’s GHG emissions are not significant.³

Greenhouse Gas Emission Background

Most of the energy that affects Earth’s climate comes from the sun. When solar radiation reaches the Earth’s atmosphere, some of it is reflected back into space and a small portion is absorbed by Earth’s surface. As Earth absorbs the solar radiation, its surface gains heat and then re-radiates it back into the atmosphere. Some of this heat gets trapped by gases in the atmosphere, causing Earth to stay warm enough to sustain life.

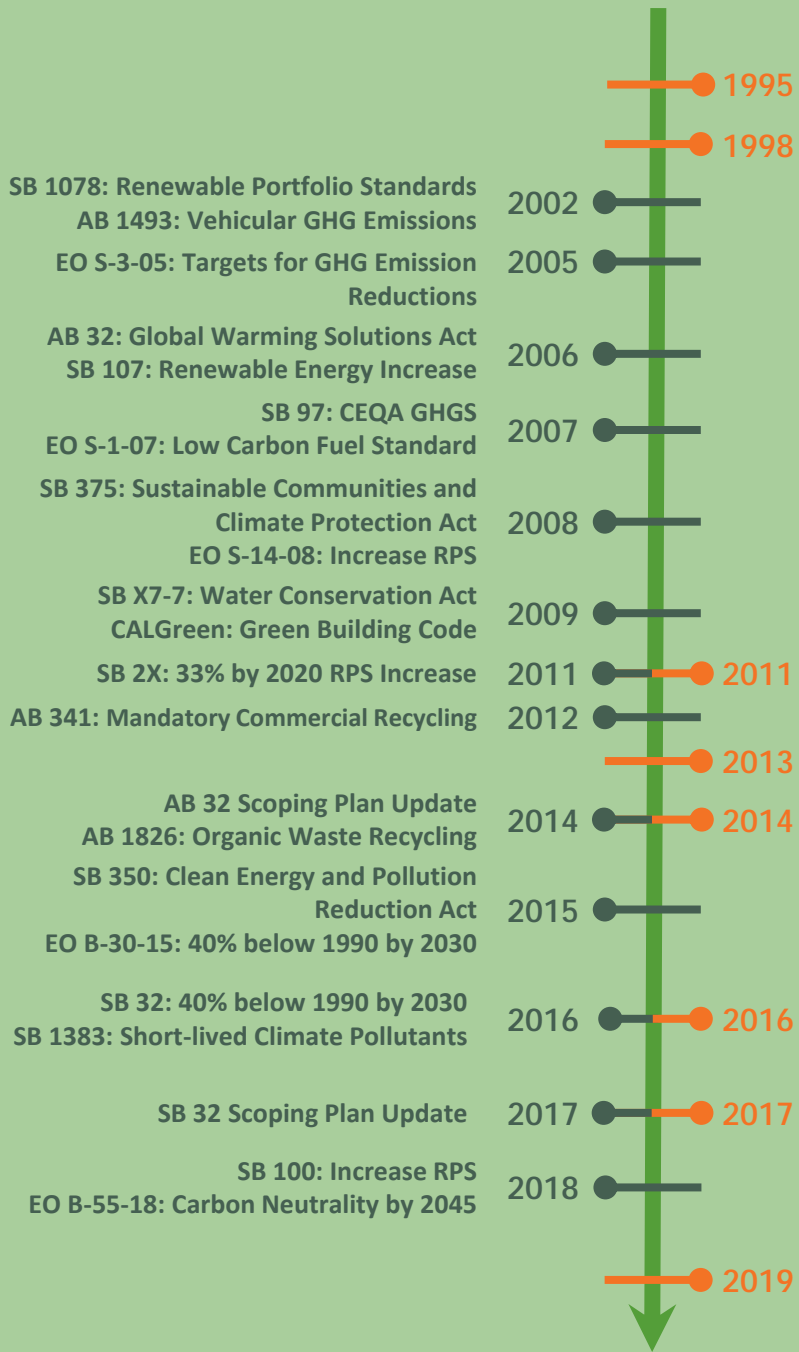
2. See the Regulatory Summary Appendix (Appendix A) for a full summary on the regulatory background that drives the climate action planning process.

3. https://opr.ca.gov/docs/OPR_C8_final.pdf

Figure 2 Leading Climate Action

California Climate Legislative History

South Pasadena Sustainability





This is known as the “greenhouse effect” and the gases trapping the heat are known as “greenhouse gases”⁴ (see Figure 3).

The greenhouse effect is integral to sustaining life on Earth. However, human activities emit GHGs in excess of natural ambient concentrations, thereby contributing to the enhancement of the natural greenhouse effect. This enhanced greenhouse effect contributes to global warming, an accelerated rate of warming of Earth’s average surface temperature. More specifically, by burning fossil fuels to power homes, businesses, and automobiles, we increase the amount of GHGs emitted into the atmosphere,⁵ which, in turn, leads to increased absorption of infrared radiation by the Earth’s atmosphere and increasing temperatures near the surface.

Types of Greenhouse Gases

Greenhouse gases listed by the United Nations Intergovernmental Panel on Climate Change (IPCC) include: carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O), as well as chlorofluorocarbons, hydrochlorofluorocarbons, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride, which are collectively called fluorinated gases.⁶ Ninety-seven percent of the annual GHG emissions generated in the United States consist of CO₂, CH₄, and N₂O,⁷ while fluorinated gases⁸ result in the remaining three percent of emissions. Because CO₂, CH₄, and N₂O comprise a large majority of GHG emissions at the community level, these are the gases considered in this analysis.

Each of these gases has its own global warming potential (GWP), or extent to which it traps energy in the atmosphere, ranging from a decade to several thousand years. CO₂ is used as the reference point to compare the potential impact of different GHGs, therefore CO₂ has a GWP of 1. Methane has a GWP of 28, meaning that each metric ton (MT) of methane causes 28 times more warming than 1 MT of CO₂. Nitrous oxide has a GWP of 265 or 265 times the GWP of 1 MT of CO₂.⁹

4. <https://scied.ucar.edu/longcontent/greenhouse-effect>

5. <https://www.epa.gov/ghgemissions/sources-greenhouse-gas-emissions>

6. <https://www.c2es.org/content/main-greenhouse-gases/>

7. <https://www.wri.org/blog/2020/02/greenhouse-gas-emissions-by-country-sector>

8. Fluorinated gases, which includes four main types: hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF₆) and nitrogen trifluoride (NF₃), are man-made gases that can stay in the atmosphere for centuries and contribute to the GHG effect.

9. <https://www.ipcc.ch/assessment-report/ar5/>

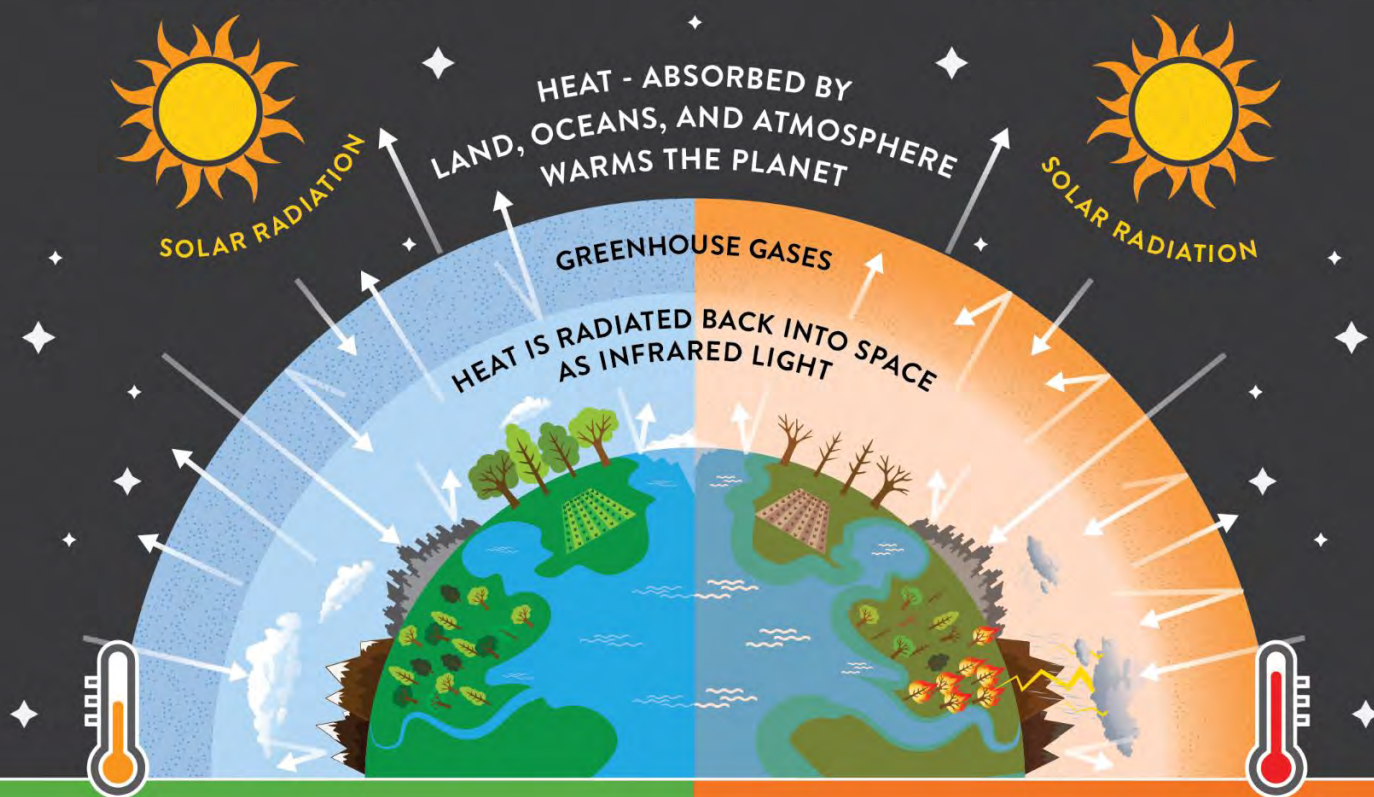
Figure 3 Greenhouse Gas Effect

In the last century, human activities such as burning fossil fuels and deforestation have caused a jump in the concentration of greenhouse gases in the atmosphere.

THE RESULT: Extra trapped heat and higher global temperatures.

WITH NORMAL GREENHOUSE GASES

WITH INCREASED GREENHOUSE GASES



Some heat continues into space while the rest, trapped by greenhouse gases, help maintain the planet's relatively comfortable temperatures.

Increased greenhouse gases means less heat escapes to space. Between preindustrial times and now, the earth's average temperature has risen by 1.8°F (1.0°C).

LESS GAS =
LESS HEAT TRAPPED IN THE ATMOSPHERE

MORE GAS =
MORE HEAT TRAPPED IN THE ATMOSPHERE

Retaining more reliable:

More intense:

- Weather
- Temperature
- Rainfall
- Sea Level

- Storms
- Heat
- Drought
- Sea Level Rise

When all GHG's are normalized based on their GWP's they are referred to as carbon dioxide equivalents or CO₂e.

Sources of Greenhouse Gas Emissions

The combustion of fossil fuels (such as natural gas and gasoline), the decomposition of waste, and industrial processes are the primary sources of GHG emissions. With the accelerated increase in fossil fuel combustion and deforestation since the Industrial Revolution of the 19th century, concentrations of GHG emissions in the atmosphere have increased exponentially. The United States Environmental Protection Agency (U.S. EPA) tracks the country-wide emissions and publishes an annual report: *Inventory of U.S. Greenhouse Gas Emissions and Sinks*.¹⁰

According to the U.S. EPA, gross GHG emissions nationwide have increased by 1.3 percent since 1990. Annual flux of GHG emissions can be attributed to changes in the economy, the price of fuel, and land-use change. For example, in 2017, nationwide GHG emissions decreased compared to 2016 levels, but rose again in 2018 by 3.1 percent. The fluctuation in CO₂ emissions from fossil fuel combustion was a result of multiple factors: although there continues to be a shift from coal to natural gas and increased use of renewables in the electric power sector, more extreme weather (colder winter, hotter summer) led to increased overall electricity use.

Climate Impacts

Anthropogenic (human) caused climate change is well-understood and widely accepted by the scientific community, with over 97 percent of climate scientists agreeing that the planet is warming and human activities are the root cause.¹¹ Essentially, climate change is the addition of excess GHGs to the atmosphere which traps energy (heat) and causes changes to temperature, wind patterns, and precipitation. Because of human activities, these GHGs are now higher than they have been in the past 400,000 years, raising carbon dioxide levels from 280 parts per million to 410 parts per

10. <https://www.epa.gov/ghgemissions/inventory-us-greenhouse-gas-emissions-and-sinks>

11. <https://climate.nasa.gov/scientific-consensus/>

million in the last 150 years.¹² Although many changes to climate are governed by natural processes, human activities have contributed an increasing amount of GHGs to the atmosphere at a rate that is unprecedented in Earth's history.

Effects of Climate Change

Globally, climate change is already linked to several changes which will impact biological life forms. Scientists have measured shrinking ice sheets, warming oceans, increasing global temperatures, less snow cover, sea level rise, and species extinction. Consequently, climate change has the potential to result in flooding of low-lying areas (due to sea level rise), reduction of fresh-water supply (due to rainfall and snowfall changes), adverse changes to biological resources and public health (due to increased temperature, less-productive habitats, and expansion of disease vectors), as well as many other adverse environmental consequences.¹³

Globally, a warming trend is abundantly clear, with all the top five hottest years on record happening during the past five years.¹⁴ Additionally, the 20 hottest years on record have all occurred since 1998.¹⁵ Climate change is a global phenomenon that has the potential to impact local health, natural resources, infrastructure, emergency response, tourism, and many other facets of society. The direct impacts projected for the City of South Pasadena include increased temperatures and potential changes in precipitation patterns.

Climate Change in the City of South Pasadena

In the City of South Pasadena, the most pronounced effects of climate change will be increased average temperature, more days of extreme heat, and elevated drought risk, all of which may lead to increased wildfires. Air quality impacts from fires, both local and throughout the western region, may also continue to be an issue. The projections in Figures 4 and 5 were taken from Cal-Adapt, an interactive platform that allows users to explore how climate change might affect California at the local level under different emissions scenarios and climate models. See Appendix B for more information on Cal-Adapt.

12. <https://www.ametsoc.org/ams/index.cfm/publications/bulletin-of-the-american-meteorological-society-bams/state-of-the-climate/>

13. <https://www.ipcc.ch/sr15/chapter/chapter-3/>

14. <https://climate.nasa.gov/evidence/>

15. <https://www.ncdc.noaa.gov/cag/>

The emissions scenario used in this analysis is Representative Concentration Pathway (RCP) 8.5, also known as the high emissions scenario, which is intended to project business-as-usual continuation of current emissions. A range of climate models exist to cover the variability of physical processes, leading to warm/dry simulations and cool/wet simulations. Best practices for conservative planning indicates that an average of all models gives the most representative value. See Appendix B for further information on RCPs and climate models used.

Average maximum temperatures in the City of South Pasadena are expected to rise between 6.5°F and 11.5°F from 2005 to 2100, depending on the emissions scenario.¹⁶ Figure 4 shows observed and projected annual average maximum temperatures in South Pasadena. South Pasadena is also projected to experience more extreme heat conditions. The annual number of heat waves, defined as four or more days over 100.6°F, is projected to increase from an average of 0.2 between 1975 and 2005 to an average of 4.9 between 2070 and 2099, based on the high emissions scenario. Additionally, the annual number of extreme heat days, with temperatures greater than 100.6°F, is projected to increase from 7 in 2005 to approximately 14 by the end of the century. This combination will result in longer heat waves. From 1950 to 2005, the observed duration of heat waves was on average 2.4 days. By the end of the century the business as usual emissions scenario projects the longest heat wave to last about 11 days.

In addition, the timing of extreme heat days is expected to change. In 1990, the only extreme heat days were in June through September; however, by 2099, the earliest day of extreme heat is expected to occur in mid-April with the latest day of extreme heat occurring in the beginning of November, under the high emissions scenario. This would extend the period of extreme heat days by approximately three months.

The Cal-Adapt projections show little change in total annual precipitation in South Pasadena with no clear or consistent trend during the next century, as illustrated in Figure 5. However, even small changes in precipitation can lead to significant impacts such as altered water availability throughout the year, decreased agricultural output in the region, and altered seasonal patterns which could cause increased droughts and/or flooding.

16. <https://cal-adapt.org/tools/annual-averages/>

Figure 4 Annual average maximum temperature for South Pasadena (Grid Cell 34.09375, -118.15625) under RCP 8.5 (emissions continue to rise strongly through 2050 and plateau around 2100)

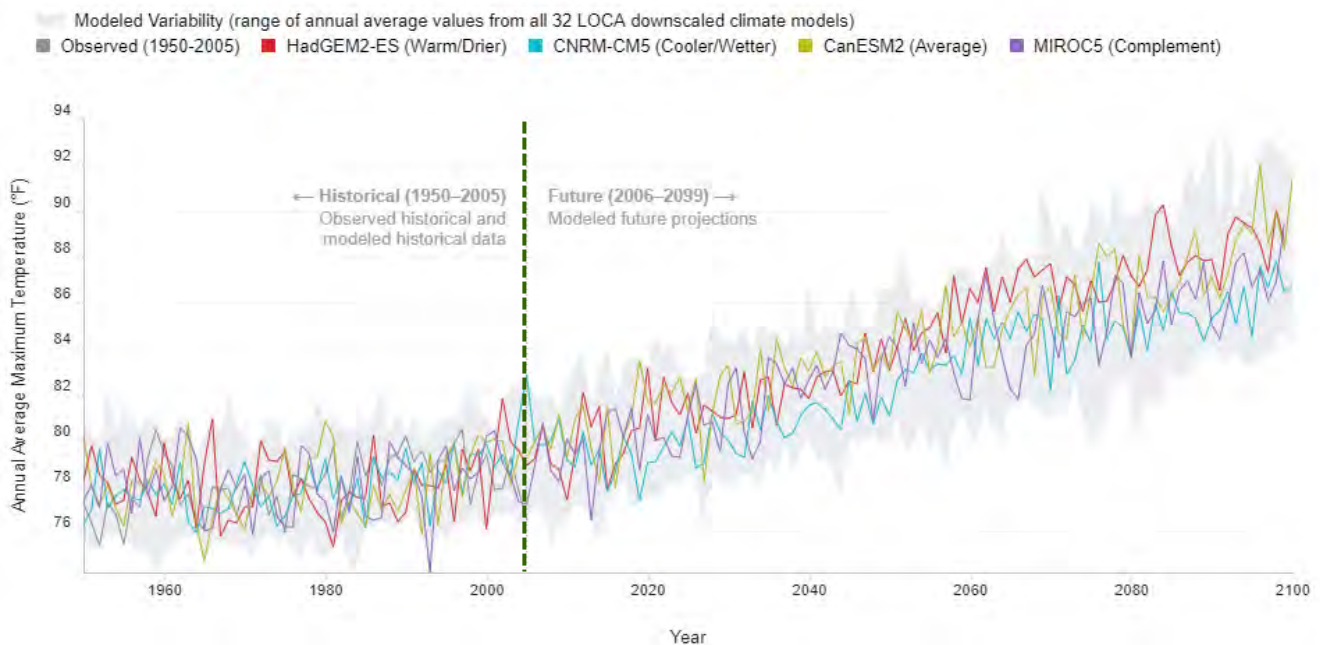
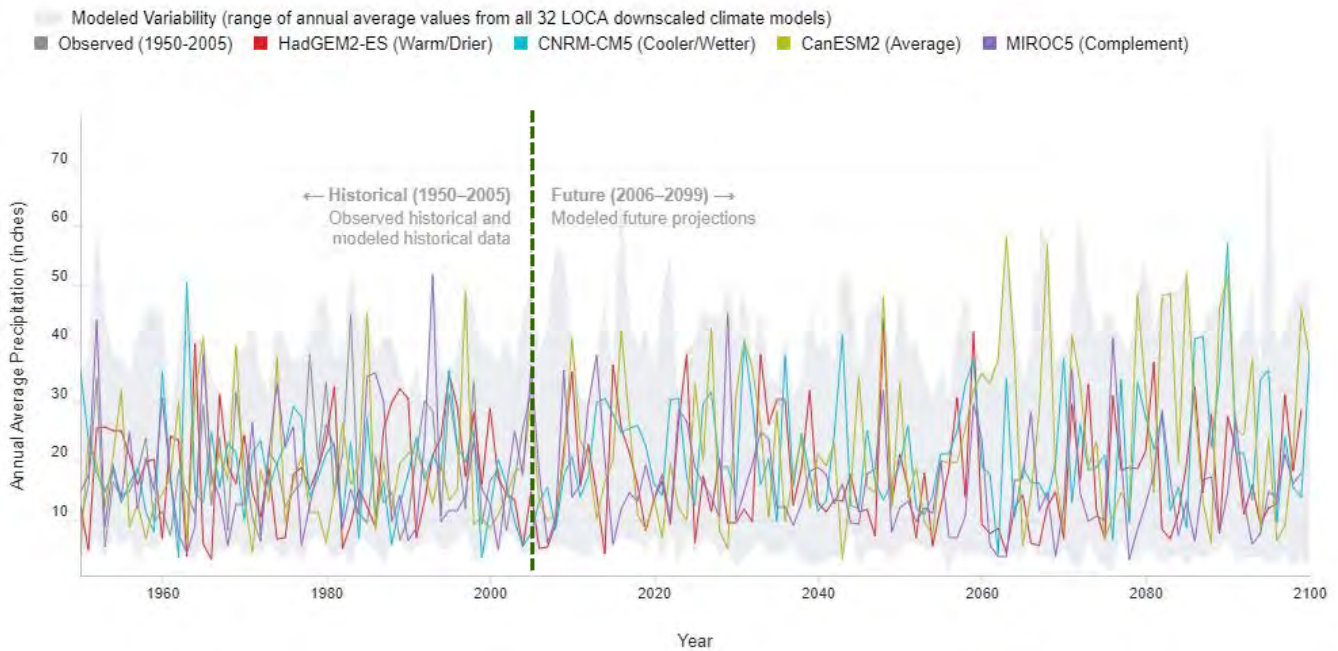


Figure 5 Historical and Projected Annual Average Precipitation in South Pasadena



The entire Los Angeles County region will have to face those kind of precipitation impacts, according to studies from the University of California Los Angeles (UCLA) Institute of the Environment and Sustainability.¹⁷ Regional mountains could lose up to half their snowpack above 6,500 feet by mid-century without the implementation of climate mitigation strategies. Increases in temperature could also worsen local heat island effects in South Pasadena and the surrounding area, meaning that urban areas could experience a compounded level of heating due to built environments absorbing more heat than rural communities.¹⁸ Children, the elderly, asthmatics, and others susceptible to harm from air pollution exposure, are at the greatest risk of the negative impacts associated with climate change.¹⁹

Social Vulnerability

Those that are most vulnerable will bear the greatest burden associated with the potential impacts of a changing climate. Race, ethnicity, gender identity, sexual orientation, age, social class, physical ability, religious or ethical value systems, national origin,

17. <https://www.ioes.ucla.edu/project/climate-change-in-the-los-angeles-region/>

18. <https://www.epa.gov/heatislands/learn-about-heat-islands>

19. <https://ww2.arb.ca.gov/capp-resource-center/community-assessment/sensitive-receptor-assessment>

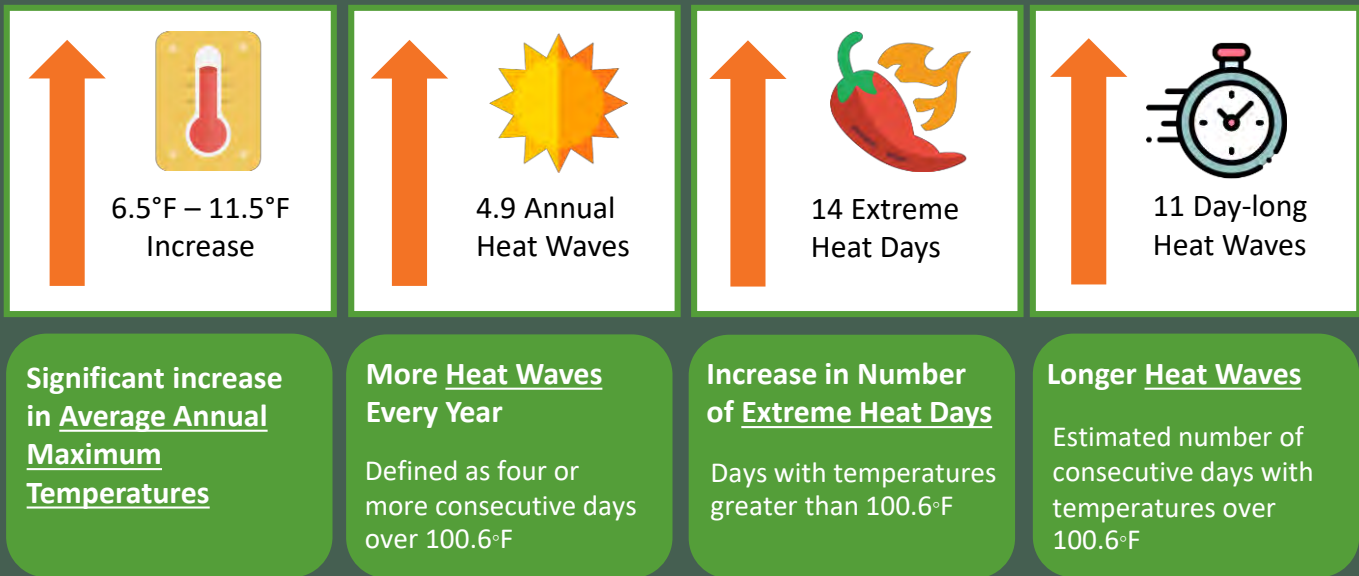
immigration status, linguistic ability, and zip code do not make an individual inherently vulnerable. Instead, vulnerabilities relate to deficiencies in the system rather than a judgement of any particular community member or neighborhood. This document provides a foundation to even the playing field for all members of society and to ultimately reduce potential burdens of climate change on vulnerable populations.

Potential Impacts to the Community

The City of South Pasadena may experience a variety of impacts due to climate change including an increase in average temperature and changes in precipitation, as outlined above under *Climate Change in the City of South Pasadena*. Increased temperatures have the potential to affect the City in a variety of ways, especially through decreased public health. Public health may be negatively impacted by a changing climate as a result of changing environmental conditions including extreme weather events, changes in temperature and rainfall that decrease water supply, worsening air quality, and increases in allergens and air pollutants.

This could lead to hazardous conditions such as heat stroke and respiratory ailments for community

Figure 6 Impacts of Climate Change in the City of South Pasadena (~2100)



members. Potential impacts to public health include cardiovascular disease, exacerbation of asthma, increased risk of skin cancer and cataracts, and heat-related illnesses such as heat stroke, heat exhaustion, and kidney stones.²⁰ Those in the community without health insurance (about 5.9 percent of the population under 65) and those living under the poverty line (approximately 8.7 percent of the population) are particularly vulnerable.²¹

With anticipated increases in temperature, those without health insurance and/or those that are economically disadvantaged may find it more difficult to afford the additional costs of cooling their homes. Consequently, many low-income households, especially those of seniors and the disabled may become physically vulnerable to the effects of extreme heat events.

It is imperative that the City of South Pasadena take action now to mitigate and prepare for these climate threats and hazards. The measures included in this

Climate Action Plan set a path to achieving GHG reduction goals that will contribute to long-term stability. These Plays and Moves will build and decarbonize the local economy in a cost-effective manner that prioritizes benefits to the community. This Plan includes actions in which every part of the community – residents, property owners, businesses, and City government – can participate to improve quality of life. The City of South Pasadena will strive to set an example at the municipal level by doing its part to achieve climate goals and fostering a safe, healthy, vibrant, and resilient community for all South Pasadenans.

Let's be bold! We have the momentum; we can do it! The kids are counting on us!
- City of South Pasadena Resident

20. https://resources.ca.gov/CNRALegacyFiles/docs/climate/01APG_Planning_for_Adaptive_Communities.pdf

21. <https://www.census.gov/quickfacts/southpasadenacitycalifornia>

11

Total Outreach Events

150+

Community Event Attendees

103

Comments Received and Survey Responses

345+

Views on Virtual Events

Summary of Outreach Events

Date	Topic	Audience
10/30/19	CAP Intro and Inventory	Staff
11/14/19	CAP Intro and Inventory	Community
1/15/20	CAP Intro and Inventory	City Council
3/12/20	GHG Reduction Strategies	Staff
5/26/20	GHG Reduction Strategies	NREC
5/28/20	GHG Reduction Strategies	Community
8/25/20	Draft CAP Review	NREC
9/1/20	Draft CAP Review	Chamber
9/10/20	Draft CAP Review	Community
10/27/20	Final CAP Review	NREC
11/18/20	Final CAP Adoption	City Council

Natural Resources and Environmental Commission (NREC)
Chamber of Commerce (Chamber)

Developing the Plan

Purposeful and transparent stakeholder group and community participation in the climate action planning process ensured that this CAP is representative of the needs and desires of all members of the South Pasadena community. The CAP was developed through an integrated partnership between City staff from all departments, the Natural Resources and Environmental Commission (NREC), and the community. The NREC is an advisory group to the City Council in all matters pertaining to energy, science and technology, and natural resources and the environment and played an integral role in the development of the CAP. In addition, community members were provided with numerous opportunities to provide direct feedback on all aspects of the CAP via surveys, the comment box on the CAP website, in-person/virtually at community events, and via direct email to City staff.



Over the course of the 20-month (April 2019 – December 2020) CAP development process, eleven outreach events were held including three community meetings, three NREC presentations, two staff meetings, and three City Council presentations. A series of in-person community workshops and focus group meetings were scheduled for Spring through Winter of 2020; however, due to the COVID-19 pandemic, the events beginning in May 2020 were shifted to a virtual format. This virtual format provided opportunities for additional



community members to participate, either by tuning in to the virtual event or watching it while it streamed live online. In addition, these events were recorded and posted on the CAP website allowing community members who were unable to participate at the time of the event to view the important presentations at their convenience. The virtual events were participated by and viewed by hundreds of community members during the duration of the CAP preparation.

During the first set of outreach events, where the CAP process was introduced and the GHG inventory was reviewed, feedback was provided by stakeholders and community members regarding which strategies they'd like included in the Final CAP. This feedback was incorporated into the development phase of the Plays and Moves, which were reviewed during the second set of outreach events in Spring of 2020. Upon completion of the Spring 2020 outreach events, a survey was released to gain feedback on the emission reduction strategies (Plays and Moves). In total, 58 insightful responses were received on the survey and six Moves were added based on the feedback provided. Please see the Moves marked with an asterisk in the *Plays and Moves* Section for a complete summary of the additions that were made based on the community feedback received.

A public-facing Climate Action Plan website was linked to the City's website to share information and be an avenue to accept public comments and feedback. These comments were reviewed as they came in and re-reviewed with the survey results to see if any additional Plays or Moves were necessary based on feedback provided. In addition to the outreach avenues detailed above, feedback was solicited and CAP updates were communicated to the community via press releases, City Hall Scoop blog articles, the Neighborhood Pulse monthly newsletters, the Environmental Programs listserv¹, City social media pages, the City website, Council and Commission meetings, and local organizations. The feedback received from the community and stakeholders shaped the Final CAP and helped establish an implementable and shared path forward to reach the City's climate action goals.

What we heard from the Community:

“Education is paramount - getting this information to the high school, middle school, and elementary school in an engaging format is essential to informing ALL South Pasadena residents!”

“I'd love to see community solar and a neighborhood micro electric grid for City offices and in public spaces like the library/senior center complex and for the schools.”



“Our tree canopy is one of the few things that distinguishes us from nearby cities. It's our treasure and we should do everything to protect it and expand it.”

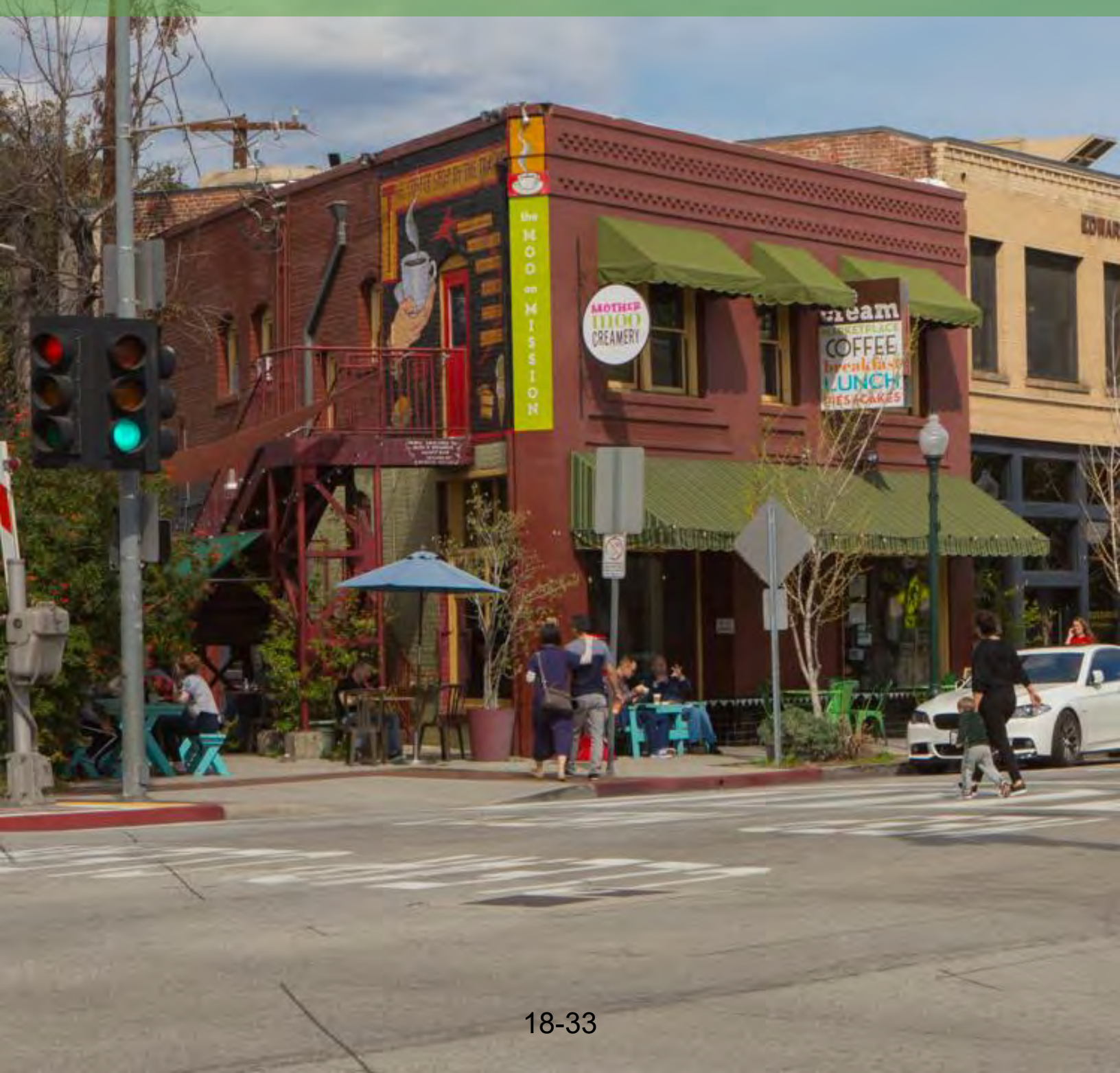
“Having our residents use 100% renewable energy, whether or not they can install photovoltaic (PV) solar panels on their structures, is one of the most efficient ways of reducing City GHGs.”

Comments included in the CAP were received during the survey and via the City's CAP Website comment box! Thank you for providing your feedback, we appreciate it!

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The Playing Field

GHG Emissions Inventory, Forecast, and Targets





Baseline GHG Emissions

This Climate Action Plan includes a 2016 baseline inventory of GHG emissions from municipal operations and community-wide activities within the City. It is important to note that the municipal operations inventory is a subset of the community inventory, meaning that the municipal emissions are included within the community-wide inventory. To allow for comparison among GHG emissions sources, all emissions are translated to the equivalent of one metric ton of carbon dioxide, or MT CO₂e. One MT CO₂e is the equivalent of using 113 gallons of gasoline or driving 2,492 miles in a standard combustion vehicle.²²

Inventory

Methodology

Emissions estimates were calculated using the best available methodologies from the International Council for Local Environmental Initiatives (ICLEI). Specifically, the U.S. Community Protocol for Accounting and Reporting Greenhouse Gas Emissions Version 1.2 (Community) is used to calculate community-wide emissions and the Local Government Operations Protocol Version 1.1 (LGOP) is used to calculate municipal emissions. See Appendix C for more information.

1 MT CO₂e = 2,492 miles traveled in a standard combustion vehicle, which is the approximate distance from South Pasadena City Hall to Pittsburg Pennsylvania!

2016 Municipal Baseline Emissions

In 2016, the City of South Pasadena's GHG emissions associated with municipal operations totaled 2,755 MT CO₂e. As shown in Table 1 and Figure 7, emissions from the City's energy use were the largest sector (1,613 MT CO₂e, or 59 percent). The second largest source of emissions (584 MT CO₂e, or 21 percent) was waste generated by municipal employees and facilities.

22. <https://developer.epa.gov/greenhouse-gas-equivalencies-calculator-widget/>

Table 1 2016 Municipal Emissions Summary by Sector

Sector	GHG Emissions (MT CO ₂ e)	Percentage of Total Emissions
Energy	1,613	59
Electricity	1,504	55
Natural Gas	109	4
Transportation	539	19
Vehicle Fleet	173	6
Employee Commute	366	13
Water and Wastewater	19	1
Solid Waste	584	21
Total	2,755	100 %

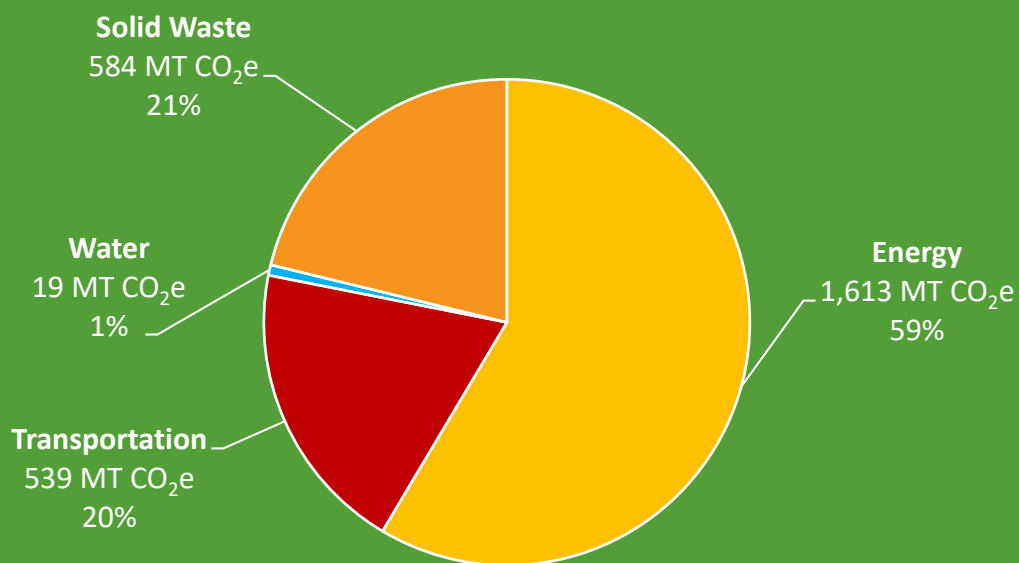
Notes:

MT: Metric tons

1. Emissions have been rounded and therefore sums may not match.

Source: Emissions were calculated following ICLEI LGOP (May 2010) and using data provided and approved by the City.

Figure 7 2016 Municipal Emissions Summary by Sector



Transportation associated with the City fleet and employee commuting generated emissions equivalent to 539 MT CO₂e, or 19 percent. The remaining municipal emissions (19 MT CO₂e) were from water use and wastewater generation by the City's operations.

2016 Community-wide Baseline Emissions

In 2016, the South Pasadena community emitted approximately 125,269 MT CO₂e. As shown in Table 2 and Figure 8, the transportation sector was the largest source of emissions, generating approximately 67,228 MT CO₂e, or 54 percent of total 2016 emissions. Electricity and natural gas consumption within the residential and commercial sectors were the second largest source of 2016 emissions, generating 49,301 MT CO₂e, or 39 percent of the total. Waste generation, including processing and the decomposition of waste, resulted in six percent (7,712 MT CO₂e) of the City's emissions, while water use and wastewater generation resulted in the remaining one percent (1,026 MT CO₂e).

Emissions Forecast

Emissions forecasts (what we predict GHG emissions to be in the future) are generated from the 2016 baseline inventory to help identify actions that must be taken now in order to meet future targets. This CAP identifies provisional GHG emissions reduction targets for the years 2020 (AB 32 target year), 2030 (SB 32 target year), 2040 (City of South Pasadena's General Plan horizon year), and 2045 (EO B-55-18 target year).

A business-as-usual scenario provides a forecast of how GHG emissions would change in the years 2020, 2030, 2040, and 2045 if consumption trends continue as they did in 2016 and growth were to occur as projected in the City's General Plan. South Pasadena's business-as-usual GHG emissions are projected to increase to 126,337 MT CO₂e in 2020, 128,792 MT CO₂e in 2030, 131,675 MT CO₂e in 2040, and 133,121 MT CO₂e in 2045 (see Table 3).

However, since 2016, several state regulations (i.e., SB 1, SB 100, AB 1493) have been enacted that will reduce future local emissions. These regulations have been incorporated into an adjusted forecast, which provides a more accurate picture of future

emissions growth and the emission reduction the City and community will be responsible for after state regulations have been implemented (see Table 3).

Emissions Targets

After analyzing the City's baseline inventory and forecast scenarios, emission targets were set to create quantitative goals that will further the City's ability to measure emission reduction progress from the baseline scenarios. The 2016 baseline emissions were reduced by 40 percent to establish a 2030 target of 75,161 MT CO₂e for the City. In accordance with the new California Air Resource Board (CARB) methodology and the statewide goal established in SB 32, this absolute emissions²³ target was then translated into a 2030 per capita emission target of 2.9 MT CO₂e per year by dividing the 2030 absolute target by South Pasadena's projected population in 2030.

The following GHG reduction targets were established by the City of South Pasadena to remain consistent with the state's 2030 (SB 32) goal and be in line with the reduction trajectory to achieve the state's long-term 2045 goal:

- Reduce GHG emissions to 2.9 MT CO₂e per capita by 2030 (the SB 32 target year)
- Reduce GHG emissions to 0.0 MT CO₂e per capita by 2045 (the EO B-55-18 target year)

As shown in Table 4 and Figure 9, South Pasadena would require implementing local reduction measures to meet the state targets established for 2030 and 2045 even after accounting for reductions that will result from state regulations. Table 4 shows that South Pasadena would be required to reduce 18,578 MT CO₂e by 2030, 53,874 MT CO₂e by 2040, and 73,969 MT CO₂e by 2045 to meet the state goals. Table 4 also shows the remaining per capita reductions needed to meet the goal (MT CO₂e per capita).

These reductions will be achieved through implementation of local Plays (strategies) and Moves (actions) developed from best practices of other similar and neighboring jurisdictions, as well

23. Absolute emissions refer to the total quantity of GHG emissions being emitted.

Table 2 2016 Community-wide Emissions Summary by Sector

Sector	GHG Emissions (MT CO ₂ e)	Percentage of Total Emissions
Energy	49,301	39
Electricity	23,987	19
Natural Gas	24,287	19
Electricity Transmission and Distribution Losses	1,027	1
Transportation	67,228	54
On-road Transportation	65,351	52
Off-road Equipment	829	1
Transit ²	1,048	1
Water and Wastewater	1,026	1
Water transport, distribution and treatment	700	1
Wastewater collection and treatment	326	<1
Solid Waste	7,713	6
Waste Sent to Landfills	7,509	6
Process Emissions	203	<1
Combustion Emissions	1	<1
Total	125,269	100%

Notes:

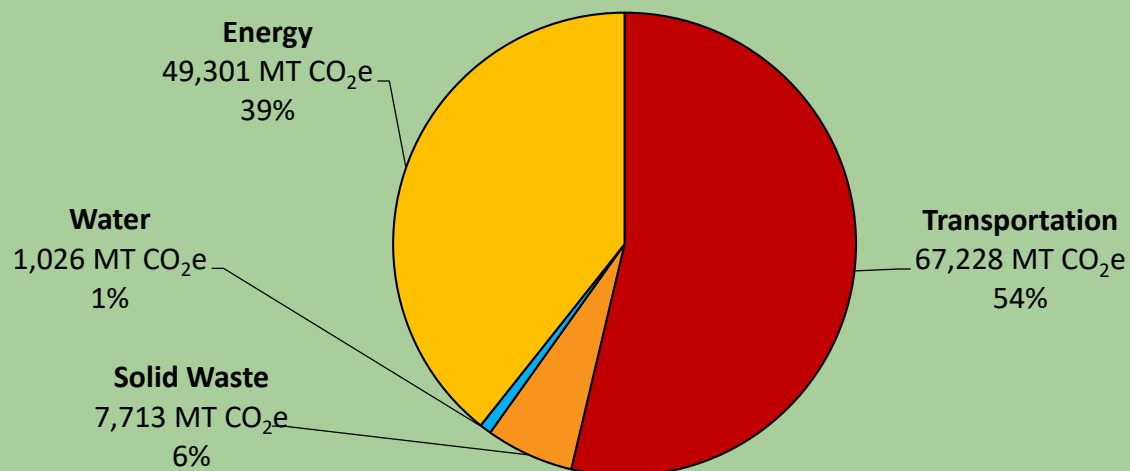
MT: Metric tons

1. Emissions have been rounded and therefore sums may not match.

2. Transit in South Pasadena is provided by Los Angeles Metro.

Source: Emissions were calculated following ICLEI U.S. Community Protocol and using data provided and approved by the City.

Figure 8 2016 Community-wide Emissions Summary by Sector



as those recommended by state organizations and agencies. The Plays and Moves were vetted by City staff and the community and are quantified to identify their overall contribution to meeting the City's 2020, 2030, 2040, and 2045 GHG reduction targets, as outlined in the *Game Plan*. See Appendix C for more information on the forecast and targets.

Table 3 Business-as-Usual and Adjusted Forecast for City of South Pasadena

Emission Forecast	2020 (MT CO ₂ e)	2030 (MT CO ₂ e)	2040 (MT CO ₂ e)	2045 (MT CO ₂ e)
Business-as-Usual Forecast	126,337	128,792	131,675	133,121
Emission Reductions from State Measures	9,638	35,052	52,747	59,152
Adjusted Forecast	116,699	93,740	78,927	73,969

Notes: Emissions have been rounded to the nearest whole number and therefore sums may not match.

Table 4 Community Emissions, Targets, and Reductions Needed to Meet Targets

Emission Forecast	2020 (MT CO ₂ e)	2030 (MT CO ₂ e)	2040 (MT CO ₂ e)	2045 (MT CO ₂ e)
Adjusted Forecast	116,699	93,740	78,927	73,969
Provisional Emissions Target	125,268	75,161	25,054	0
Remaining Reductions Needed to Meet Target	-8,570	18,578	53,874	73,969
Population ¹	26,198	26,649	27,100	27,327
Per Capita Adjusted Forecast (MT CO ₂ e per capita)	4.5	3.5	2.9	2.7
Per Capita Targets (MT CO ₂ e per capita)	4.8	2.9	1.0	0.0
Remaining Per Capita Reductions Needed to Meet Target (MT CO₂e per capita)	-0.4	0.6	1.9	2.7

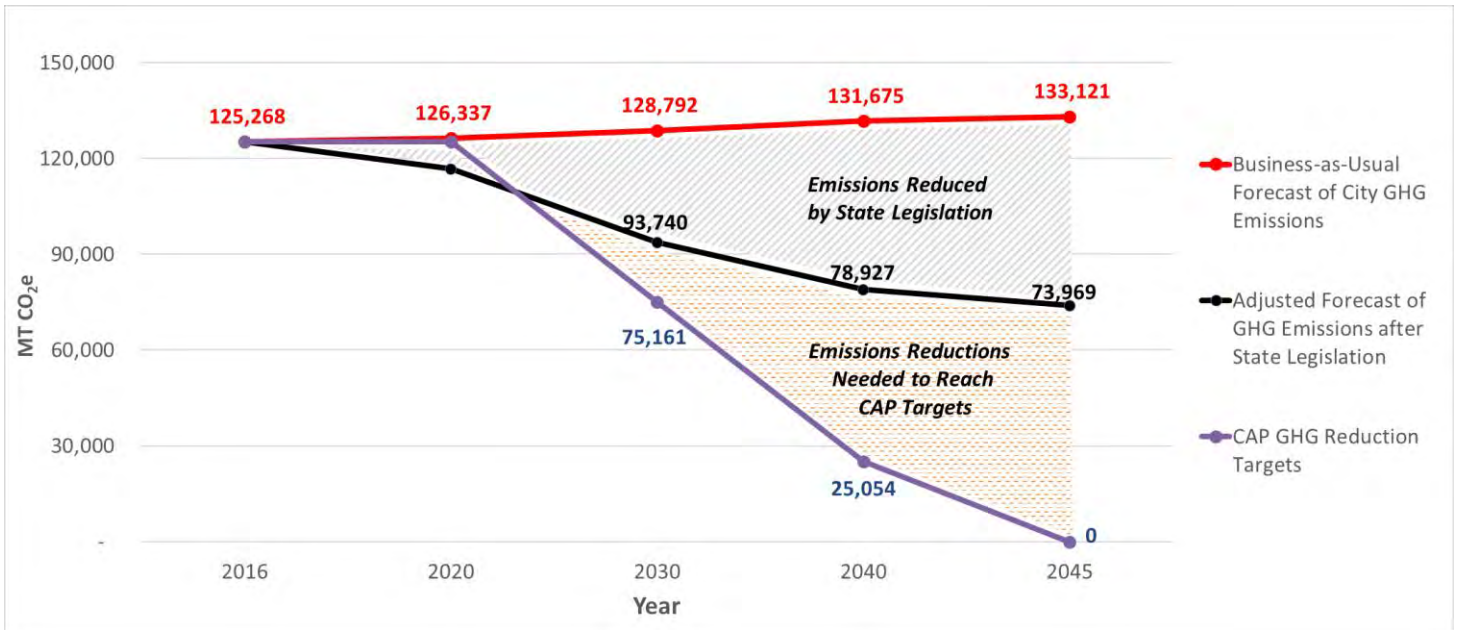
1. Population from SCAG 2016 RTP/SCS Demographic and Growth Forecast.

http://scagrtpsc.net/Documents/2016/final/f2016RTPSCS_DemographicsGrowthForecast.pdf

Note: Emissions have been rounded to the nearest whole number and therefore sums may not match.



Figure 9 Community Emissions, Targets, and Reductions Needed to Meet Targets



2016	2020	2030	2040	2045
City's GHG Emissions Baseline Year	AB32 Target, 1990 Emissions Level	SB32 Target, 40% below 1990 level	General Plan Horizon Year	EO B-55-18, Carbon Neutral

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Game Plan

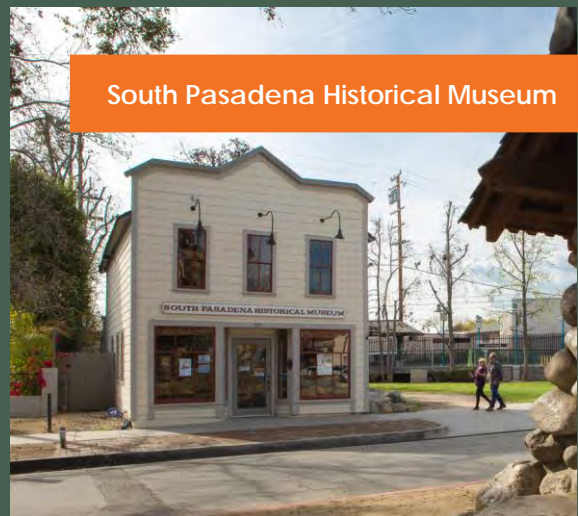
Greenhouse Gas Emission Reduction Plays and Moves





Reducing Emissions in South Pasadena

At its core, the CAP aims to reduce GHG emissions in the City of South Pasadena through equitable, achievable, and implementable actions that benefit all South Pasadenans. The City of South Pasadena has actively worked to reduce GHG emissions and increase the resilience of the City for decades. However, there has not been a mechanism to quantify the reductions achieved to-date. Nonetheless, these efforts should be recognized as the foundation of mitigating the impacts of climate change in the City. This CAP further encourages sustainability and implementation of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) strategies, which include, among other initiatives: focusing new growth around transit, managing congestion, and promoting safety and security. Since, the City is nearly built-out, the majority of sustainable development includes rethinking how the system works and revamping existing infrastructure. However, it is important to recognize that housing near transit is a fundamental component of the emission reduction puzzle as it would increase walkability and reduce air pollution, among other things; housing will be discussed in the upcoming (2021) General Plan Housing Element, as required by Governors Office of Planning and Research. As mentioned in the *Introduction*, the Plays and Moves outlined in this CAP were created through a collaborative process with City staff, the NREC, and the community. The Moves marked with an asterisk were added based on community feedback received. The City is actively engaged in creating unique solutions and working with other jurisdictions and local partners to solve problems that may arise, as demonstrated by the reduction Plays and supporting Moves, which are summarized in Table 5.



South Pasadena Historical Museum

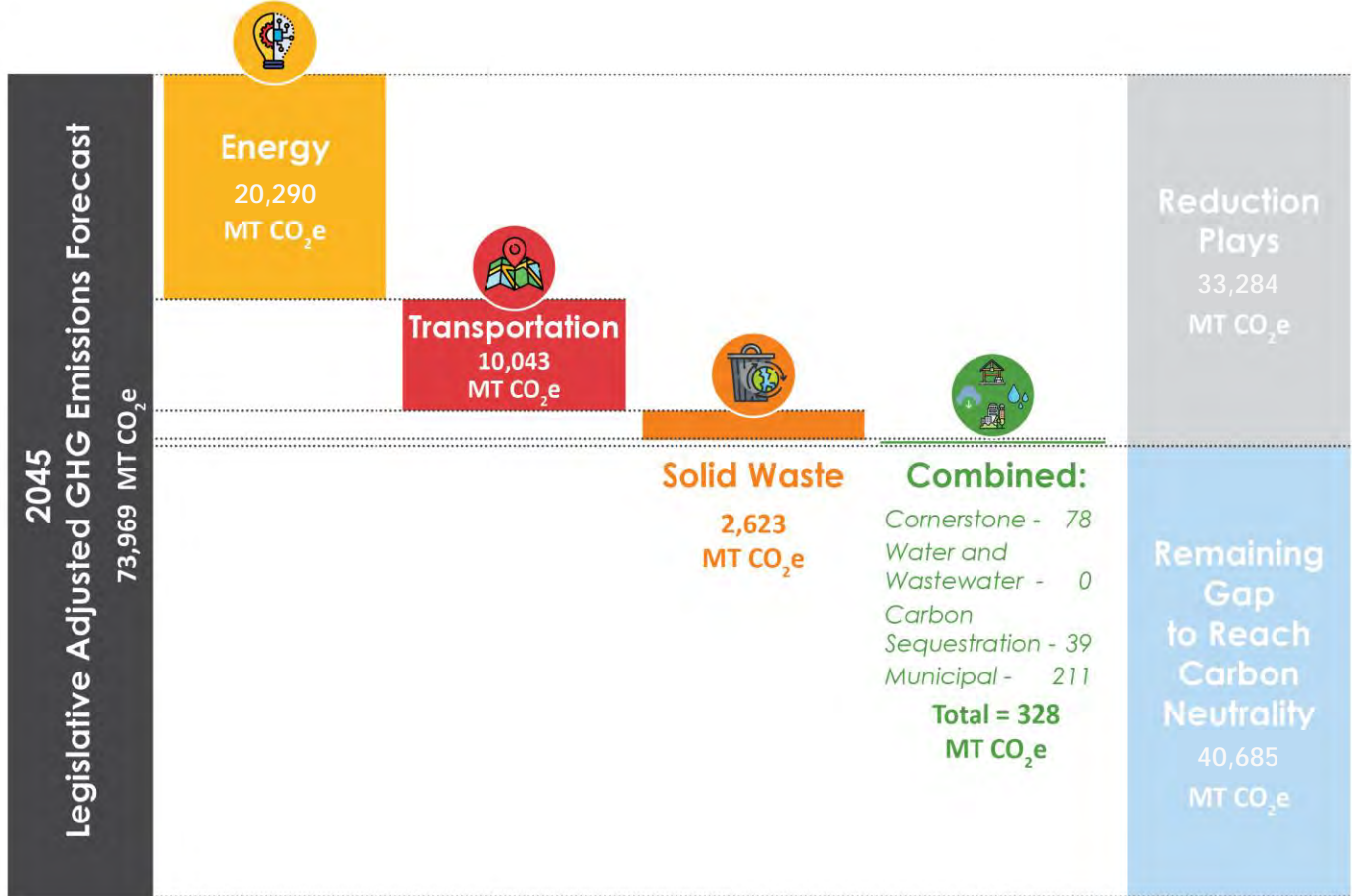
Table 5 Emission Reduction Plays and Moves Summary

Sector	Play	GHG Emissions Reduction Contribution
Cornerstone	C.1	Engage South Pasadena youth in climate action and provide education on ways to live a sustainable lifestyle. 2030: 25 MT CO ₂ e 2045: 78 MT CO ₂ e
Energy	E.1	Maximize the usage of renewable power within the community, by continuing to achieve an opt-out rate lower than 4% for the Clean Power Alliance. 2030: 13,408 MT CO ₂ e 2045: 0 MT CO ₂ e
	E.2	Electrify 100% of newly constructed buildings. 2030: 228 MT CO ₂ e 2045: 935 MT CO ₂ e
	E.3	Electrify 5% of existing buildings by 2030 and 80% by 2045. 2030: 1,184 MT CO ₂ e 2045: 19,355 MT CO ₂ e
	E.4	Develop and promote reduced reliance on natural gas through increased clean energy systems that build off of renewable energy development, production, and storage. Supportive of 2030 and 2045 Goals
Transportation	T.1	Increase zero-emission vehicle and equipment adoption to 13% by 2030 and 25% by 2045. 2030: 3,774 MT CO ₂ e 2045: 6,629 MT CO ₂ e
	T.2	Implement programs for public and shared transit that decrease passenger car vehicle miles traveled 2% by 2030 and 4% by 2045. 2030: 807 MT CO ₂ e 2045: 1,399 MT CO ₂ e
	T.3	Develop and implement an Active Transportation Plan to shift 3% of passenger car vehicle miles traveled to active transportation by 2030, and 6% by 2045. 2030: 1,186 MT CO ₂ e 2045: 2,015 MT CO ₂ e
Water and Wastewater ¹	W.1	Reduce per capita water consumption by 10% by 2030 and 35% by 2045. 2030: 414 MT CO ₂ e 2045: 0 MT CO ₂ e
Solid Waste	SW.1	Implement and enforce SB 1383 organics and recycling requirements to reduce landfilled organics waste emissions 50% by 2022 and 75% by 2025. 2030: 1,702 MT CO ₂ e 2045: 1,764 MT CO ₂ e
	SW.2	Reduce residential and commercial waste sent to landfills by 50% by 2030 and 100% by 2045. 2030: 415 MT CO ₂ e 2045: 859 MT CO ₂ e
Carbon Sequestration	CS.1	Increase carbon sequestration through increased tree planting and green space. 2030: 19 MT CO ₂ e 2045: 39 MT CO ₂ e
Municipal	M.1	Reduce carbon intensity of City operations. 2030: 188 MT CO ₂ e 2045: 188 MT CO ₂ e
	M.2	Electrify the municipal vehicle fleet and mobile equipment. 2030: 23 MT CO ₂ e 2045: 23 MT CO ₂ e
	M.3	Increase City's renewable energy production and energy resilience. Supportive of 2030 and 2045 Goals
Total		2030: 22,959 MT CO₂e 2045: 33,284 MT CO₂e

Note: South Pasadena would be required to reduce 18,578 MT CO₂e by 2030, 53,874 MT CO₂e by 2040, and 73,969 MT CO₂e by 2045 to meet the City's targets and state goals.

1. There is risk of double counting emission reductions from Play W.1 with Play E.1. Play W.1 emission reductions totals are provided for informational purposes, but are not added to the emission reduction totals.

Figure 10 Path to Carbon Neutrality



Meeting the State's Goals

The Plays and Moves outlined in this section were established and refined to meet the City's GHG emission reduction target for 2030 and provide substantial progress towards meeting the longer-term target of carbon neutrality by 2045, which align with the state's goals and is the City's fair share towards achieving the state's overall climate goals (see Appendix D for more information on the emission reductions anticipated to be achieved from each Play). As shown in Figure 10, the Plays and Moves established in this Plan help the City of South Pasadena meet the 2030 target and put the City on the trajectory towards meeting the 2045 target of carbon neutrality.

Specifically, Figure 10 shows the adjusted emissions forecast on the left with the emission reductions required to meet the 2030 and 2045 goal on the right. As demonstrated, while the Plays and Moves help reach the 2030 targets, more work is needed to reach the longer-term 2045 emission reduction

target. It is anticipated that the CAP will be updated on a regular (triennial basis) as outlined in *Keeping Score*. Future iterations of the CAP will outline additional ways to meet the longer-term 2045 emission reduction target as new technologies and solutions become available.

Making meaningful progress towards reducing the City's GHG emissions starts with the leadership of City government, through strong actions like providing permit incentives and developing equitable outreach programs that spur change in the community. There is a wealth of opportunities for South Pasadena to take action, to improve the community while also reducing its GHG emissions. It is important that these opportunities are taken advantage of, so real momentum can be built upon and we can meet California's 2030 GHG emission reduction goal. See the following pages for more information on the specific Plays and Moves included in this Climate Action Plan.



Reducing Emissions in South Pasadena

The greatest amount of emissions would be reduced in the energy and transportation sectors, which also are the greatest emission generating sectors (as shown in Figure 8). Primary emission reductions in the energy sector through 2030 would be attributable to the renewable energy used by the City. Additionally, as new buildings are built and existing buildings are retrofit, further energy emission reductions would be achieved through electrification. Emissions from the transportation sector would be reduced through the reduction of vehicle miles traveled and increased adoption of electric vehicles.

All emission reductions attributable to the Plays and Moves included in this CAP are based on currently available substantial and reasonable evidence. Therefore, although in some instances, it would be beneficial to increase the implementation goals, there is not strong evidence at this time at this time that these reductions would be achievable.

Key Electrification Drivers

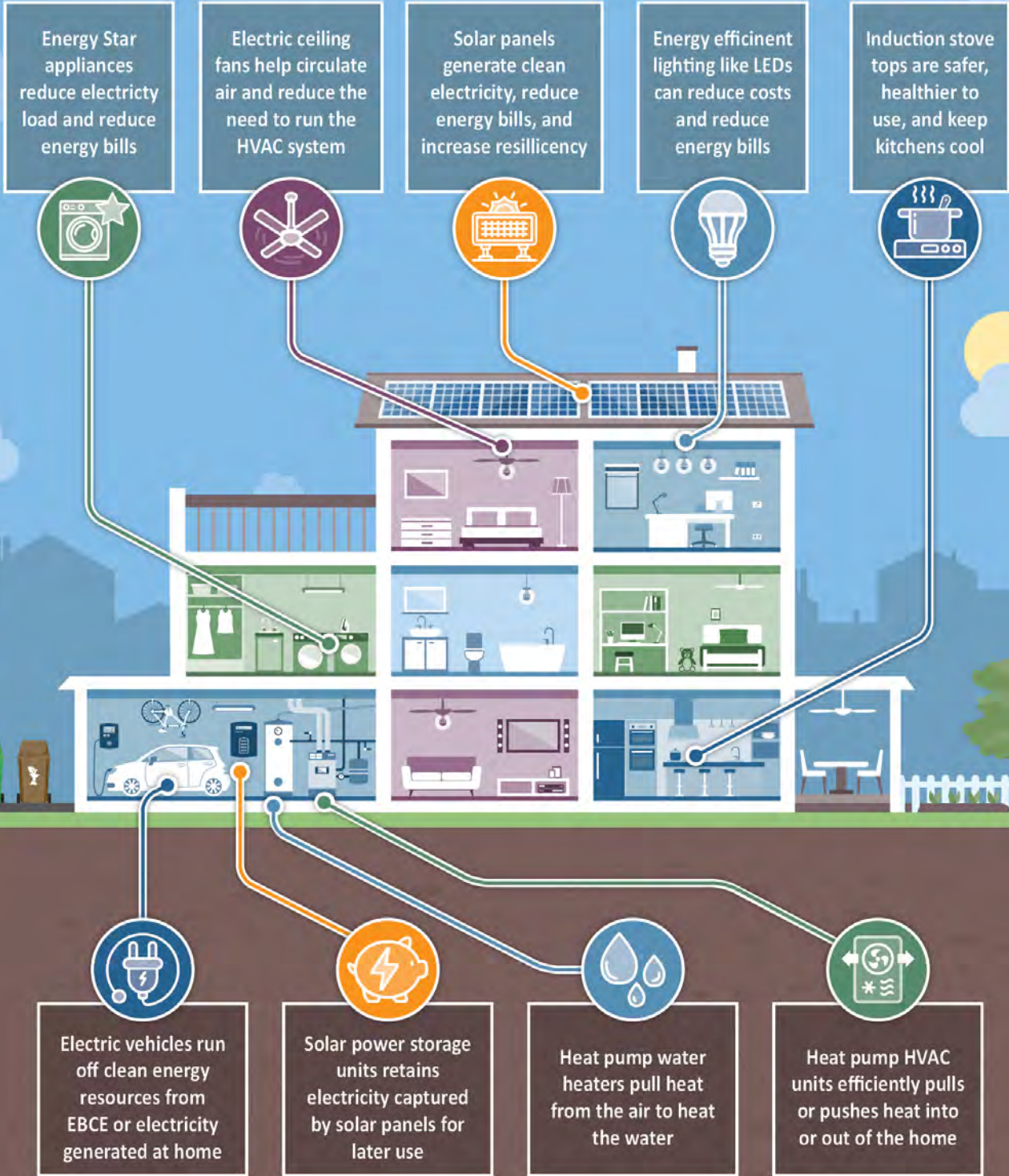
Electrification of new buildings is a cost-effective and socially equitable way many cities in California are reducing GHG emissions and protecting public health. Specifically, all-electric buildings are more efficient, and in California, produce lower utility bills. For example, an all electric new single-family home in South Pasadena can cost around \$3,000 less to build and produce lower energy bills as compared to a mixed fuel home.²⁴ The reduced energy bills of all electric homes is also expected to relieve the future energy burden of low-income families due to a projected increase of natural gas prices resulting from more efficient appliances and wider adoption of electrification across the state.²⁵ Lastly, the burning of natural gas in poorly ventilated areas can cause a drastic increase of harmful indoor pollutants that are linked to increased risk of respiratory illnesses, so switching to electric appliances is a step towards improving public health.²⁶

24. <https://explorer.localenergycodes.com/studies/city-south-pasadena/results?studies=1,2,3&cz=09>

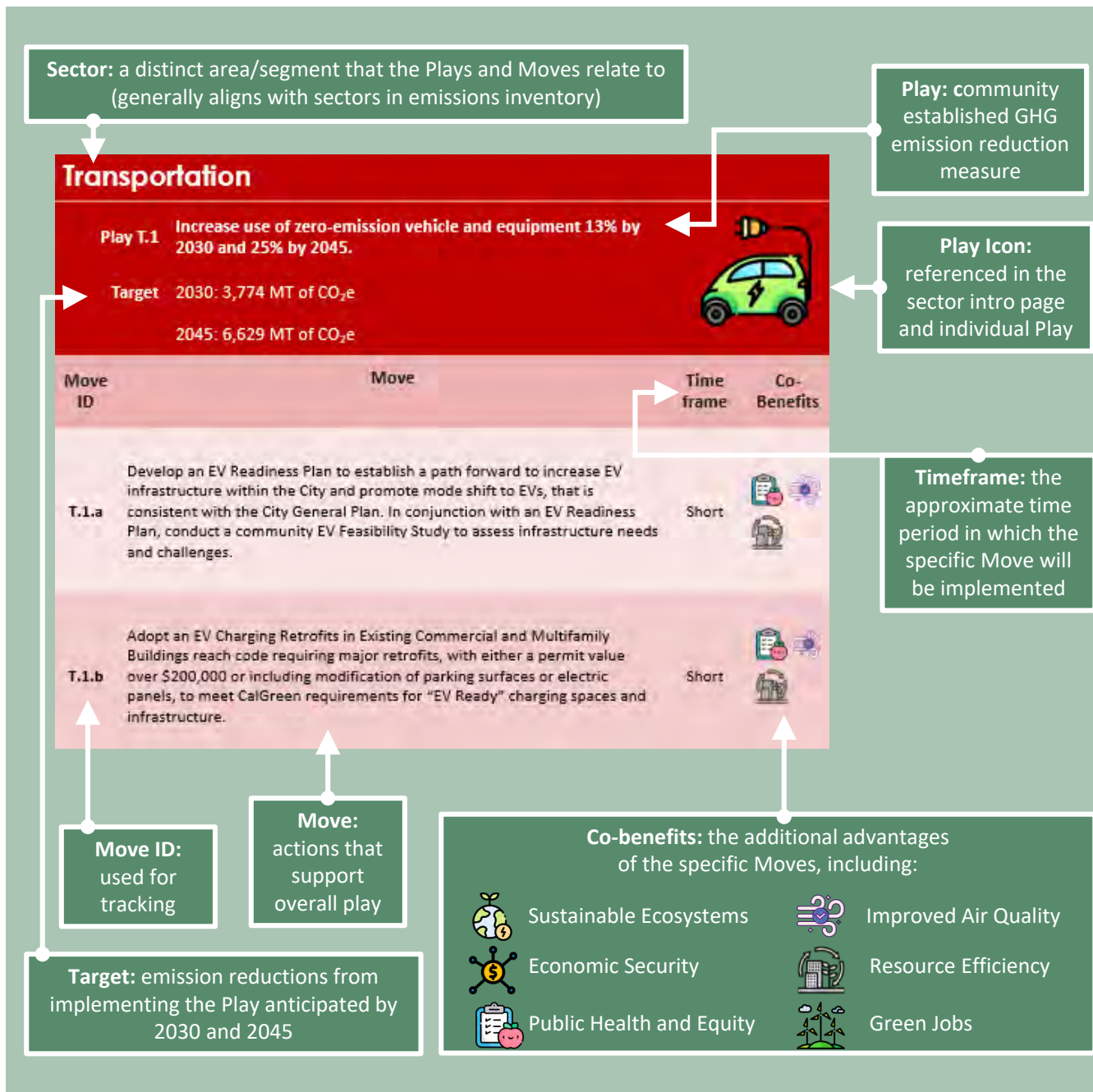
25. <https://ww2.energy.ca.gov/2019publications/CEC-500-2019-055/CEC-500-2019-055-F.pdf>

26. <https://rmi.org/insight/gas-stoves-pollution-health>

Electrification at Home









Reading the Game Plan



“Supportive” Plays and Moves

Do not directly result in quantitative greenhouse gas emission reductions, although they support the overall goals of the Climate Action Plan.

Table 6 Co-Benefit Summary

Icon	Co-Benefit	Description
	Sustainable Ecosystems	Promotes the ability of non-human aspects of South Pasadena and the world to thrive
	Economic Security	Contributes to the stability of financial resources for the City of South Pasadena and/or residents/business owners in the City
	Public Health and Equity	Supports the health and wellbeing of all members of the South Pasadena community, while also promoting equity
	Improved Air Quality	Reduces the presence of harmful substances in the local atmosphere
	Resource Efficiency	Improves the effective use of resources while minimizing waste
	Green Jobs	Creates or advances employment opportunities in sectors contributing to sustaining or improving environmental quality

Implementation Timeframes



Cornerstones of Climate Action Planning

The City of South Pasadena acknowledges that long-term sustainable change must occur to reduce our GHG emissions and limit our impact on climate change. This change will come from a collective commitment to reduce emissions through implementation of effective and equitable emission reduction strategies, such as the Plays and Moves outlined in this CAP. High-quality climate action planning is built on six essential components that result in implementable and effective GHG emission reduction strategies.

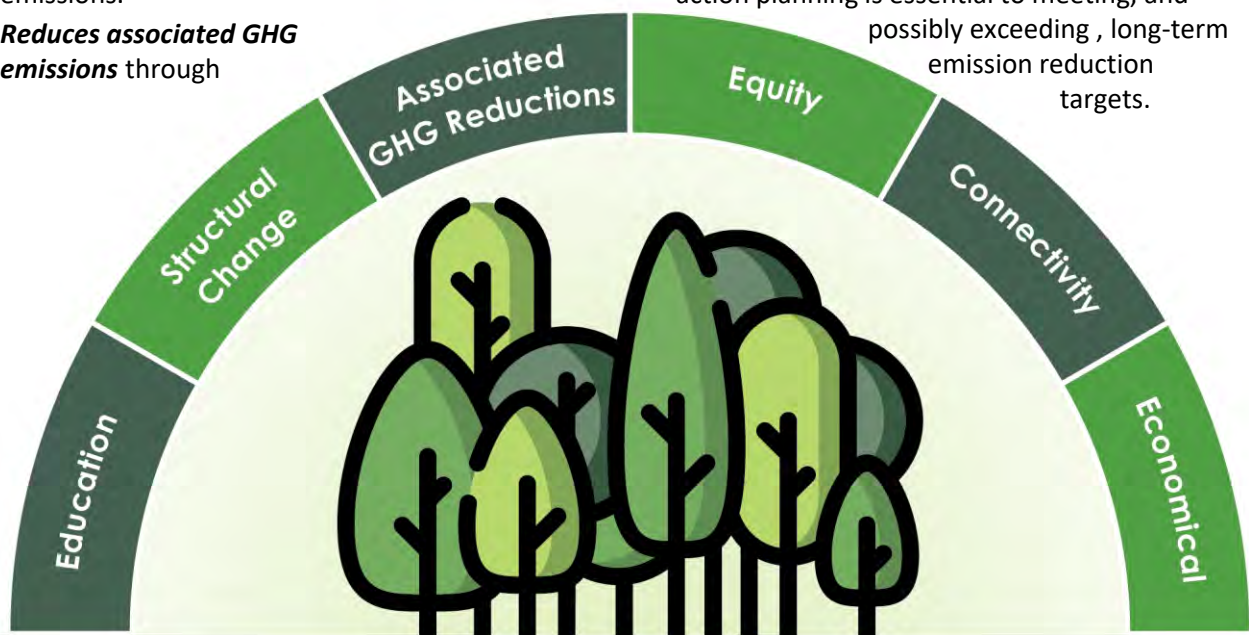
These six essential components, **education, structural change, associated GHG reductions, equity, connectivity, and economical design**, are the cornerstones that lay the foundation for transformational change and are essential to creating Plays that will engage the community and fulfill the emissions reductions goals laid out in the Plan. As an example, the Cornerstone Measure (C.1) embodies and illustrates the components of a well-designed strategy that can be implemented over the long-term. Specifically, C.1:

- ✓ Provides **education** to students, staff, and the community as part of the foundation to engage, inform, and empower all community members regarding decarbonization.
- ✓ Supports **structural change** by establishing a specific program to increase tree planting in South Pasadena, which will in-turn increase carbon sequestration and reduce GHG emissions.
- ✓ **Reduces associated GHG emissions** through

carbon sequestration, which is a key component to climate action planning as all sources of emissions will not be able to be reduced entirely and some sequestration will be required to reach the City’s long-term targets.

- ✓ Demonstrates **equitability** by working to identify cost-effective plants/trees that can be planted in the ground or remain potted for students living in rental/multi-family homes. It is essential that climate action planning consists of inclusive participation in decision making and equal benefits and impacts for the community.
- ✓ **Connects** the South Pasadena Unified School District with important tools to educate students, staff, and the community on ways to reduce GHG emissions. Connecting with various entities is an important part of this CAP because it helps establish sustainable progress by teaming with and empowering organizations and community groups that are uniquely skilled and positioned to implement emission reductions Plays and Moves.
- ✓ Outlines feasible and **economical** carbon reduction pathways and solutions, such as identifying grant opportunities and working with local nurseries to provide students with cost-effective California native plants/trees.

Implementing emission reduction Plays and Moves, such as C.1 and the others outlined in this CAP, that embody the cornerstones of high-quality climate action planning is essential to meeting, and possibly exceeding, long-term emission reduction targets.



Cornerstone



C.1



Engage South Pasadena youth in climate action and provide education on ways to live a sustainable lifestyle.

Cornerstone

Play C.1 Engage South Pasadena youth in climate change and provide education on ways to live a sustainable lifestyle.

Target 2030: 25 MT of CO₂e
2045: 78 MT of CO₂e

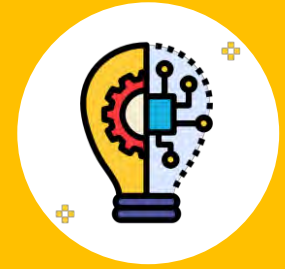


Move ID	Move	Time frame	Co-Benefits
C.1.a	Support South Pasadena Unified School District by providing students with information on climate change and the beneficial role of trees.	Short	
C.1.b	Utilize South Pasadena's historic neighborhoods to demonstrate to students the importance of mature urban trees in providing shade and reducing the urban heat island effect.	Short	
C.1.c	Identify grant funding opportunities and engage with local nurseries and tree planting programs to identify appropriate and cost-effective California native plants/trees that can be both planted in the ground or remain potted for students living in rental/multi-family homes.	Short	

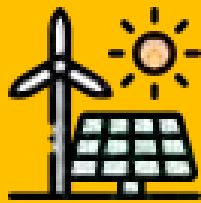
Sustainable Ecosystems
 Economic Security
 Public Health
 Improved Air Quality
 Resource Efficiency
 Green Jobs

Short- Mid- Long-term
 Now 3 years 5 years 10+ years
**Move added based on community feedback*

Energy



E.1



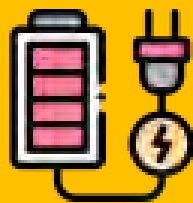
Maximize the usage of renewable power within the community, by continuing to achieve an opt-out rate lower than 4% for the the Clean Power Alliance.

E.2



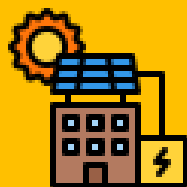
Electrify 100% of newly constructed buildings.

E.3



Electrify 5% of existing buildings by 2030 and 80% by 2045.

E.4



Develop and promote reduced reliance on natural gas through increased clean energy systems that build off of renewable energy development, production, and storage.

Energy

Play E.1 Maximize the usage of renewable power within the community, by continuing to achieve an opt-out rate lower than 4% for the Clean Power Alliance.

Target 2030: 13,408 MT of CO₂e
2045: 0 MT of CO₂e



Move ID	Move	Time frame	Co-Benefits
E.1.a	<p>Monitor progress and perform public outreach and education campaigns highlighting the benefits of 100% renewable energy, including:</p> <ul style="list-style-type: none"> ✓ Monitoring opt-out rates on an annual basis ✓ Tabling at community events ✓ Establishing an informational resource page on the City website ✓ Regular social media posts ✓ Energy bill inserts 	Short	

Play E.2 Electrify 100% of newly constructed buildings.



Target 2030: 228 MT of CO₂e
2045: 935 MT of CO₂e




Move ID	Move	Time frame	Co-Benefits
E.2.a	Develop a webpage and materials for display at City Hall promoting the benefits of electrification and resources that can assist with the fuel-switching process.	Short	
E.2.b	Provide financial and technical resources, including hosting workforce development trainings for installers and building owners/operators to discuss benefits and technical requirements of electrification.	Short	
E.2.c	Perform regular internal trainings with planners and building officials on current state decarbonization goals and incentives available for electric homes.	Short	

Sustainable Ecosystems
 Economic Security
 Public Health
 Improved Air Quality
 Resource Efficiency
 Green Jobs

Short- Mid- Long-term
 Now 3 years 5 years 10+ years
**Move added based on community feedback*

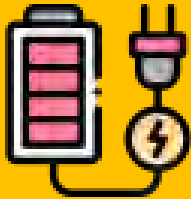
Move ID	Move	Time frame	Co-Benefits
E.2.d*	Provide education around cooking with electric appliances, including demonstrations from chefs and/or local restaurants, as available.	Short	
E.2.e	<p>Adopt an Electrification Readiness Reach Code per California Energy Commission (CEC) reach code requirements for all new buildings and accessory dwelling units which eliminates the piping of natural gas. In doing so the City will:</p> <ul style="list-style-type: none"> ✓ Engage with stakeholders, both internal stakeholders, such as City staff and officials, and external stakeholders, such as local developers regarding the purpose and impact of the reach code ✓ Conduct a cost effectiveness study ✓ Develop and draft an ordinance ✓ Conduct public hearings, public notices, and formally adopt the ordinance ✓ Submit the adopted ordinance to the California Energy Commission (CEC) 	Mid	



E.2.f	Adopt an ordinance that allows granting of minor allowances for certain site development standards when there is no practical ways to design a project to be all electric.	Mid	
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Play E.3 Electrify 5% of existing buildings by 2030 and 80% by 2045.

Target 2030: 1,184 MT of CO₂e

2045: 19,355 MT of CO₂e



























Move ID	Move	Time frame	Co-Benefits
E.3.a	Develop an existing building electrification permit tracking program to track annual progress in achieving the targeted electrification goal.	Short	
E.3.b	Keep an updated list of rebates and incentives available to residents who would like to convert their buildings to electric power.	Short	

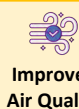


Short- Mid- Long-term

Now 3 years 5 years 10+ years

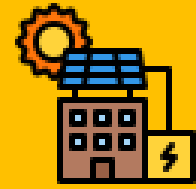
**Move added based on community feedback*

Move ID	Move	Time frame	Co-Benefits
E.3.c	Provide education on the potential energy savings and benefits of electric heat pumps for water heating and space heating when permits for replacement are obtained.	Short	   
E.3.d	Work with Southern California Edison (SCE) and/or the Clean Power Alliance to provide rebates for residential replacement of natural gas-powered air and water heating appliances with electric-powered.	Short	   
E.3.e	Promote water heater, space heating, and appliance (electric stoves/dryers) replacement programs and incentives (residential) at time of construction permit.	Mid	   
E.3.f	Perform an existing buildings analysis in order to understand the potential for electrification retrofitting in South Pasadena and establish a roadmap for eliminating natural gas from existing buildings.	Mid	  
E.3.g	Establish a comprehensive, coordinated education campaign focused towards property owners, landlords, property management companies, and occupants for reducing the use of natural gas in homes and businesses. Establish a shared understanding of existing incentives for electric appliances and upgrades, and how to access them, including SCE incentive programs and rebates.	Mid	   
E.3.h	Perform a cost-effectiveness study for electrification retrofitting, including requirements for newly permitted HVAC/hot water heaters and other appliances to be electric.	Mid	   
E.3.i	Develop a best practices model based on the progress electrifying existing buildings in South Pasadena and outside of South Pasadena to significantly increase electrification post-2030.	Long	



*Move added based on community feedback

Play E.4 Develop and promote reduced reliance on natural gas through increased clean energy systems that build off of renewable energy development, production, and storage.



Target Supportive of 2030 Goals

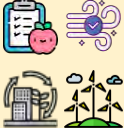



Supportive of 2045 Goals







Move ID	Move	Time frame	Co-Benefits
E.4.a	Conduct a Feasibility Study to assess cost and applicable locations for installation of battery back-up systems or generators throughout the City.	Short	
E.4.b	Promote installation of storage technology in concert with renewable energy infrastructure through educational programs, outreach, and information provided via City platforms.	Short	
E.4.c	Conduct "micro-grid" Feasibility/Pilot Study in support of the General Plan.	Short	
E.4.d	In support of the General Plan, develop and implement a Solar Action Plan with a goal of meeting 50% of South Pasadena's power demand through solar by 2040.	Short	
E.4.e	In support of the 2018-2019 City Strategic Plan, develop a strategy and implementation schedule for the Renewable Energy Plan, after completion of the feasibility study.	Short	
E.4.f	Adopt a PV (Solar) Ordinance requiring newly constructed and majorly renovated multi-family and commercial buildings to install PV systems with an annual output greater or equal to 25% of buildings electricity demand.	Mid	

Sustainable Ecosystems
 Economic Security
 Public Health
 Improved Air Quality
 Resource Efficiency
 Green Jobs

Short- (Now) Mid- (3 years) Long-term (5 years) 10+ years

**Move added based on community feedback*

Move ID	Move	Time frame	Co-Benefits
E.4.g	Require all new structures or major retrofits to be pre-wired for solar panels.	Mid	
E.4.h	Work with various City departments to establish and streamline battery storage requirements to allow for easier implementation of these technologies throughout the City.	Mid	
E.4.i*	Work with home and business owners, including those in the historic districts, to identify and promote renewable energy demonstration projects to showcase the benefits.	Mid	
E.4.j*	Work with SCE and the CPA to develop a program and timeline for increasing resilience to power losses, including Public Safety Power Shutoffs (PSPS), and climate-driven extreme weather events for low-income, medically dependent, and elderly populations through installation of renewable energy and onsite energy storage with islanding capabilities, following appropriate project-level environmental review.	Mid	

 Sustainable Ecosystems
  Economic Security
  Public Health
  Improved Air Quality
  Resource Efficiency
  Green Jobs

Now — Short- (3 years) — Mid- (5 years) — Long-term (10+ years)

**Move added based on community feedback*

Transportation



T.1



Increase zero-emission vehicle and equipment adoption to 13% by 2030 and 25% by 2045.

T.2



Implement programs for public and shared transit that decrease passenger car vehicle miles traveled 2% by 2030 and 4% by 2045.

T.3



Develop and implement an Active Transportation Plan to shift 3% of passenger car vehicle miles traveled to active transportation by 2030, and 6% by 2045.

Transportation

Play T.1 Increase zero-emission vehicle and equipment to 13% by 2030 and 25% by 2045.

Target 2030: 3,774 MT of CO₂e
2045: 6,629 MT of CO₂e

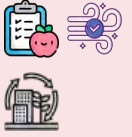
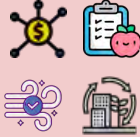
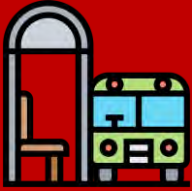

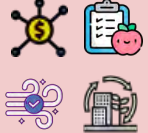










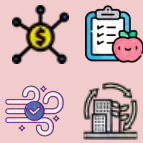
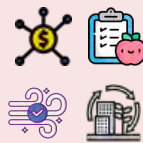
Move ID	Move	Time frame	Co-Benefits
T.1.a	Develop an EV Readiness Plan to establish a path forward to increase EV infrastructure within the City and promote mode shift to EVs that is consistent with the City General Plan. In conjunction with an EV Readiness Plan, conduct a community EV Feasibility Study to assess infrastructure needs and challenges.	Short	
T.1.b	Adopt an EV Charging Retrofits in Existing Commercial and Multifamily Buildings reach code requiring major retrofits, with either a permit value over \$200,000 or including modification of parking surfaces or electric panels, to meet CalGreen requirements for “EV Ready” charging spaces and infrastructure.	Short	
T.1.c	Streamline permit processes (city, county, state, utility) for electric vehicle charging infrastructure and alternative fuel stations.	Short	
T.1.d	Enhance promotion of public and private conversion to zero-emission vehicles through implementation of the City General Plan; including use of City events, social media, and the City website to educate on benefits of zero-emission vehicles and available incentives.	Short	
T.1.e	Establish an ordinance that restricts use of gas-powered lawn equipment, including leaf blowers, and provide information on the City website outlining available incentives.	Short	

Sustainable Ecosystems
 Economic Security
 Public Health
 Improved Air Quality
 Resource Efficiency
 Green Jobs




**Move added based on community feedback*

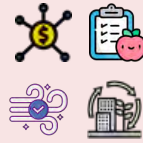
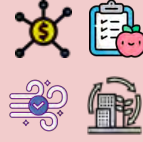
Move ID	Move	Time frame	Co-Benefits
T.1.f	<p>Adopt an EV Readiness Reach Code requiring new commercial construction to provide the minimum number of EV capable spaces to meet Tier 2 requirements (20% of total). In doing so the City will:</p> <ul style="list-style-type: none"> ✓ Engage with stakeholders, both internal stakeholders, such as local government staff and officials, and external stakeholders, such as local developers regarding the purpose and impact of the reach code ✓ Conduct a cost effectiveness study ✓ Develop and draft an ordinance ✓ Conduct public hearings, public notices, and formally adopt the ordinance ✓ Submit the adopted ordinance to the California Energy Commission (CEC) 	Short	
T.1.g	Earmark and identify additional funding for implementation of the EV Readiness Plan to include public charging infrastructure in key locations.	Short / Mid	
Play T.2	<p>Implement programs for public and shared transit that decrease passenger car vehicle miles traveled 2% by 2030 and 4% by 2045.</p> <p>Target 2030: 807 MT of CO₂e 2045: 1,399 MT of CO₂e</p>		
Move ID	Move	Time frame	Co-Benefits
T.2.a	Conduct a Feasibility and Community Interest Study on the four transit improvement options of the City's General Plan.	Short	
T.2.b	Pursue a community car, bike, or e-scooter "micro-transit" share pilot consistent with the City General Plan.	Short	
 Sustainable Ecosystems  Economic Security  Public Health  Improved Air Quality  Resource Efficiency  Green Jobs		<p><i>*Move added based on community feedback</i></p>	

Move ID	Move	Time frame	Co-Benefits
T.2.c	Conduct local transportation surveys to better understand the community's needs and motivation for traveling by car versus other alternatives such as bus or Metro Gold Line light rail. Use survey results to inform transit expansion and improvement projects.	Short / Mid	
T.2.d	Adopt a Transportation Demand Management (TDM) Plan for the City that includes a transit system focus. Provide incentives for implementation of TDM measures at local businesses and new developments.	Mid	
T.2.e	Facilitate transportation equity through targeted provision of programs that encourage minority, low-income, disabled, and senior populations to take transit, walk, bike, use rideshare or car share.	Mid	

Develop and implement an Active Transportation Plan to shift Play T.3 3% of passenger car vehicle miles traveled to active transportation by 2030, and 6% by 2045.

Target 2030: 1,186 MT of CO₂e
2045: 2,015 MT of CO₂e



















Move ID	Move	Time frame	Co-Benefits
T.3.a	Develop and adopt an Active Transportation Plan consistent with Southern California Association of Governments (SCAG) 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) that will identify funding strategies and policies for development of pedestrian, bicycle, and other alternative modes of transportation projects. Establish citywide events, outreach, educational programs, and platforms to promote active transportation in the community in support of the General Plan.	Short	
T.3.b	In conjunction with the City's Complete Streets Policy, conduct a Street/Intersection Study to identify streets and intersections that can be improved for pedestrians and bicyclists through traffic calming measures and/or where multi-use pathway opportunities exist to increase active transportation.	Short	



Sustainable Ecosystems **Economic Security** **Public Health** **Improved Air Quality** **Resource Efficiency** **Green Jobs**

Short- Mid- Long-term
Now 3 years 5 years 10+ years

**Move added based on community feedback*

Move ID	Move	Time frame	Co-Benefits
T.3.c	Periodically review and update the City's Bicycle and Pedestrian Network Map and post throughout City.	Short	  
T.3.d*	Work with South Pasadena Active, Active San Gabriel Valley (ActiveSGV), and/or Metro to develop programs and classes to teach and promote bicycle riding education and safety to residents of all ages and skill levels, as well as educate drivers.	Short	  
T.3.e	Conduct a nexus study and develop an ordinance requiring payment of fees from development projects to implement safe active transportation routes and infrastructure citywide.	Mid	   
T.3.f	Amend zoning code to require installation of bike stalls or lockers at new developments, "mobility hubs", and during change of use of existing buildings, consistent with the General Plan.	Mid	  
T.3.g	Adopt a Trip Reduction Ordinance that includes requirements in the Zoning Code to require end-of-trip facilities for cyclists (e.g., showers, bike repair kiosks, and lockers) in new, non-residential building projects of a specified size.	Mid	  

 Sustainable Ecosystems
  Economic Security
  Public Health
  Improved Air Quality
  Resource Efficiency
  Green Jobs

Now — Short- (3 years) — Mid- (5 years) — Long-term (10+ years)

**Move added based on community feedback*

Water



W.1



















Reduce per capita water consumption by 10% by 2030 and 35% by 2045.

Water

Play W.1 Reduce per capita water consumption by 10% by 2030 and 35% by 2045.

Target 2030: 414 MT of CO₂e
These emissions not added to the total because they are accounted for in Play E-1.
 2045: 0 MT of CO₂e



Move ID	Move	Time frame	Co-Benefits
W.1.a	Continue to enforce the Model Water Efficient Landscapes Ordinance.	Short	 
W.1.b	Work with the Los Angeles County Sanitation District (LACSD) and/or the Upper San Gabriel Valley Municipal Water District to bring recycled water lines and infrastructure to the City.	Short	  
W.1.c	In conjunction with the Downtown Specific Plan Action and City General Plan, adopt an ordinance restricting the use of potable water for non-potable uses and requiring greywater capture for land uses that are excess water users (e.g. golf courses, car washes, large fields, etc.).	Short	 
W.1.d	Implement Plays 1 through 4 under Goal II of the Green Action Plan on the provided implementation timeline, aiming to provide education and promotion of greywater systems. (See the City's Green Action Plan for more information).	Short	  
W.1.e	In conjunction with Move II.1.1 of the City Green Action Plan, develop a Recycled Water Use Master Plan that identifies access to recycled water and quantity of recycled water available to the City, as well as establishes an implementation plan. The implementation plan shall identify land use types (i.e., landscaping, gold courses, fields) and specific projects that will switch from potable to recycled water use allowing for a goal of 20% of City's potable water use to be replaced with recycled water.	Short	 
W.1.f	Implement 100% renewable power for all pumping and treatment of water.	Short	   

 Sustainable Ecosystems
  Economic Security
  Public Health
  Improved Air Quality
  Resource Efficiency
  Green Jobs

● Short- ● Mid- ● Long-term
 Now 3 years 5 years 10+ years
**Move added based on community feedback*

Solid Waste



SW.1



Implement and enforce SB 1383 organics and recycling requirements to reduce landfilled organics waste emissions 50% by 2022 and 75% by 2025.

SW.2



Reduce residential and commercial waste sent to landfills by 50% by 2030 and 100% by 2045.

Solid Waste

Play SW.1 Implement and enforce SB 1383 organics and recycling requirements to reduce landfilled organics waste emissions 50% by 2022 and 75% by 2025.

Target 2030: 1,702 MT of CO₂e
2045: 1,764 MT of CO₂e















Move ID	Move	Time frame	Co-Benefits
SW.1.a	Adopt procurement policies to comply with SB 1383 requirements for jurisdictions to purchase recovered organic waste products.	Short	
SW.1.b	Adopt an ordinance requiring compliance with SB 1383. Ensure ordinances established through the City General Plan are consistent with SB 1383 requirements; and revise ordinances if necessary.	Short	
SW.1.c	Adopt an Edible Food Recovery Ordinance for edible food generators, food recovery services, or organization that are required to comply with SB 1383.	Short	
SW.1.d	Partner with the City's waste hauler, to provide organic waste collection and recycling services to all commercial and residential generators of organic waste.	Short	
SW.1.e	Adopt an ordinance requiring all residential and commercial customers to subscribe to an organic waste collection program and/or report self-hauling or backhauling of organics.	Short	
SW.1.f	Conduct a Feasibility Study and prepare an action plan to ensure edible food reuse infrastructure is sufficient to accept capacity needed to recover 20% of edible food disposed or identify proposed new or expanded food recovery capacity.	Short	
SW.1.g	Establish an education and outreach program for school children and adults around food waste prevention, nutrition education, and the importance of edible food recovery. Support City Green Action Plan Play III identified educational goals (Move III.1.3., Move III.1.4., Move III.1.6., Move III.2.1, Move III. 3.3, and Move III.4.2) through an established educational program.	Mid	



**Move added based on community feedback*

Move ID	Move	Time frame	Co-Benefits			
SW.1.h	Establish an edible food recovery program supporting the City General Plan and the City Green Action Plan Move III.1.2 to minimize food waste.	Short / Mid				
SW.1.i	Adopt an ordinance or enforceable mechanism to regulate haulers collecting organic waste, including collection program requirements and identification of organic waste receiving facilities.	Short / Mid				
SW.1.j	Partner with City waste services to: <ul style="list-style-type: none"> ✓ Ensure organic waste collection from mixed waste containers are transported to a high diversion organic waste processing facility. ✓ Provide quarterly route reviews to identify prohibited contaminants potentially found in containers that are collected along route. ✓ Clearly label all new containers indicating which materials are accepted in each container, and by January 1, 2025, place or replace labels on all containers. 	Mid				
Play SW.2	<p>Reduce residential and commercial waste sent to landfills by 50% by 2030 and 100% by 2045.</p> <p>Target 2030: 415 MT of CO₂e</p> <p>2045: 859 MT of CO₂e</p>					
Move ID	Move	Time frame	Co-Benefits			
SW.2.a	Develop and implement a Zero Waste Plan in order to reach South Pasadena's goal of zero waste by 2040.	Short				
SW.2.b*	Provide ongoing education to residents, business owners, and South Pasadena School District regarding waste reduction, composting, and recycling.	Short				
 Sustainable Ecosystems	 Economic Security	 Public Health	 Improved Air Quality	 Resource Efficiency	 Green Jobs	 <p><i>*Move added based on community feedback</i></p>

Move ID	Move	Time frame	Co-Benefits
SW.2.c	Increase reuse, recycling, and composting at temporary public events by mandating the installation of public recycling and composting containers and collection service; and encouraging reusable food ware, when relevant, according to the California State Retail Food Code.	Short	 
SW.2.d	Develop a waste department or working group to enhance recycling and composting outreach and provide technical assistance or information in support of City Green Action Plan Move III. Additionally, implement and share a Recycle and Reuse Directory through City platforms, in support of Green Action Plan Move I.2.5.	Short	  
SW.2.e	Adopt an ordinance requiring compliance with Sections 4.410.2, 5.410.1, 4.408.1, and 5.408.1 of the California Green Building Standards Code related to construction of buildings with adequate space for recycling containers and construction and demolition (C&D) recycling.	Short	
SW.2.f	Require construction sites to separate waste for proper diversion and reuse or recycling.	Short	
SW.2.g	Develop and implement a Waste Stream Education Program targeting property managers of multi-family residences and the commercial sector, in support of Goal III of the City Green Action Plan.	Short	
SW.2.h	Develop policies to mandate/encourage reduction of waste and reuse in the food industry (e.g. facilities serving prepared food and prepackaged food; home meal delivery services), hospitality industry, and other commercial industries. Efforts may include developing ordinances for food service ware and a ban on single-use individual toiletry bottles in hotels/motels, grant/discount programs for switching to reusables, fast food champion pilot project, and working with home meal delivery services (e.g., Blue Apron), etc. to explore opportunities to reduce single-use packaging and encourage reuse.	Short	 
SW.2.i	Encourage reusable foodware; or if reusable foodware is not a feasible option, explore opportunities to mandate/encourage a switch to more environmentally friendly alternatives for various products in the commercial industry, when relevant.	Short	 


Sustainable Ecosystems


Economic Security


Public Health


Improved Air Quality


Resource Efficiency


Green Jobs



**Move added based on community feedback*

Carbon Sequestration



CS.1



Increase carbon sequestration through increased tree planting and green space.

Carbon Sequestration

Play CS.1 Increase carbon sequestration through increased tree planting and green space.

Target 2030: 19 MT CO₂e

2045: 39 MT CO₂e



Move ID	Move	Time frame	Co-Benefits
CS.1.a	Identify and map public spaces that can be converted to green space, including public parking that can be converted to parklets, freeway airspace that can be made into green space, vertical walls that can be planted with vines, and rooftops of public buildings that can be developed into gardens.	Short	
CS.1.b	Adopt a Greenscaping Ordinance that has a street tree requirement for all zoning districts, has a shade tree requirement for new development, requires greening of parking lots, and increases permeable surfaces in new development.	Short	
CS.1.c	Prepare and adopt an Urban Forest Management Plan for the City that includes an inventory of existing trees, identifies future tree planting opportunities, and a climate-ready tree palette, as well as ongoing operations and maintenance needs.	Short / Mid	
CS.1.d	Adopt a standard policy and set of practices for expanding urban tree canopy and placing vegetative barriers between busy roadways and developments to reduce exposure to air pollutants from traffic.	Short / Mid	



Sustainable Ecosystems



Economic Security



Public Health



Improved Air Quality



Resource Efficiency



Green Jobs



**Move added based on community feedback*

Municipal



M.1



Reduce carbon intensity of City operations.

M.2



Electrify the municipal vehicle fleet and mobile equipment.

M.3



Increase City's renewable energy production and energy resilience.

Municipal

Play M.1 Reduce carbon intensity of City operations.

Target 2030: 188 MT of CO₂e

2045: 188 MT of CO₂e



Move ID	Move	Time frame	Co-Benefits
M.1.a	As recommended in the 2016 Renewable Energy Council Report, complete energy audits for all City facilities and implement all feasible recommendations for fuel switching and efficiency upgrades.	Short	
M.1.b	As recommended in the 2016 Renewable Energy Council Report, purchase renewable natural gas (RNG) for applicable City fleet vehicles.	Short	
M.1.c*	Establish an employee rideshare program.	Short	
M.1.d	As recommended in the 2016 Renewable Energy Council Report, install PV solar systems at the City Hall and at Wilson Reservoir.	Mid	
M.1.e	Adopt retrofitting policy for City owned buildings such that energy efficient and electrification retrofits are incorporated into City buildings as they become available.	Mid	
M.1.f	Develop a policy for the City which would require all new building RFP's to include life cycle costing over 30 years and tie this directly to energy consumption and building electrification. This would include the buildings operational and maintenance costs and ensure that the City has the most cost effective (and sustainable) building possible.	Mid / Long	
M.1.g	As recommended in the 2016 Renewable Energy Council Report, invest all savings from City energy efficiency projects into a new revolving green fund that can be used to fund additional energy efficiency and GHG reduction projects.	Long	



Sustainable Ecosystems



Economic Security



Public Health



Improved Air Quality



Resource Efficiency



Green Jobs



*Move added based on community feedback

Play M.2 Electrify the municipal vehicle fleet and mobile equipment.



Target 2030: 23 MT of CO₂e

2045: 23 MT of CO₂e

Move ID	Move	Time frame	Co-Benefits
M.2.a	Develop a suite of transportation demand management tools to incentivize alternative transportation methods for employees, including telecommute options.	Short	
M.2.b	Provide bicycles and bicycle storage for employees to use during work hours for short business or personal trips.	Short	
M.2.c	Develop and adopt a policy to apply lifecycle assessment to all new vehicle and equipment purchases.	Mid	
M.2.d	Implement the City Fleet Alternative Fuel Conversion Policy developed under the City General Plan, electrifying the City vehicle fleet and using it to encourage residents to convert as well.	Mid	
M.2.e	Install EV charging stations at municipal buildings.	Mid	

Sustainable Ecosystems
 Economic Security
 Public Health
 Improved Air Quality
 Resource Efficiency
 Green Jobs

Short- (Now) Mid- (3 years) Long-term (5 years, 10+ years)

**Move added based on community feedback*

Play M.3 **Increase City's renewable energy production and energy resilience.**

Target Supportive of 2030 Goals

Supportive of 2045 Goals



Move ID	Move	Time frame	Co-Benefits
M.3.a	Conduct a Feasibility Study to determine which City buildings would serve as ideal resilience centers including solar and battery installations.	Short	
M.3.b	Convert all streetlights to light emitting diode (LED) bulbs.	Short	
M.3.c	Work with the CPA to identify and develop local solar projects to connect to the grid.	Mid	
M.3.d	Install solar arrays at facilities that currently do not have solar arrays and work with emergency services to add solar and battery storage at priority locations. Review options for potential to combine multiple buildings into micro-grid systems.	Mid	
M.3.e*	Explore opportunities and partnerships to develop renewable-powered fuel cell micro-grids to provide back-up or primary power for critical facilities such as facilities providing essential services (e.g. water pumping facilities) and schools as a clean alternative to diesel generators.	Long	

Sustainable Ecosystems
 Economic Security
 Public Health
 Improved Air Quality
 Resource Efficiency
 Green Jobs

Short- Mid- Long-term
 Now 3 years 5 years 10+ years

**Move added based on community feedback*

Adaptation





Even if all GHG emission generating sources stopped producing and emitting GHG emissions today, the current concentration of emissions in the atmosphere would continue to impact the climate and City of South Pasadena. Specifically, as mentioned in the *Introduction*, the City of South Pasadena is likely to increasingly experience extreme heat events, reductions in fresh-water supply, and increased average temperatures.²⁷ These impacts will have heterogeneous effects on the City's residents, business owners, and visitors; infrastructure; environment; and economy and, therefore, adaptive measures must be taken to increase the City's resilience. This section connects the Plays and Moves presented in this CAP to measures to further adapt and increase the City's resilience to climate change.



Junior High School Bell Tower

Increased Average Temperatures and Extreme Heat

As previously mentioned, the City of South Pasadena is expected to see increasing trends in extreme-heat days. This increase in extreme heat days coupled with more heat waves will result in longer heat waves.²⁸ Extreme

27. <https://www.ipcc.ch/sr15/chapter/chapter-3/>

28. <https://cal-adapt.org/tools/annual-averages/>

heat events will have greater effects on populations such as the homeless, aging adults, outdoor workers, people with chronic illnesses, and pregnant women. Homeless people may not have access to indoor spaces or even shade to escape these temperatures. Whereas, aging adult populations and those who are chronically ill have a reduced ability to adapt to temperature changes and are therefore more susceptible to heat strokes and other serious heat-induced illnesses. To help increase the City's resilience to these events, there are long-term preventative strategies such as strategic planting of trees and vegetation cover, improvements in the built environment, and rebate and home-cooling programs, which are included in the various Plays and Moves. For example, trees provide shade and reduce temperatures through evapotranspiration. These benefits from strategically planted trees and vegetation can help reduce peak summer temperatures by 2-9°F.²⁹ Increased tree cover and vegetation will help mitigate the effects of urban heat islands, which include areas in South Pasadena that experience compounded heating due to built environments absorbing more heat than rural communities.³⁰

Reductions in Fresh Water

As weather patterns continue to change, more precipitation is likely to occur as rain which will affect regional snowpack and therefore South Pasadena's water resources. Changes in precipitation coupled with increased temperatures can cause periods of abnormally dry weather, further affecting water-supply. While many of these issues occur at a greater regional and even global scale, the City and community can take steps to conserve water at a local level. Planting drought-tolerant landscaping can lessen the demand for irrigation and help decrease stormwater runoff. At home, residents can install high-efficiency toilets and showerheads, only run full loads of laundry and dishes, and take shorter showers; these small changes can save hundreds of gallons of water a month. The community must be

educated on these practices to reap the water saving benefits and the City government will play a role in this education.

Air Pollution

The City's urban environment and location decreases the direct risk of wildfire. However, the wildland interface in the hillside area, specifically the section of the City located south of Monterey Road and west of Meridian Avenue, is at risk to wildfire.³¹ South Pasadena has robust fire-readiness efforts detailed in the General Plan Safety Element. Nonetheless, if a wildfire were to occur in this area, the air quality would significantly decrease and greatly affect human health, especially the respiratory systems of young children, older adults, homeless communities, and those with chronic illnesses. The combustion of fossil fuels, especially within the transportation sector, also leads to decreased local air quality and health consequences for local communities.

If temperatures continue to rise as predicted in the Cal-Adapt scenarios, there will be more days with weather conducive to ozone formation, leading to reduced air quality and increased health problems. To help improve local air quality, community members can opt to bike, take public transit, or carpool instead of taking their personal vehicle.³² All of the City's Moves detailed under Transportation, Play T.1, aim to increase the use of zero-emission vehicles and equipment which will help increase local air quality. The transportation section incentivizes the transition to electric vehicles by increasing charging stations, conducting an EV feasibility study, exploring ordinances on gas-powered lawn equipment, and developing an Active Transportation Plan, to name a few, which will all lead to increased air quality.

29. <https://www.osti.gov/biblio/10180633>

30. <https://www.epa.gov/heatislands/learn-about-heat-islands>

31. <https://www.southpasadenaca.gov/home/showdocument?id=18657>

32. <https://ww2.arb.ca.gov/our-work/topics/simple-solutions-improve-air-quality>

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A photograph of a city street at night. The street is lined with buildings, some of which have outdoor seating areas with small tables and stools. A couple is walking away from the camera on the sidewalk. The street is illuminated by warm lights from the buildings and street lamps. A green semi-transparent banner is overlaid on the top half of the image, containing the title and subtitle.

Keeping Score

Implementation and the Next Steps



Implementation

The Team

This Climate Action Plan is the City of South Pasadena's roadmap to achieving the City's 2030 target and state mandated goal of 40 percent below 1990 levels by 2030, with the ultimate goal of achieving carbon neutrality by 2045. While substantial evidence suggests that the Plays and Moves outlined in this CAP will achieve the 2030 targets, uncertainty increases over time (see Appendix D for a discussion on the substantial evidence used to quantify the emission reductions attributable to each Play). The adoption rates of each Play and Move, costs of technology, legislative environment, and benefits assumed in this report will continue to evolve over time. Therefore, this CAP should be viewed as a strategic framework that will be reevaluated on a tri-annual basis. This section outlines how the City will implement the actions included in the CAP, monitor progress, and prepare updates over time.

Achieving long-term emission reduction goals will require participation from everyone. The City can update building codes, provide electric vehicle charging infrastructure and designate bike lanes, but it is up to the broader community to embrace these new services and technologies and gain the benefits outlined in this Plan. Making meaningful progress towards reducing our GHG emissions starts with City leadership, through policies, education, ordinances, and investments that act as catalysts for change throughout the wider community. Community partners like the Clean Power Alliance, Los Angeles Metro, and utility providers, then support these policies with incentives and programs. Businesses can then leverage these policies to provide new services and adopt more sustainable practices. Finally, residents and visitors that have been provided with the incentives and education, can actively work together to reduce our impacts and decrease GHG emissions. As policies and programs are developed and infrastructure is constructed, City staff will continue to engage the community, provide informative progress updates, and create ongoing opportunities to solicit community feedback. The City looks forward to working together to reduce our long-term impact from GHG emissions through new/updated programs and opportunities that will help meet the GHG emissions reduction goals. Thanks for being part of our team!

Figure 11 CAPDash – Implementation and Monitoring Tool



CAPDash

CAPDash is a customizable, web-based dashboard developed by Rincon Consultants, Inc. that allows the City of South Pasadena to track the annual emission reductions achieved through implementation of each Play and meet the requirements of CEQA Section 15183.5(b) (see Figure 11). The City will conduct annual implementation monitoring of the GHG emissions reduction measures and report out on this progress to City Council every third year beginning in 2023. The process for monitoring and quantifying measure implementation status relies on key target metrics identified for each of the Plays and Moves. By committing to annual monitoring of CAP implementation progress and adjusting where necessary, South Pasadena will rise to meet the local and global imperative of reducing greenhouse gas emissions. In the process of meeting that challenge,

we will benefit from the supplemental health, economic, resilience, and other co-benefits of the GHG emissions reduction measures. This game plan marks another major milestone in the City's commitment to a sustainable future.

Funding Strategy

This Plan focuses first and foremost on Plays and Moves that are either no or low-cost to the community. The single largest GHG emissions reduction will come from a communitywide switch to the Clean Power Alliance's carbon-free power portfolio at very low cost to the community, which occurred in 2019. Not only will this single Play reduce GHG emissions, but it will also provide the foundation for the City's long-term GHG emissions reduction plan. Other Plays and Moves, such as electrification of existing buildings may not yet be feasible for everyone. However, more and more resources are becoming available and being provided

Figure 12 Funding Strategy Principles



Equity

Limit the imposition of new costs on the segments of the community that have the least ability to shoulder increased cost; target assistance to low- and moderate-income households



Cost-Effectiveness

Prioritize the use of available local resources to implement the Plays and Moves that have the highest GHG reduction potential; when possible, the Plays and Moves in the CAP will generate long-term cost savings that will repay and even generate a return on investment (ROI)



Leveraging Local Resources

Leverage General Fund resources and in-kind staff time to aggressively seek grants (such as the grant that funded this CAP), matching funds, in-kind contributions, and other resources from state, federal, and philanthropic sources to help pay for actions and limit the cost to the City, local residents, and businesses

by the state, local government, and utilities to help fund this transition. The City will seek grants, matching funds, in-kind contributions, and other resources to help pay for Plays and Moves and limit the cost of implementation to the City and our collective community.

Full implementation of the City’s CAP will require investments on the part of the City, local households and property owners, and commercial businesses. In most cases, the expenditures will not only help to reduce GHG emissions but will also bring other valuable co-benefits as described in the *Plays and Moves*. The CAP will be implemented over time. Funding sources for some actions can be identified at the outset, while the best means to fund other actions will be determined at the time the City is ready to implement them, depending on the resources available. Three primary principles can help the City determine the best approach to funding various Plays and Moves, including: equity, cost-effectiveness, and ability to leverage local resources, as outlined in Figure 12. An overview of funding sources can be found in Table 7³³ and a detailed Funding Strategy is provided in Appendix E.





















Shown in Table 7 is the estimated cost for each Move and combined for each Play based on a conservative, high-level estimate. For example, Play C.1 has three Moves, that are each estimated to cost \$10,000 or less. Therefore, it is conservatively assumed that the entire Play could cost up to approximately \$30,000.

Going the Distance

If the City has not made sufficient progress on GHG emissions reduction goals by the next triennial review, a CAP update may be required to establish new or more robust emission reduction goals to increase emissions reductions and maintain status as a CEQA-qualified GHG emissions reduction plan. The CAP update could require additional implementation of the existing actions and/or additional actions such as shifting incentive and educational programs to mandatory requirements. A complete CAP update for post-2030 emissions reductions targets will be required, and City staff shall begin this effort by 2029, during the third triennial review.

33. It is important to note that the costs shown in Table 7 outline the full implementation of each Move and are not representative of an annual cost.

Table 7 Funding Matrix

Move	Total Cost	City Lead	Potential Funding Source					
Play C.1 Engage South Pasadena youth in climate action and provide education on ways to live a sustainable lifestyle.			~ \$30k					
C.1.a Support South Pasadena Unified School District by providing students with information on climate change and the beneficial role of trees.	\$	 	U.S. EPA - Environmental Education Grants					
C.1.b Utilize South Pasadena’s historic neighborhoods to demonstrate to students the importance of mature urban trees in providing shade and reducing the urban heat island effect.	\$	 	U.S. EPA - Environmental Education Grants					
C.1.c Identify grant funding opportunities and engage with local nurseries and tree planting programs to identify appropriate and cost-effective California native plants/trees that can be both planted in the ground or remain potted for students living in rental/multi-family homes.	\$	 	General Fund					
Play E.1 Maximize the usage of renewable power within the community, by continuing to achieve an opt-out rate lower than 4% for the Clean Power Alliance.			~ \$10k					
E.1.a Monitor progress and perform public outreach and education campaigns highlighting the benefits of 100% renewable energy, including: <ul style="list-style-type: none"> ✓ Monitoring opt-out rates on an annual basis ✓ Tabling at community events ✓ Establishing an informational resource page on the City website ✓ Regular social media posts ✓ Energy bill inserts 	\$		General Fund					
Play E.2 Electrify 100% of newly constructed buildings.			~ \$120k					
E.2.a Develop a webpage and materials for display at City Hall promoting the benefits of electrification and resources that can assist with the fuel-switching process.	\$	 	General Fund					
E.2.b Provide financial and technical resources, including hosting workforce development trainings for installers and building owners/operators to discuss benefits and technical requirements of electrification.	\$ \$		Foothill Workforce Development Board – job training					
E.2.c Perform regular internal trainings with planners and building officials on current state decarbonization goals and incentives available for electric homes.	\$		General Fund					
 <\$10k Minimal Cost	 \$10k to \$50k Low Cost	 \$50k to 100k Medium Cost	 \$100k+ High Cost	 Public Works	 Finance	 Management Services	 Community Services	 Planning and Building


Move	Total Cost	City Lead	Potential Funding Source
E.2.d Provide education around cooking with electric appliances, including demonstrations from chefs and/or local restaurants, as available.	\$		General Fund
E.2.e Adopt an Electrification Readiness Reach Code per California Energy Commission (CEC) reach code requirements for all new buildings and accessory dwelling units which eliminates the piping of natural gas. In doing so the City will: <ul style="list-style-type: none"> ✓ Engage with stakeholders, both internal stakeholders, such as City staff and officials, and external stakeholders, such as local developers regarding the purpose and impact of the reach code ✓ Conduct a cost effectiveness study ✓ Develop and draft an ordinance ✓ Conduct public hearings, public notices, and formally adopt the ordinance ✓ Submit the adopted ordinance to the California Energy Commission (CEC) 	\$ \$		Grant Funding
E.2.f Adopt an ordinance that allows granting of minor allowances for certain site development standards when there is no practical ways to design a project to be all electric	\$ \$		Grant Funding
Play E.3 Electrify 5% of existing buildings by 2030 and 80% by 2045.			~ \$195k
E.3.a Develop an existing building electrification permit tracking program to track annual progress in achieving the targeted electrification goal.	\$		General Fund
E.3.b Keep an updated list of rebates and incentives available to residents who would like to convert their buildings to electric power.	\$	 	General Fund
E.3.c Provide education on the potential energy savings and benefits of electric heat pumps for water heating and space heating when permits for replacement are obtained.	\$	 	General Fund
E.3.d Work with Southern California Edison (SCE) and/or the Clean Power Alliance to provide rebates for residential replacement of natural gas-powered air and water heating appliances with electric-powered.	\$		1. General Fund 2. SCE 3. Clean Power Alliance for rebate funding
E.3.e Promote water heater, space heating, and appliance (electric stoves/dryers) replacement programs and incentives (residential) at time of construction permit.	\$	 	General Fund
E.3.f Perform an existing buildings analysis in order to understand the potential for electrification retrofitting in South Pasadena and establish a roadmap for eliminating natural gas from existing buildings.	\$ \$ \$ \$ \$ \$ \$ \$		California Energy Commission – Energy Partnership Program

<\$10k Minimal Cost
 \$10k to \$50k Low Cost
 \$50k to 100k Medium Cost
 \$100k+ High Cost
 Public Works
 Finance
 Management Services
 Community Services
 Planning and Building


Move	Total Cost	City Lead	Potential Funding Source
E.3.g Establish a comprehensive, coordinated education campaign focused towards property owners, landlords, property management companies, and occupants for reducing the use of natural gas in homes and businesses. Establish a shared understanding of existing incentives for electric appliances and upgrades, and how to access them, including SCE incentive programs and rebates.	💰 💰	 	1. SCE/CPA or SCG – rebates, incentives, and financing programs 2. U.S. EPA - Environmental Education Grants
E.3.h Perform a cost-effectiveness study for electrification retrofitting, including requirements for newly permitted HVAC/hot water heaters and other appliances to be electric.	💰		California Energy Commission
E.3.i Develop a best practices model based on the progress electrifying existing buildings in South Pasadena and outside of South Pasadena to significantly increase electrification post-2030.	💰		Grant Funding
Play E.4 Develop and promote reduced reliance on natural gas through increased clean energy systems that build off of renewable energy development, production, and storage.			~ \$ 360k
E.4.a Conduct a Feasibility Study to assess cost and applicable locations for installation of battery back-up systems or generators throughout the City.	💰 💰		California Energy Commission (CEC) - Energy Partnership Program
E.4.b Promote installation of storage technology in concert with renewable energy infrastructure through educational programs, outreach, and information provided via City platforms.	💰		General Fund
E.4.c Conduct "micro-grid" Feasibility/Pilot Study in support of the General Plan.	💰 💰		California Energy Commission (CEC) - Energy Partnership Program
E.4.d In support of the General Plan, develop and implement a Solar Action Plan with a goal of meeting 50% of South Pasadena's power demand through solar by 2040.	💰 - 💰 💰 - 💰		Private Solar Dealers/Installers
E.4.e In support of the 2018-2019 City Strategic Plan, develop a strategy and implementation schedule for the Renewable Energy Plan, after completion of the feasibility study.	💰 💰	 	Grant Funding
E.4.f Adopt a PV (Solar) Ordinance requiring newly constructed and majorly renovated multi-family and commercial buildings to install PV systems with an annual output greater or equal to 25% of buildings electricity demand.	💰 💰		Grant Funding
E.4.g Require all new structures or major retrofits to be pre-wired for solar panels.	💰 💰		General Fund



 <\$10k
 Minimal Cost



 \$10k to \$50k
 Low Cost




 \$50k to 100k
 Medium Cost




 \$100k+
 High Cost



 Public Works




 Finance














 Management Services



 Community Services









 Planning and Building

Move	Total Cost	City Lead	Potential Funding Source
E.4.h Work with various City departments to establish and streamline battery storage requirements to allow for easier implementation of these technologies throughout the City.	⌘	 	General Fund
E.4.i Work with home and business owners, including those in the historic districts, to identify and promote renewable energy demonstration projects to showcase the benefits.	⌘	 	General Fund
E.4.j Work with SCE and the CPA to develop a program and timeline for increasing resilience to power losses, including Public Safety Power Shutoffs (PSPS), and climate-driven extreme weather events for low-income, medically dependent, and elderly populations through installation of renewable energy and onsite energy storage with islanding capabilities, following appropriate project-level environmental review.	⌘ ⌘ ⌘ - ⌘ ⌘ ⌘ ⌘		1. SCE 2. CPA
Play T.1 Increase zero-emission vehicle and equipment adoption to 13% by 2030 and 25% by 2045.			~ \$130k
T.1.a Develop an EV Readiness Plan to establish a path forward to increase EV infrastructure within the City and promote mode shift to EVs that is consistent with the City General Plan. In conjunction with an EV Readiness Plan, conduct a community EV Feasibility Study to assess infrastructure needs and challenges.	⌘ ⌘		1. Moving California, California Climate Investments - Sustainable Transportation Equity Project (STEP) 2. CARB- Clean Vehicle Rebate Program
T.1.b Adopt an EV Charging Retrofits in Existing Commercial and Multifamily Buildings reach code requiring major retrofits, with either a permit value over \$200,000 to meet CalGreen requirements for “EV Ready” charging spaces and infrastructure.	⌘ ⌘	 	1. Moving California, California Climate Investments - STEP 2. CAL eVIP - Southern California Incentive Project (SCIP)
T.1.c Streamline permit processes (city, county, state, utility) for electric vehicle charging infrastructure and alternative fuel stations.	⌘		General Fund
T.1.d Enhance promotion of public and private conversion to zero-emission vehicles through implementation of the City General Plan; including use of City events, social media, and the City website to educate on benefits of zero-emission vehicles and available incentives.	⌘		General Fund
T.1.e Establish an ordinance that restricts use of gas-powered lawn equipment, including leaf blowers, and provide information on the City website outlining available incentives.	⌘ ⌘		General Fund

 <\$10k Minimal Cost
 \$10k to \$50k Low Cost
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 \$100k+ High Cost
 Public Works
 Finance
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 Planning and Building

Move	Total Cost	City Lead	Potential Funding Source					
<p>T.1.f Adopt an EV Readiness Reach Code requiring new commercial construction to provide the minimum number of EV capable spaces to meet Tier 2 requirements (20% of total). In doing so the City will:</p> <ul style="list-style-type: none"> ✓ Engage with stakeholders, both internal stakeholders, such as local government staff and officials, and external stakeholders, such as local developers regarding the purpose and impact of the reach code ✓ Conduct a cost effectiveness study ✓ Develop and draft an ordinance ✓ Conduct public hearings, public notices, and formally adopt the ordinance ✓ Submit the adopted ordinance to the California Energy Commission (CEC) 		 	<ol style="list-style-type: none"> 1. Grant Funding 2. AB 2766 funds 					
<p>T.1.g Earmark and identify additional funding for implementation of the EV Readiness Plan to include public charging infrastructure in key locations.</p>			<ol style="list-style-type: none"> 1. General Fund 2. AB 2766 – local subventions 3. Funding from EV charging station companies 					
<p>Play T.2 Implement programs for public and shared transit that decrease passenger car vehicle miles traveled 2% by 2030 and 4% by 2045.</p>			<p>~ \$125k</p>					
<p>T.2.a Conduct a Feasibility and Community Interest Study on the four transit improvement options of the City's General Plan.</p>			<ol style="list-style-type: none"> 1. SCAG - Sustainable Communities Program 2. AB 2766 - Local Subventions 3. LA County Measures A, C, R, M - Local Return Program 					
<p>T.2.b Pursue a community car, bike, or e-scooter "micro-transit" share pilot consistent with the City General Plan.</p>			<p>AB2766 - Local Subventions</p>					
<p>T.2.c Conduct local transportation surveys to better understand the community's needs and motivation for travelling by car versus other alternatives such as bus or Metro Gold Line light rail. Use survey results to inform transit expansion and improvement projects.</p>	 	 	<p>General Fund</p>					
<p>T.2.d Adopt a Transportation Demand Management (TDM) Plan for the City that includes a transit system focus. Provide incentives for implementation of TDM measures at local businesses and new developments.</p>	 		<p>LA County Measures A, C, R, M – Local Return Program</p>					
<\$10k Minimal Cost	\$10k to \$50k Low Cost	\$50k to 100k Medium Cost	\$100k+ High Cost	Public Works	Finance	Management Services	Community Services	Planning and Building


Move	Total Cost	City Lead	Potential Funding Source
T.2.e Facilitate transportation equity through targeted provision of programs that encourage minority, low-income, disabled, and senior populations to take transit, walk, bike, use rideshare or car share.	\$	 	LA County Measures A, C, R, M – Local Return Program
Play T.3 Develop and implement an Active Transportation Plan to shift 3% of passenger car VMT to active transportation by 2030, and 6% by 2045.			~ \$190
Play T.3.a Develop and adopt an Active Transportation Plan consistent with SCAG 2016 RTP/SCS that will identify funding strategies and policies for development of pedestrian, bicycle, and other alternative modes of transportation projects. Establish citywide events, outreach, educational programs, and platforms to promote active transportation in the community in support of the General Plan.	\$ \$ \$ - \$ \$ \$ \$ \$	 	1. California Transportation Commission (CTC) - Active Transportation Program (ATP) 2. LA Metro - TDA Article 3
Play T.3.b In conjunction with the City’s Complete Streets Policy, conduct a Street/Intersection Study to identify streets and intersections that can be improved for pedestrians and bicyclists through traffic calming measures and/or where multi-use pathway opportunities exist to increase active transportation.	\$ - \$ \$		1. California Transportation Commission (CTC) - Local Partnership Program (LPP) 2. Mitigation fees paid by new development projects that contribute to VMT - Local VMT-based transportation impact fee or local/regional VMT bank/exchange program 3. LA Metro - TDA Article 3
Play T.3.c Periodically review and update the City’s Bicycle and Pedestrian Network Map and post throughout City.	\$		General Fund
Play T.3.d Work with South Pasadena Active, Active San Gabriel Valley (ActiveSGV), and/or Metro to develop programs and classes to teach and promote bicycle riding education and safety to residents of all ages and skill levels, as well as educate drivers.	\$		General Fund
Play T.3.e Conduct a nexus study and develop an ordinance requiring payment of fees from development projects to implement safe active transportation routes and infrastructure citywide.	\$ - \$ \$		Mitigation fees paid by new development projects
Play T.3.f Amend zoning code to require installation of bike stalls or lockers at new developments, "mobility hubs", and during change of use of existing buildings, consistent with the General Plan.	\$	 	General Fund, combine with Play T.3.g

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Move	Total Cost	City Lead	Potential Funding Source
Play T.3.g Adopt a Trip Reduction Ordinance that includes requirements in the Zoning Code to require end-of-trip facilities for cyclists (e.g., showers, bike repair kiosks, and lockers) in new, non-residential building projects of a specified size.	\$ - \$ \$	 	General Fund
Play W.1 Reduce per capita water consumption by 10% by 2030 and 35% by 2045.			~\$170k
W.1.a Continue to enforce the Model Water Efficient Landscapes Ordinance.	\$	 	Water Conservation Funds
W.1.b Work with the Los Angeles County Sanitation District (LACSD) and/or the Upper San Gabriel Valley Municipal Water District to bring recycled water lines and infrastructure to the City.	\$ \$ \$ - \$ \$ \$ \$		1. User Fees 2. Water Resources Control Board- Water Recycling Funding Program - Construction Grant
W.1.c In conjunction with the Downtown Specific Plan Action and City General Plan, adopt an ordinance restricting the use of potable water for non-potable uses and requiring greywater capture for land uses that are excess water users (e.g. golf courses, car washes, large fields, etc.).	\$ - \$ \$		Water Conservation Funds
W.1.d Implement Plays 1 through 4 under Goal II of the Green Action Plan on the provided implementation timeline, aiming to provide education and promotion of greywater systems. (See the City's Green Action Plan for more information).	\$		Water Conservation Funds
W.1.e In conjunction with Move II.1.1 of the City Green Action Plan, develop a Recycled Water Use Master Plan that identifies access to recycled water and quantity of recycled water available to the City, as well as establishes an implementation plan. The implementation plan shall identify land use types (i.e., landscaping, golf courses, fields) and specific projects that will switch from potable to recycled water use allowing for a goal of 20% of City's potable water use to be replaced with recycled water.	\$ \$ \$ - \$ \$ \$ \$		Water Resources Control Board - Water Recycling Funding Program - Planning Grant
W.1.f Implement 100% renewable power for all pumping and treatment of water.	\$		General Fund
Play SW.1 Implement and enforce SB 1383 organics and recycling requirements to reduce landfilled organics waste emissions 50% by 2022 and 75% by 2025.			~\$150k
SW.1.a Adopt procurement policies to comply with SB 1383 requirements for jurisdictions to purchase recovered organic waste products.	\$		General Fund















<\$10k Minimal Cost	\$10k to \$50k Low Cost	\$50k to 100k Medium Cost	\$100k+ High Cost	Public Works	Finance	Management Services	Community Services	Planning and Building

Move	Total Cost	City Lead	Potential Funding Source
SW.1.b Adopt an ordinance requiring compliance with SB 1383. Ensure ordinances established through the City General Plan are consistent with SB 1383 requirements; and revise ordinances if necessary.	\$ - \$ \$		User fees for solid waste services
SW.1.c Adopt an Edible Food Recovery Ordinance for edible food generators, food recovery services, or organization that are required to comply with SB 1383.	\$ - \$ \$		User fees for solid waste services
SW.1.d Partner with the City's waste hauler, to provide organic waste collection and recycling services to all commercial and residential generators of organic waste.	\$		User fees for solid waste services
SW.1.e Adopt an ordinance requiring all residential and commercial customers to subscribe to an organic waste collection program and/or report self-hauling or backhauling of organics.	\$ - \$ \$		User fees for solid waste services
SW.1.f Conduct a Feasibility Study and prepare an action plan to ensure edible food reuse infrastructure is sufficient to accept capacity needed to recover 20% of edible food disposed or identify proposed new or expanded food recovery capacity.	\$ - \$ \$		CalRecycle - Food Waste Prevention and Rescue Grant Program
SW.1.g Establish an education and outreach program for school children and adults around food waste prevention, nutrition education, and the importance of edible food recovery. Support City Green Action Plan Play III identified educational goals (Move III.1.3., Move III.1.4., Move III.1.6., Move III.2.1, Move III. 3.3, and Move III.4.2) through an established educational program.	\$		U.S. EPA - Environmental Education Grants
SW.1.h Establish an edible food recovery program supporting the City General Plan and the City Green Action Plan Move III.1.2 to minimize food waste.	\$		CalRecycle - Food Waste Prevention and Rescue Grant Program
SW.1.i Adopt an ordinance or enforceable mechanism to regulate haulers collecting organic waste, including collection program requirements and identification of organic waste receiving facilities.	\$ - \$ \$		General Fund, possibly incorporate costs into franchise agreement.
SW.1.j Partner with City waste services to: <ul style="list-style-type: none"> ✓ Ensure organic waste collection from mixed waste containers are transported to a high diversion organic waste processing facility. ✓ Provide quarterly route reviews to identify prohibited contaminants potentially found in containers that are collected along route. ✓ Clearly label all new containers indicating which materials are accepted in each container, and by January 1, 2025, place or replace labels on all containers. 	\$		User fees for solid waste services; incorporate into agreement with Athens Services

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 \$10k to \$50k Low Cost
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Move	Total Cost	City Lead	Potential Funding Source
Play SW.2 Reduce residential and commercial waste sent to landfills by 50% by 2030 and 100% by 2045.			~\$130k
SW.2.a Develop and implement a Zero Waste Plan in order to reach South Pasadena’s goal of zero waste by 2040.	\$ - \$ \$		User fees
SW.2.b Provide ongoing education to residents, business owners, and South Pasadena School District regarding waste reduction, composting, and recycling.	\$		U.S. EPA - Environmental Education Grants
SW.2.c Increase reuse, recycling, and composting at temporary public events by mandating the installation of public recycling and composting containers and collection service; and encouraging reusable food ware, when relevant, according to the California State Retail Food Code.	\$		CalRecycle - Beverage Container Recycling Grants
SW.2.d Develop a waste department or working group to enhance recycling and composting outreach and provide technical assistance or information in support of City Green Action Plan Move III. Additionally, implement and share a Recycle and Reuse Directory through City platforms, in support of Green Action Plan Move I.2.5.	\$ - \$ \$		General Fund
SW.2.e Adopt an ordinance requiring compliance with Sections 4.410.2, 5.410.1, 4.408.1, and 5.408.1 of the California Green Building Standards Code related to construction of buildings with adequate space for recycling containers and construction and demolition (C&D) recycling.	\$ - \$ \$		General Fund, planning and building permit fees.
SW.2.f Require construction sites to separate waste for proper diversion and reuse or recycling.	\$	 	General Fund, planning and building permit fees.
SW.2.g Develop and implement a Waste Stream Education Program targeting property managers of multi-family residences and the commercial sector, in support of Goal III of the City Green Action Plan.	\$		General Fund
SW.2.h Develop policies to mandate/encourage reduction of waste and reuse in the food industry (e.g. facilities serving prepared food and prepackaged food; home meal delivery services), hospitality industry, and other commercial industries. Efforts may include developing ordinances for food service ware and a ban on single-use individual toiletry bottles in hotels/motels, grant/discount programs for switching to reusables, fast food champion pilot project, and working with home meal delivery services (e.g., Blue Apron), etc. to explore opportunities to reduce single-use packaging and encourage reuse.	\$ - \$ \$		General Fund, affected businesses
SW.2.i Encourage reusable foodware; or if reusable foodware is not a feasible option, explore opportunities to mandate/encourage a switch to more environmentally friendly alternatives for various products in the commercial industry, when relevant.	\$		General Fund

 <\$10k Minimal Cost
 \$10k to \$50k Low Cost
 \$50k to 100k Medium Cost
 \$100k+ High Cost
 Public Works
 Finance
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 Community Services
 Planning and Building

Move	Total Cost	City Lead	Potential Funding Source
Play CS.1 Increase carbon sequestration through increased tree planting and green space.			~\$100k
CS.1.a Identify and map public spaces that can be converted to green space, including public parking that can be converted to parklets, freeway airspace that can be made into green space, vertical walls that can be planted with vines, and rooftops of public buildings that can be developed into gardens.	\$		CalFire - Urban and Community Forestry
CS.1.b Adopt a Greenscaping Ordinance that has a street tree requirement for all zoning districts, has a shade tree requirement for new development, requires greening of parking lots, and increases permeable surfaces in new development.	\$ - \$ \$ \$	 	General Fund
CS.1.c Prepare and adopt an Urban Forest Management Plan for the City that includes an inventory of existing trees, identifies future tree planting opportunities, and a climate-ready tree palette, as well as ongoing operations and maintenance needs.	\$ \$ \$ \$ \$ \$ \$		CalFire - Urban and Community Forestry
CS.1.d Adopt a standard policy and set of practices for expanding urban tree canopy and placing vegetative barriers between busy roadways and developments to reduce exposure to air pollutants from traffic.	\$		General Fund
Play M.1 Reduce carbon intensity of City operations.			~\$170k
M.1.a As recommended in the 2016 Renewable Energy Council Report, complete energy audits for all City facilities and implement all feasible recommendations for fuel switching and efficiency upgrades.	\$ \$ \$ \$ \$ \$ \$		California Energy Commission Energy Partnership Program
M.1.b As recommended in the 2016 Renewable Energy Council Report, purchase renewable natural gas (RNG) for applicable City fleet vehicles.	\$		General Fund
M.1.c Establish an employee rideshare program.	\$		General Fund
M.1.d As recommended in the 2016 Renewable Energy Council Report, install PV solar systems at the City Hall and at Wilson Reservoir.	\$ \$ \$ \$ \$ \$ \$		Grant Funding
M.1.e Adopt retrofitting policy for City owned buildings such that energy efficient and electrification retrofits are incorporated into City buildings as they become available.	\$		General Fund
M.1.f Develop a policy for the City which would require all new building RFP's to include life cycle costing over 30 years and tie this directly to energy consumption and building electrification. This would include the buildings operational and maintenance costs and ensure that the City has the most cost effective (and sustainable) building possible.	\$		General Fund
M.1.g As recommended in the 2016 Renewable Energy Council Report, invest all savings from City energy efficiency projects into a new revolving green fund that can be used to fund additional energy efficiency and GHG reduction projects.	\$		General Fund
 			

Move	Total Cost	City Lead	Potential Funding Source
Play M.2 Electrify the municipal vehicle fleet and mobile equipment.			>\$150k
M.2.a Develop a suite of transportation demand management tools to incentivize alternative transportation methods for employees, including telecommute options.	\$		General Fund
M.2.b Provide bicycles and bicycle storage for employees to use during work hours for short business or personal trips.	\$		General Fund
M.2.c Develop and adopt a policy to apply lifecycle assessment to all new vehicle and equipment purchases.	\$		General Fund
M.2.d Implement the City Fleet Alternative Fuel Conversion Policy developed under the City General Plan, electrifying the City vehicle fleet and using it to encourage residents to convert as well.	\$		Southern California Air Quality Management District (SCAQMD) - Carl Moyer Program
M.2.e Install EV charging stations at municipal buildings.	\$ \$ \$ \$	 	1. Moving California, California Climate Investments, CARB - STEP 2. CAL eVIP, CA Energy Commission - Southern California Incentive Project (SCIP)
Play M.3 Increase City's renewable energy production and energy resilience.			>\$200k
M.3.a Conduct a Feasibility Study to determine which City buildings would serve as ideal resilience centers including solar and battery installations.	\$		General Fund
M.3.b Convert all streetlights to light emitting diode (LED) bulbs.	\$ \$ \$ \$		General Fund
M.3.c Work with the CPA to identify and develop local solar projects to connect to the grid.	\$		General Fund, possibly incorporate costs into Lighting and Landscaping Assessment District
M.3.d Install solar arrays at facilities that currently do not have solar arrays and work with emergency services to add solar and battery storage at priority locations. Review options for potential to combine multiple buildings into micro-grid systems.	\$ \$ \$ \$		General Fund
M.3.e Explore opportunities and partnerships to develop renewable-powered fuel cell micro-grids to provide back-up or primary power for critical facilities such as facilities providing essential services (e.g. water pumping facilities) and schools as a clean alternative to diesel generators.	\$		General Fund

<\$10k Minimal Cost
 \$10k to \$50k Low Cost
 \$50k to 100k Medium Cost
 \$100k+ High Cost
 Public Works
 Finance
 Management Services
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 Planning and Building

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Appendix A:

Regulatory Context

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Regulatory Summary

As the impacts of climate change are being recognized, many strategies that address climate change have emerged at all levels of government. This section provides an overview of the regulatory context at the international, state, and local levels relative to the City of South Pasadena's actions toward reducing greenhouse gas (GHG) emissions.

International Climate Action Guidance

1992 United Nations Framework Convention on Climate Change

The primary international regulatory framework for GHG reduction is the United Nations Framework Convention on Climate Change Paris Agreement (UNFCCC). The UNFCCC is an international treaty adopted in 1992 with the objective of stabilizing atmospheric GHG concentrations to prevent disruptive anthropogenic climate change. The framework established non-binding limits on global GHG emissions and specified a process for negotiating future international climate-related agreements.¹

1997 Kyoto Protocol

The Kyoto Protocol is an international treaty that was adopted in 1997 to extend and operationalize the UNFCCC. The protocol commits industrialized nations to reduce GHG emissions per country-specific targets, recognizing that they hold responsibility for existing atmospheric GHG levels. The Kyoto Protocol involves two commitment periods during which emissions reductions are to occur, the first of which took place between 2008-2012 and the second of which has not entered into force.²

2015 The Paris Agreement

The Paris Agreement is the first-ever universal, legally binding global climate agreement that was adopted in 2015 and has been ratified by 189 countries worldwide.³ The Paris Agreement establishes a roadmap to keep the world under 2° C of warming with a goal of limiting an increase of temperature to 1.5° C. The agreement does not dictate one specific reduction target, instead relying on individual countries to set nationally determined contributions (NDCs) or reductions based on GDP and other factors. According to the International Panel on Climate Change (IPCC) limiting global warming to 1.5° C will require global emissions to reduce through 2030 and hit carbon neutrality by mid-century.⁴

1 United Nations Framework Convention on Climate Change (UNFCCC). United Nations Framework Convention on Climate Change.

https://unfccc.int/files/essential_background/background_publications_htmlpdf/application/pdf/conveng.pdf

2 UNFCCC. What is the Kyoto Protocol? https://unfccc.int/kyoto_protocol

3 UNFCCC. Paris Agreement - Status of Ratification. <https://unfccc.int/process/the-paris-agreement/status-of-ratification>

4 IPCC. Global Warming of 1.5 C. <https://www.ipcc.ch/sr15/>

California Regulations and State GHG Targets

California remains a global leader in the effort to reduce GHG emissions and combat climate change through its mitigation and adaptation strategies. With the passage of Assembly Bill (AB) 32 in 2006, California became the first state in the United States to mandate GHG emission reductions across its entire economy. To support AB 32, California has enacted legislation, regulations, and executive orders (EO) that put it on course to achieve robust emission reductions and address the impacts of a changing climate. The following is a summary of executive and legislative actions most relevant to the CAP.

2002 Senate Bill 1078

In 2002, SB 1078, established the California Renewables Portfolio Standards (RPS) Program and was accelerated in 2006 by SB 107, requiring that 20 percent of retail electricity sales be composed of renewable energy sources by 2010. EO S-14-08 was signed in 2008 to further streamline California's renewable energy project approval process and increase the state's RPS to the most aggressive in the nation at 33 percent renewable power by 2020.

2002 Assembly Bill 1493

In 2002, AB 1493, also known as the Pavley Regulations, directed the California Air Resources Board (CARB) to establish regulations to reduce GHG emissions from passenger vehicles to the maximum and most cost-effective extent feasible. CARB approved the first set of regulations to reduce GHG emissions from passenger vehicles in 2004, with the regulations initially taking effect with the 2009 model year.

2005 Executive Order S-3-05

Executive Order (EO) S-3-05 was signed in 2005, establishing statewide GHG emissions reduction targets for the years 2020 and 2050. The EO calls for the reduction of GHG emissions in California to 2000 levels by 2010, 1990 levels by 2020, and 80 percent below 1990 levels by 2050. The 2050 emission reductions target would put the state's emissions in line with the worldwide reductions needed to reach long-term climate stabilization as concluded by the IPCC *2007 Fourth Assessment Report*.

2006 Assembly Bill 32

California's major initiative for reducing GHG emissions is outlined in AB 32, the "California Global Warming Solutions Act of 2006," which was signed into law in 2006. AB 32 codifies the statewide goal of reducing GHG emissions to 1990 levels by 2020 and requires CARB to prepare a Scoping Plan that outlines the main state strategies for reducing GHG emissions to meet the 2020 deadline. In addition, AB 32 requires CARB to adopt regulations to require reporting and verification of statewide GHG emissions.

Based on this guidance, CARB approved a 1990 statewide GHG baseline and 2020 emissions limit of 427 million metric tons of CO₂ equivalent (MMT CO₂e). The Scoping Plan was approved by CARB on December 11, 2008 and included measures to address GHG emission reduction strategies related to energy efficiency, water use, and recycling and solid waste, among other measures. Many of the GHG reduction measures included in the Scoping Plan (e.g., Low Carbon Fuel Standard, Advanced

Clean Car standards,⁵ and Cap-and-Trade) have been adopted since approval of the Scoping Plan.

In May 2014, CARB approved the first update to the AB 32 Scoping Plan. The 2014 Scoping Plan update defined CARB's climate change priorities for the next five years and set the groundwork to reach post-2020 statewide goals. The update highlighted California's progress toward meeting the "near-term" 2020 GHG emission reduction goals defined in the original Scoping Plan. It also evaluated how to align the state's longer-term GHG reduction strategies with other state policy priorities, including those for water, waste, natural resources, clean energy, transportation, and land use (CARB 2014).

2007 Executive Order S-1-07

Also known as the Low Carbon Fuel Standard, EO S-1-07, issued in 2007, established a statewide goal that requires transportation fuel providers to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020. EO S-1-07 was readopted and amended in 2015 to require a 20 percent reduction in carbon intensity by 2030, the most stringent requirement in the nation. The new requirement aligns with California's overall 2030 target of reducing climate changing emissions 40 percent below 1990 levels by 2030, which was set by Senate Bill 32 and signed by the governor in 2016.

2007 Senate Bill 97

Signed in August 2007, SB 97 acknowledges that climate change is an environmental issue that requires analysis in California Environmental Quality Act (CEQA) documents. In March 2010, the California Natural Resources Agency adopted amendments to the State CEQA Guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions. The adopted guidelines give lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHG and climate change impacts.

2008 Senate Bill 375

SB 375, signed in August 2008, enhances the state's ability to reach AB 32 goals by directing CARB to develop regional GHG emission reduction targets to be achieved from passenger vehicles by 2020 and 2035. In addition, SB 375 directs each of the state's 18 major Metropolitan Planning Organizations (MPOs), including the Southern California Association of Governments (SCAG) in Los Angeles, to prepare a "sustainable communities strategy" (SCS) that contains a growth strategy to meet these emission targets for inclusion in the MPO's Regional Transportation Plan (RTP).

On March 22, 2018, CARB adopted updated regional targets for reducing GHG emissions from 2005 levels by 2020 and 2035. The SCAG, of which South Pasadena is a member, was assigned targets of an 8% reduction in GHGs from transportation sources by 2020 and a 19% reduction in GHGs from transportation sources by 2035. In the SCAG region, SB 375 also provides the option for the coordinated development of subregional plans by the subregional Councils of Governments and the County Transportation Commissions to meet SB 375 requirements.

⁵ On September 19, 2019 the National Highway Traffic Safety Agency (NHTSA) and the US Environmental Protection Agency (EPA) issued a final action entitled the One National Program on Federal Preemption of State Fuel Economy Standards Rule. This action finalizes Part I of the Safer, Affordable, Fuel-Efficient (SAFE) Vehicles Rule. This rule states that federal law preempts State and local tailpipe greenhouse gas (GHG) emissions standards as well as zero emission vehicle (ZEV) mandates. The SAFE Rule withdraws the Clean Air Act waiver it granted to California in January 2013 as it relates to California's GHG and zero emission vehicle programs.

2009 California Green Building Code

The California Green Building Standards Code (CALGreen) is Part 11 of the California Building Standards Code or Title 24 and is the first statewide “green” building code in the nation. The purpose of CALGreen is to improve public health, safety, and general welfare by enhancing the design and construction of buildings. Enhancements include reduced negative impact designs, positive environmental impact designs, and encouragement of sustainable construction practices. The first CALGreen Code was adopted in 2009 and has been updated in 2013, 2016, and 2019. The CALGreen Code will have subsequent, and continually more stringent, updates every three years.

2009 Senate Bill X7-7

In 2009, SB X7-7, also known as the Water Conservation Act, was signed, requiring all water suppliers to increase water use efficiency. This legislation sets an overall goal of reducing per capita urban water use by 20 percent by 2020.

2011 Senate Bill 2X

In 2011, SB 2X was signed, requiring California energy providers to buy (or generate) 33 percent of their electricity from renewable energy sources by 2020.

2012 Assembly Bill 341

AB 341 directed the California Department of Resources Recycling and Recovery (CalRecycle) to develop and adopt regulations for mandatory commercial recycling. As of July 2012, businesses are required to recycle, and jurisdictions must implement a program that includes education, outreach, and monitoring. AB 341 also set a statewide goal of 75 percent waste diversion by the year 2020.

2014 Assembly Bill 32 Scoping Plan Update

In 2014, CARB approved the first update to the Scoping Plan. This update defines CARB’s climate change priorities and sets the groundwork to reach the post-2020 targets set forth in EO S-3-05. The update highlights California’s progress toward meeting the near-term 2020 GHG emissions reduction target, defined in the original Scoping Plan. It also evaluates how to align California’s longer-term GHG reduction strategies with other statewide policy priorities, such as water, waste, natural resources, clean energy, transportation, and land use.

2014 Assembly Bill 1826

AB 1826 was signed in 2014 to increase the recycling of organic material. GHG emissions produced by the decomposition of these materials in landfills were identified as a significant source of emissions contributing to climate change. Therefore, reducing organic waste and increasing composting and mulching are goals set out by the AB 32 Scoping Plan. AB 1826 specifically requires jurisdictions to establish organic waste recycling programs by 2016, and phases in mandatory commercial organic waste recycling over time.

2015 Senate Bill 350

SB 350, the Clean Energy and Pollution Reduction Act of 2015, has two objectives: to increase the procurement of electricity from renewable sources from 33 percent to 50 percent by 2030 and to double the energy efficiency of electricity and natural gas end users through energy efficiency and conservation.

2015 Executive Order B-30-15

In 2015, EO B-30-15 was signed, establishing an interim GHG emissions reduction target to reduce emissions to 40 percent below 1990 levels by 2030. The EO also calls for another update to the CARB Scoping Plan.

2016 Senate Bill 32

On September 8, 2016, the governor signed SB 32 into law, extending AB 32 by requiring the state to further reduce GHGs to 40 percent below 1990 levels by 2030 (the other provisions of AB 32 remain unchanged). The bill charges CARB to adopt the regulation so that the maximum technologically feasible emissions reductions are achieved in the most cost-effective way.

2016 Senate Bill 1383

Adopted in September 2016, SB 1383 requires CARB to approve and begin implementing a comprehensive strategy to reduce emissions of short-lived climate pollutants. The bill requires the strategy to achieve the following reduction targets by 2030:

- Methane – 40 percent below 2013 levels
- Hydrofluorocarbons – 40 percent below 2013 levels
- Anthropogenic black carbon – 50 percent below 2013 levels

SB 1383 also requires the CalRecycle, in consultation with the CARB, to adopt regulations that achieve specified targets for reducing organic waste in landfills. The bill further requires 20% of edible food disposed of at the time to be recovered by 2025.

2017 Scoping Plan Update

On December 14, 2017, CARB adopted the 2017 Scoping Plan, which provides a framework for achieving the 2030 goal set by SB 32. The 2017 Scoping Plan relies on the continuation and expansion of existing policies and regulations, such as the Cap-and-Trade Program, as well as implementation of recently adopted policies, such as SB 350 and SB 1383 .

The 2017 Scoping Plan also puts an increased emphasis on innovation, adoption of existing technology, and strategic investment to support its strategies. As with the 2014 Scoping Plan Update, the 2017 Scoping Plan does not provide project-level thresholds for land use development. Instead, it recommends that local governments adopt policies and locally appropriate quantitative thresholds consistent with statewide per capita goals of six metric tons (MT) CO₂e by 2030 and two MT CO₂e by 2050 (CARB 2017). As stated in the 2017 Scoping Plan, these goals may be appropriate for plan-level analyses (city, county, subregional, or regional level), but not for specific individual projects because they include all emissions sectors in the state (CARB 2017).

2018 Senate Bill 100

Adopted on September 10, 2018, SB 100 supports the reduction of GHG emissions from the electricity sector by accelerating the State's Renewables Portfolio Standard Program, which was last updated by SB 350 in 2015. SB 100 requires electricity providers to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020, 60 percent by 2030, and 100 percent by 2045.

2018 Executive Order B-55-18

Also, on September 10, 2018, the governor issued Executive Order B-55-18, which established a new statewide goal of achieving carbon neutrality by 2045 and maintaining net negative emissions thereafter. This goal is in addition to the existing statewide GHG reduction targets established by SB 375, SB 32, SB 1383, and SB 100.

City of South Pasadena Sustainability Plans and Regulations

The City of South Pasadena has established actions related to increasing sustainability and reducing GHG emissions and the potential impacts of climate change. These actions are outlined in the City's Green Action Plan, Draft 2020 General Plan, and Draft Downtown Specific Plan.

2019 South Pasadena Green Action Plan

In November 2019, the City of South Pasadena adopted the South Pasadena Green Action Plan (Green Plan), which includes five main goals: work towards making South Pasadena a plastic-free City; enhance water conservation projects and programs; increase organics diversion from landfills; mitigate impacts of the urban heat island effect; and prepare for the consideration of future sustainability initiatives. The Green Plan was a collaborative effort that encompassed the values, ideas, and efforts from all City Department Staff, City Council, the City's Natural Resources and Environmental Commission, and the passionate residents of South Pasadena. This short-term plan aimed to implement essential and attainable sustainability initiatives that would set the foundation of the City's first Climate Action Plan.

2020 General Plan Update

The City's General Plan is currently being updated and a draft version was released to the public in November 2019. The General Plan is a blueprint for how the City should develop over time, and consists of several mandated topics called "Elements." In general, these Elements include broad policies that identify the overall pattern of future development, determining when, where, and what type of new growth and investment may occur. The "Our Natural Community" Element of the Draft General Plan includes policies which promote alternative transportation and use of energy-efficient vehicles, and works to minimize the adverse impacts of growth and development on air quality and climate.

2020 Downtown Specific Plan Update

The 2020 Downtown Specific Plan Draft was also released in November 2019 and has policies related to energy efficiency and climate resilience. The primary goals of the Downtown Specific Plan are to leverage public transit and multimodality, focusing on responsible infill development, and preserving and rehabilitating historic buildings.

Appendix B:

Cal-Adapt

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Cal-Adapt Resource Guide

[Cal-Adapt](https://cal-adapt.org/)¹ is an interactive platform that allows users to explore how climate change might affect California at the local level. The site was developed by the University of California, Berkeley's Geospatial Innovation Facility (GIF) with funding and advisory oversight by the California Energy Commission's Public Interest Energy Research (PIER) Program. The data used within the Cal-Adapt visualization tools have been gathered from California's scientific community, and represent peer-reviewed, high-quality scientific information.²

The site includes the following climate change projections:

- Annual Averages (temperature and precipitation)
- Extreme Precipitation Events
- Extreme Heat Days & Warm Nights
- Cooling Degree Days & Heating Degree Days
- Snowpack
- Sea Level Rise
- Wildfire
- Streamflow
- Extended Drought

These localized climate change projections are available on the Cal-Adapt landing page or via the *Tools* tab. Another way to download data is through the *Data* tab. The *Data* tab allows you to download data from individual publishers and spatial data. This technical appendix describes downloading data from the landing page, or *Tools tab*, as it is more interactive and provides visualizations of the data.



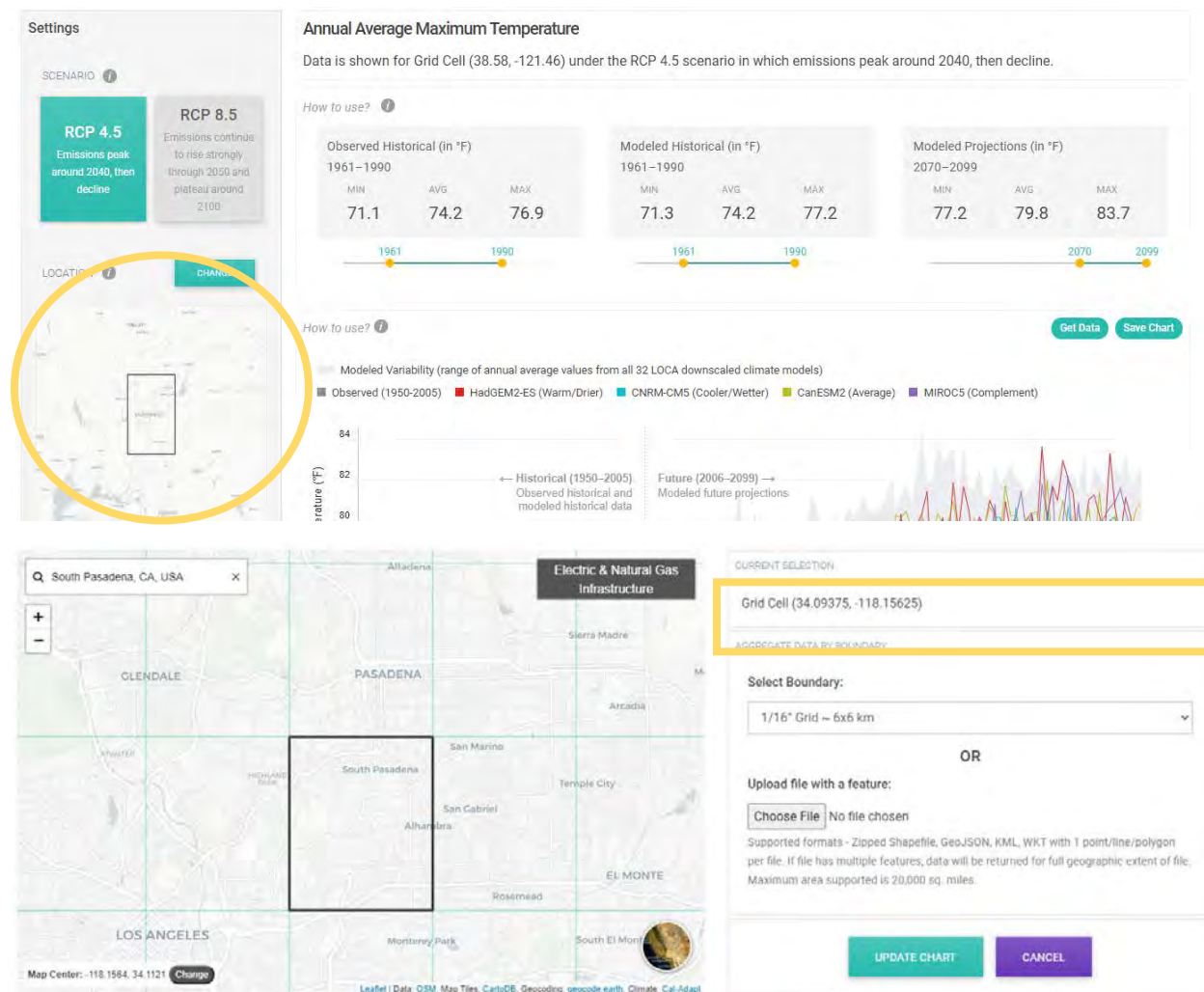
¹ Cal-Adapt <https://cal-adapt.org/>

² Cal-Adapt <https://cal-adapt.org/about/>

Best Practices

Location

When choosing a location, Cal-Adapt will prompt you to select a 6x6 kilometer grid cell or a county, among other options. The grid cell used for South Pasadena is shown below (Grid Cell 34.09375, -118.15625).



Representative Concentration Pathways (RCP)

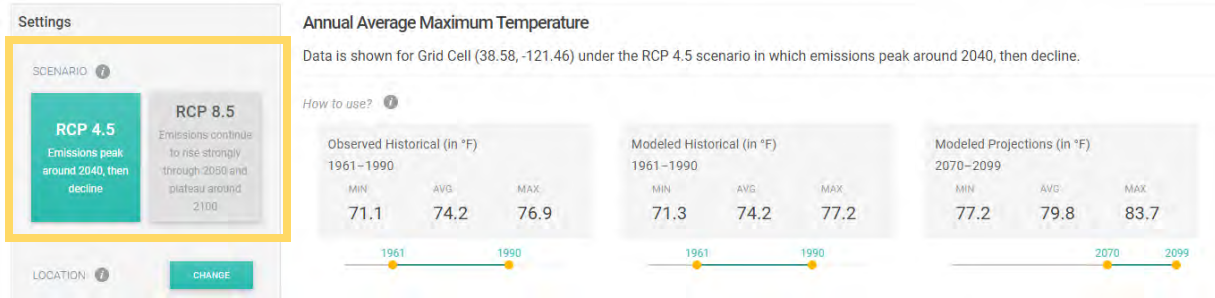
These are scenarios that include time series of emissions and concentrations of the full suite of greenhouse gases (GHGs). Each RCP provides only one of many possible scenarios that would lead to the specific radiative forcing, which is the difference between sunlight absorbed by the Earth and energy radiated back to space.

The [California Adaptation Planning Guide](#)³ recommends always using the high emissions scenario (RCP 8.5).⁴ The stabilizing scenario (RCP 4.5)⁵ may also be used to provide a wider range of possible futures.

³ https://resources.ca.gov/CNRALegacyFiles/docs/climate/01APG_Planning_for_Adaptive_Communities.pdf

⁴ Emissions continue to rise through the end of the century before leveling off

⁵ Emissions rise through 2050 before leveling off

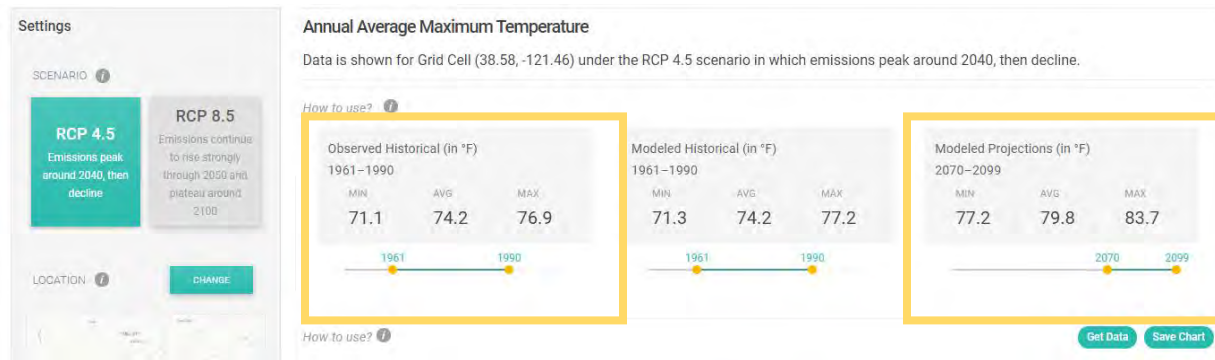


Past and Future Year Horizons

To gain an understanding of how climate change may impact a location, we need to know the historical and projected conditions. Below are the past and future year horizons used for the *Climate Change in the City of South Pasadena* subsection of the South Pasadena CAP.

- Historical/Current: 1990 and 2005
- Long-term: 2099

It is important to consider a long-term benchmark year when working with climate change projections as it allows us to understand the potential impacts over a specific period of time.



Climate Models

Cal-Adapt allows you to choose whether to use the minimum, average, or maximum estimates (shown below). These are calculated over all models shown in the chart provided by Cal-Adapt. For a representative value of all models combined, rather than selecting the lowest or highest predicting model, it's best to use the average value. The four models used in this assessment are:

- HadGEM2-ES: a warm/drier simulation
- CNRM-CM5: a cooler/wetter simulation
- CanESM2: an average simulation
- MIROC5: a complement simulation (most unlike the other three models).

These models were selected by California's Climate Action Team Research Working Group as the priority models for research contributing to California's Fourth Climate Change Assessment. To determine projected timing of extreme heat days, Rincon used the range all four priority models. This allows for conservative planning, recommended by the California Adaptation Planning Guide.

Resources

Cal-Adapt <https://cal-adapt.org/>

California Adaptation Planning Guide

https://resources.ca.gov/CNRALegacyFiles/docs/climate/01APG_Planning_for_Adaptive_Communities.pdf

Appendix C:

Inventory, Forecast, and Targets

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City of South Pasadena Climate Action Plan

GHG Emissions: Municipal Inventory, Community Inventory, Forecast and Target Setting Methodology

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Table of Contents

1	Introduction	1
1.1	Greenhouse Gases	2
1.2	Excluded GHG Emissions and Emission Sources	2
1.3	Calculating GHG Emissions.....	3
1.4	Reporting GHG Emissions	4
1.4.1	GHG Emissions by Scope.....	4
1.4.2	Emissions by Sector	4
1.5	GHG Emissions Forecast Target Years.....	5
2	2016 Municipal GHG Inventory	7
2.1	Municipal GHG Inventory Methodology.....	8
2.2	Municipal GHG Inventory Results	12
3	2016 Community GHG Inventory	14
3.1	2016 Community GHG Inventory Data Sources.....	14
3.2	Community Energy.....	14
3.3	Community Transportation.....	16
3.4	Community Water and Wastewater	20
3.5	Solid Waste	25
3.6	Community GHG Inventory Results	29
4	GHG Emissions Forecast	31
4.1	Business-as-Usual Scenario GHG Emissions Forecast.....	31
4.2	Legislative Adjusted Scenario GHG Emissions Forecast.....	33
4.2.1	Transportation Legislation.....	34
4.2.2	Title 24	36
4.2.3	Renewables Portfolio Standard & Senate Bill 100.....	38
4.2.4	Assembly Bill 939 & Assembly Bill 341	40
4.2.5	Senate Bill 1383	41
4.3	Adjusted Scenario GHG Emissions Forecast Results.....	41
4.4	GHG Emissions Forecast Results Summary.....	44
5	GHG Emissions Reduction Target Setting	45
5.1	GHG Emissions Reduction Target Setting	45
5.2	Meeting the Targets.....	46

Tables

Table 1	Global Warming Potentials of Greenhouse Gases.....	2
Table 2	Emissions by Sector and Scope	5
Table 3	Municipal GHG Emissions Sectors and Sources	7
Table 4	Energy Sector Municipal GHG Emissions	8
Table 5	Employee Commute Municipal GHG Emissions	9

Table 6	Municipal Fleet GHG Emissions	10
Table 7	Water and Wastewater Sector Municipal GHG Emissions	11
Table 8	Waste Sector Municipal GHG Emissions.....	12
Table 9	Baseline Municipal GHG Emissions Summary by Sector.....	13
Table 10	Community GHG Inventory Data Sources.....	14
Table 11	Community Energy GHG Emissions Summary	15
Table 12	Community Transportation GHG Emissions Summary	16
Table 13	Community On-road Transportation GHG Emissions	18
Table 14	VMT for Bus Services within the City of South Pasadena	18
Table 15	LA Metro Light Rail Ridership and Energy Intensity.....	19
Table 16	Community Public Transit GHG Emissions.....	19
Table 17	Community Water and Wastewater GHG Emissions Summary	20
Table 18	Community Water Consumption GHG Emissions.....	22
Table 19	Community Wastewater Treatment Process and Fugitive GHG Emissions.....	24
Table 20	Community Wastewater Treatment and Collection GHG Emissions.....	25
Table 21	Community Waste GHG Emissions Summary.....	26
Table 22	Community Waste Landfill Gas Capture Rate.....	27
Table 23	Community Waste Landfill Methane Emissions	27
Table 24	Community Waste Landfilling Process GHG Emissions.....	28
Table 25	Community Waste Sent to Combustion Facilities GHG Emissions	28
Table 26	Baseline Community-wide GHG Emissions Summary by Sector.....	30
Table 27	Business-as-Usual Growth and Emission Factors.....	32
Table 28	Business-as-Usual Demographic and VMT projections	32
Table 29	Business-as-usual Forecast by Sector	33
Table 30	Summary of Legislative Reductions	34
Table 31	Transportation Adjusted Scenario Forecast Results by Target Year.....	36
Table 32	Title 24 Adjusted Scenario Forecast Results by Target Year.....	38
Table 33	RPS and SB 100 Adjusted Scenario Forecast Results by Target Year	40
Table 34	Adjusted Scenario Forecast Summary by Target Year	42
Table 35	Adjusted Scenario Forecast Sector Consolidated Summary by Target Year.....	43
Table 36	BAU and Adjusted Scenario Forecast Summary by Target Year	44
Table 37	GHG Emissions Reduction Target and Gap Analysis	46

Figures

Figure 1	Municipal GHG Emissions by Sector	12
Figure 2	2016 Community-wide GHG Emissions by Sector.....	29
Figure 3	Summary of Adjusted Scenario GHG Emissions Forecast by Sector	43
Figure 4	Summary of GHG Emissions Forecast Scenarios.....	44

1 Introduction

California considers greenhouse gas (GHG) emissions and the impacts of climate change to be a serious threat to the public health, environment, economic well-being, and natural resources of the state, and has taken an aggressive stance to mitigate the impact on climate change at the state-level through the adoption of legislation and policies. Many cities have developed local climate action plans and aligned goals to correspond with state emissions reduction goals. The two major state GHG-related goals are established by Assembly Bill (AB) 32 and Senate Bill (SB) 32. AB 32 required state agencies reduce state GHG emissions to 1990 levels by 2020 whereas SB 32 requires a 40 percent reduction below 1990 levels by 2030. The goals set by AB 32 were achieved by the state in 2016¹ and many jurisdictions are completing GHG inventories to quantify progress toward their own 2020 goals as well as develop targets to align with the requirements of SB 32. A long-term goal of carbon neutrality by 2045 for the state was established, but not codified, through Executive Order (EO) B-55-18. While it is not required for jurisdictions to meet this target, many are establishing or exceeding this goal to show alignment with the aggressive decarbonization goals of the state.

This technical appendix provides the detailed methodology used for the City of South Pasadena 2016 Municipal and Community GHG inventory, Community GHG Emissions Forecast, and the setting of emission reduction targets. Emissions are forecasted for the years 2020, 2030, 2040 (the General Plan horizon year), and 2045 to align with state and City targets.

Estimating GHG emissions enables local governments to establish an emissions baseline, track emissions trends, identify the greatest sources of GHG emissions within their jurisdictions, and set targets for future reductions. This inventory is intended to inform completion of a qualified GHG reduction plan for the City of South Pasadena and is compliant with the Local Governments for Sustainability (ICLEI) *U.S. Community Protocol for Accounting and Reporting of Greenhouse Gas Emissions*² (*U.S. Community Protocol*) as well as California Environmental Quality Act (CEQA) Guidelines Section 15183.5(b) for the requirements of a 'qualified' GHG emissions reduction plan. Methodology for some sections has been updated slightly to conform with the industry standard for California cities as recommended in the Association for Environmental Professionals (AEP) *California Supplement to the United States Community-Wide GHG Emissions Protocol* (California Supplement). Emissions inventories are an iterative process and each year must be viewed in the context of other inventories and relative trends of each sector to maintain consistency with the emissions inventory methods and factors.

Emissions contained within this inventory include activities under the jurisdictional control or significant influence of the City of South Pasadena, as recommended by AEP in preparing Community Protocol and CEQA-compliant inventories.³ The municipal operations inventory is a subset of the community-wide inventory, meaning the municipal emissions are included within the community-wide inventory.

¹ California Air Resources Board. California Greenhouse Gas Emissions Inventory. Accessed at: <https://ww3.arb.ca.gov/cc/inventory/inventory.htm>. Accessed on: July 2019

² ICLEI. 2013. U.S. Community Protocol for Accounting and Reporting of Greenhouse Gas Emissions, Version 1.1

³ Association of Environmental Professionals. 2013. The California Supplement to the United States Community-Wide Greenhouse Gas (GHG) Protocol.

1.1 Greenhouse Gases

The 2016 City of South Pasadena Community Inventory was developed using the Community Protocol⁴ and California Supplement.⁵ Emissions from nitrous oxide (N₂O), methane (CH₄), and carbon dioxide (CO₂) are included in this assessment. Each GHG has a different capability of trapping heat in the atmosphere, known as its global warming potential (GWP), which is normalized relative to CO₂ and expressed as carbon dioxide equivalent, or CO₂e. The CO₂e values for these gases are derived from the Fifth Assessment Report (AR5) of the Intergovernmental Panel on Climate Change (IPCC) GWP values for consistency with the yearly California Air Resources Board (CARB) GHG inventory, as shown in Table 1.⁶

Table 1 Global Warming Potentials of Greenhouse Gases

Greenhouse Gas	Molecular Formula	Global Warming Potential (CO ₂ e)
Carbon Dioxide	CO ₂	1
Methane	CH ₄	25
Nitrous Oxide	N ₂ O	298

Notes: MT CO₂e = metric tons of carbon dioxide equivalent

1.2 Excluded GHG Emissions and Emission Sources

The following GHG emissions and emission sources are excluded from the 2016 inventory and emissions forecast.

Consumption-Based GHG Emissions

GHG emissions from consumption of goods and services (such as food, clothing, electronic equipment, etc.) by residents of a city are excluded from the inventory and forecast of City of South Pasadena emissions. Currently there exists no widely accepted standard methodology for reporting consumption-based inventories.

Natural and Working Lands

GHG emissions from carbon sinks and sources in natural and working lands are not included in this inventory and forecast due to the lack of granular data and standardized methodology. Natural and working lands are comprised of the forests, woodlands, rangelands, coastal areas, farmlands and urban green spaces of California. GHG emissions from these lands result from the loss of carbon sequestration through land use change and fires. CARB has included a state-level inventory of natural and working lands in the 2017 Scoping Plan Update⁷ greenhouse gas inventory; however, at the time of this City of South Pasadena community-wide inventory, sufficient data and tools were not available to conduct a jurisdiction-specific working lands inventory. The Nature Conservancy and

⁴ ICLEI. 2012. Community Protocol for Accounting and Reporting of Greenhouse Gas Emissions.

⁵ Association of Environmental Professionals. 2013. The California Supplement to the United States Community-Wide Greenhouse Gas (GHG) Protocol. Accessed at: https://califaep.org/docs/California_Supplement_to_the_National_Protocol.pdf. Accessed on: June 20, 2019

⁶ Intergovernmental Panel on Climate Change. 2007. Fourth Assessment Report: Climate Change. Direct Global Warming Potentials.

⁷ California Air Resources Board. 2017. California's Climate Change Scoping Plan.

California Department of Conservation⁸ are exploring options for a tool which may be able to perform these inventories at a more specific geographic level.

Agricultural Emissions

Emissions from agricultural activities are not included in this inventory as the Community Protocol and California Supplement⁹ both note agricultural activity is not a required component of Community Protocol inventories and should be included only if relevant to the community conducting the inventory. Regulations exist to encourage urban agriculture within the City boundaries. Many of the emissions from these activities (e.g. energy) are covered under other sectors included in this inventory and no major commercial-scale livestock activity is noted within the City boundaries.

Industrial Emissions

Emissions from industrial activities are not included in this inventory as the City of South Pasadena does not have direct control of GHG emissions from industrial operations, which are regulated through the state Cap-and-Trade Program. Additionally, energy data was not available for the industrial sector due to the industrial energy data set not meeting Southern California Edison's (SCE's) 5/25 Aggregation Rule, where the data set must contain at least five customers and no single customer makes up more than 25 percent of the total energy consumption.

High GWP

High GWP emissions, including chlorofluorocarbons (CFCs) and hydrofluorocarbons (HFCs) used as substitutes for ozone-depleting substances are not included in this inventory as it is not a required component of the Community Protocol and the California Supplement notes these emissions are not generally included in California inventories.

1.3 Calculating GHG Emissions

GHG emissions are estimated using calculation-based methodologies to derive emissions using activity data and emissions factors. To estimate emissions, the basic equation below is used:

$$\text{Activity Data} \times \text{Emission Factor} = \text{Emissions}$$

Activity data refer to the relevant measurement of energy use or other GHG-generating processes such as fuel consumption by fuel type, metered annual electricity consumption, and annual vehicle miles travelled. Emission factors are used to convert energy usage or other activity data into associated emissions quantities. They are usually expressed in terms of emissions per unit of activity data (e.g., lbs. CO₂/kWh).

As mentioned in the *Introduction*, GHG emissions calculation methodologies follow the guidance of the ICLEI *U.S. Community Protocols* for the Community Inventory, and the ICLEI *Local Government Operations Protocols (LGOP)* for the Municipal Inventory.

⁸ California Department of Conservation. TerraCount Scenario Planning Tool. Accessed at: <https://maps.conservation.ca.gov/terraaccount/>. Accessed on: May 15, 2019

⁹ Association of Environmental Professionals. 2013. *The California Supplement to the United States Community-Wide Greenhouse Gas (GHG) Emissions Protocol*. https://califaep.org/docs/California_Supplement_to_the_National_Protocol.pdf

1.4 Reporting GHG Emissions

The following section discusses reporting of GHG emissions by scope and sector.

1.4.1 GHG Emissions by Scope

For municipal and community-wide inventories, emissions sources can be categorized by “scope” according to the entity’s degree of control over the emissions source and the location of the source. Emissions sources are categorized as direct (scope 1) or indirect (scope 2 or scope 3), in accordance with the World Resources Institute and the World Business Council for Sustainable Development’s *Global protocol for Community-Scale Emissions* and the ICLEI *LGOP*.

MUNICIPAL SCOPE DEFINITIONS

- **Scope 1:** Direct GHG emissions from sources within a local government’s operations that it owns and/or controls. This includes stationary combustion to produce electricity, steam, heat, and power equipment; mobile combustion of fuels; process emissions from physical or chemical processing; fugitive emissions that result from production, processing, transmission, storage and use of fuels; and other sources.
- **Scope 2:** Indirect GHG emissions associated with the consumption of electricity, steam, heating, or cooling that are purchased from a utility provider that also provides energy to other jurisdictions and/or is located outside City boundaries.
- **Scope 3:** All other indirect GHG emissions not covered in scope 2, such as emissions resulting from the extraction and production of purchased materials and fuels, transport-related activities in vehicles not owned or controlled by the City (e.g., employee commuting and business travel, outsourced activities, waste disposal, etc.).

COMMUNITY-WIDE SCOPE DEFINITIONS

- **Scope 1:** Direct GHG emissions from sources located within the jurisdictional boundaries of the community, including emissions from fuel combustion vehicles¹⁰ in the community and direct emissions from natural gas combustion in homes and businesses within the community.
- **Scope 2:** Indirect GHG emissions associated with the consumption of electricity within the community.
- **Scope 3:** All other indirect or embodied GHG emissions not covered in scope 2, which occur because of activity within the jurisdictional boundaries (e.g., methane emitted at landfills outside the community resulting from solid waste generated within the community).

1.4.2 Emissions by Sector

In addition to categorizing emissions by scope, ICLEI recommends that local governments examine their emissions in the context of the sector that is responsible for those emissions. Many local governments will find a sector-based analysis more directly relevant to policy making and project management, as it assists in formulating sector-specific reduction measures and Climate Action Plan components.

¹⁰ This accounts for GHG emissions from running exhaust, idle exhaust, starting exhaust, diurnal, resting loss, running loss, and hot soak.

The municipal and community inventories report emissions by the following sectors:

- Energy
- Transportation
- Water consumption and wastewater treatment
- Solid waste

Table 2 summarizes the scopes of each sector in the municipal and community-wide inventories.

Table 2 Emissions by Sector and Scope

Sector	Scope 1	Scope 2	Scope 3
Municipal Inventory			
Energy	Natural Gas	Electricity	NA
Vehicle Fleet	Gasoline, diesel, CNG	NA	Employee Commute
Water and Wastewater	NA	Electricity (associated with water conveyance and treatment)	Electricity (associated with wastewater treatment)
Solid Waste	NA	NA	Methane from decomposition and process emission
Community-wide Inventory			
Energy	Natural Gas	Electricity	NA
Transportation	Gasoline and Diesel	NA	Transit (i.e. public transit)
Water Consumption	NA	NA	Electricity (associated with water conveyance)
Wastewater	NA	NA	Electricity (associated with water treatment)
Solid Waste	NA	NA	Methane from decomposition and process emissions

Notes: CNG: Condensed natural gas; NA: Not applicable

1.5 GHG Emissions Forecast Target Years

The GHG emissions forecast is based on the latest available data from City GHG inventories, in this case the 2016 inventory completed as part of this Climate Action Plan. This forecast uses benchmark years of 2020, 2030, 2040, and 2045, consistent with currently codified state GHG reduction goals set by legislation and executive orders, and the City's General Plan horizon year, as summarized below:

- 2020 (AB 32)
- 2030 (SB 32)
- 2040 (General Plan horizon year)
- 2045 (EO B-55-18)

The 2030 and 2040 targets are required for consistency with SB 32 and the City of 2040 General Plan respectively, while the remainder of the targets identify a clear path and milestones of progress toward the long-term state reduction goals.

2 2016 Municipal GHG Inventory

The Municipal GHG Inventory quantifies the GHG emissions generated by local government operations for the City of South Pasadena. By better understanding the relative scale of emissions from each sector, the City can more effectively focus strategies to achieve the greatest emissions reductions.

Reporting emissions by sector provides a useful way to understand the sources of the City's emissions. The ICLEI *LGOP* further categorizes sectors by the following sub-sectors for local government operations: 1) buildings and other facilities, 2) streetlights and traffic signals, 3) water delivery facilities, 4) port facilities, 5) airport facilities, 6) vehicle fleet, 7) transit fleet, 8) power generation facilities, 9) solid waste facilities, 10) wastewater facilities, and 11) all processes and fugitive emissions. The City of South Pasadena does not have operational control of a port, airport, transit fleet, power generation facility, or wastewater facility. Additionally, the City does not have an operational landfill¹¹ within the jurisdictional boundaries. Local government operations are discussed only in terms of sectors and sub-sectors the City has operational control over. Accordingly, the GHG emission sectors reported are provided in Table 3, with the associated GHG emissions sources.

Table 3 Municipal GHG Emissions Sectors and Sources

Sector	Emissions Source
Energy	Natural Gas (buildings & facilities)
	Electricity (buildings & facilities)
	Electricity (parks and outdoor lighting)
	Electricity (traffic signals and streetlights)
	Electricity (water delivery facilities)
Transportation	Vehicle Fleet
	Employee Commute
Water and Wastewater	Water Consumption
	Wastewater Generation
Waste	Solid Waste Generation

¹¹ As mentioned in Section 5.2.4, *Solid Waste*, the City of South Pasadena has a landfill within City jurisdictional boundaries, the South Pasadena City Dump; however, this facility has been closed since 1958, and is excluded from this inventory due to a lack of data.

2.1 Municipal GHG Inventory Methodology

The Municipal GHG Inventory uses activity data obtained from the City of South Pasadena to calculate the GHG emissions associated with the local government operations based on the ICLEI *LGOP*, developed in partnership with CARB, California Climate Action Registry, and the Climate Registry.¹² Activity data was obtained from the City of South Pasadena, primarily through communication with the City’s Water Conservation and Sustainability Analyst. The following is a description of the methodology and data used to calculate emissions for each of the municipal GHG emission sectors.

Municipal Energy

Energy emissions consist of natural gas burned in City facilities and buildings for water and space heating (scope 1), and electricity consumed in buildings and facilities, lighting, traffic signals, and water delivery facilities (scope 2). Emissions associated with natural gas and electricity consumption were calculated using ICLEI *LGOP* Method 6.1.1 and 6.2.1, respectively. Table 4 provides the activity data and emission factors used for emission calculations, and the GHG emission results.

Table 4 Energy Sector Municipal GHG Emissions

Sector/Emission Source	Activity	Emission Factor	Total Emissions (MT CO ₂ e)
Natural Gas¹			109
Buildings and Facilities	20,512 therms	0.00531 MT CO ₂ e/Therm ²	109
Electricity³			1,504
Traffic and Street Lighting	1,053,468 kWh	0.000240 MT CO ₂ e/kWh ⁴	253
Parks and Outdoor Lighting	206,152 kWh		49
Water Delivery Facilities	4,017,424 kWh		964
Building & Other Facility Use	990,594 kWh		238
Energy Sector Total			1,613

Notes: MT CO₂e = Metric Tons of Carbon Dioxide Equivalent; kWh = kilowatt-hour

1. Natural Gas activity data was provided by the City of South Pasadena in the form of “SCG - Customer Gas Usage and Total Billed Summary for 2016”, on July 5th, 2019 for all municipal natural gas accounts.
2. Emission factors obtained from United States Environmental Protection Agency Emission Factors for Greenhouse Gas Inventories, Table 1. https://www.epa.gov/sites/production/files/2015-07/documents/emission-factors_2014.pdf.
3. Electricity consumption activity data was provided by the City of South Pasadena, in the form of total electricity consumption in 2016 for each municipal electricity meter, on July 29th, 2019.
4. Delivered electricity emission factors as CO₂e used. Edison International 2017 Sustainability Report (p. 10), June 2018. <https://www.edison.com/content/dam/eix/documents/sustainability/eix-2017-sustainability-report.pdf>.

Municipal Transportation

Municipal GHG emissions from the transportation sector are categorized into two primary sources, employee commute and municipal fleet, for which the activity data and emission calculations are described in the following section.

¹² CARB, et al.. 2010. Local Government Operations Protocol For the quantification and reporting of greenhouse gas emissions inventories. <https://www.theclimateregistry.org/tools-resources/reporting-protocols/local-government-operations-protocol/>

Employee Commute

Employee commute emissions are a scope 3 emissions source and largely out of the direct control of the City; however, the City can provide incentive for employees to utilize less carbon intensive means of commuting, such as cycling/walking/scooting, ridesharing, or public transit. In 2016, the City of South Pasadena had a total of 152 full-time City employees and 125 part-time employees.¹³ Employee commute vehicle miles traveled (VMT) was calculated using the results of an employee commute survey, issued in September 2019. The survey had 47 respondents who also worked at the City of South Pasadena in 2016. Based on the average commute distance and mode for each respondent to the employee commute survey, an annual average employee commute factor was calculated, which equates to each employee traveling an average 4,946 miles by passenger car, 181 miles by motorcycle, 22 miles by bus, and 35 trips by train in 2016 to get to and from work. This annual average employee commute factor was applied to the number of City employees in 2016 to estimate travel for each mode for all employee commutes. It was estimated that full-time employees work an average of 240 days per year, and part-time employees an average of 120 days per year; assuming all employees did not work on federal holidays and that full-time employees would take two weeks of vacation, with part-time employees assumed to work half the time of full-time employees. The average employee commute factor and assumptions above are considered to give a conservative estimate of employee commute patterns. CARB's Emission FACTors (EMFAC) model EMFAC2017¹⁴ emission factors for the Los Angeles County region in 2016 were used to determine employee commute emissions. The activity data, emission factors, and resulting emissions are provided in Table 5.

Table 5 Employee Commute Municipal GHG Emissions

Sector/Emission Source	Activity ¹	Emission Factor	Total Emissions (MT CO ₂ e)
Passenger Vehicle Commute	1,060,992 VMT/year	0.000322 MT CO ₂ e/mile ²	342
Motorcycle Commute	38,778 VMT/year	0.000253 MT CO ₂ e/mile ²	10
Public Bus Commute	4,663 VMT/year	0.002290 MT CO ₂ e/mile ²	11
Light Rail Commute	7,531 trips/year	0.000044 MT CO ₂ e/trip ³	3
Employee Commute Total	NA	NA	366

Notes: MT CO₂e = Metric Tons of Carbon Dioxide Equivalent; VMT = Vehicle Miles Traveled.

1. All employee commute activity data was derived from the Employee Commute Survey issued in September of 2019. The compilation of responses for daily commutes (47 in total), was extrapolated for the total number of employees in 2016. Annual values were calculated assuming full-time employees work 240 days per year and part-time employees 120 days per year.

2. Vehicle emission factors were obtained from EMFAC2017 emission rates for Los Angeles County in 2016, aggregated by fuel type.

3. Derivation of the light rail emission factor per trip is further described in the *Community Public Transit* section of the 2016 Community GHG Inventory.

Municipal Fleet

Municipal fleet vehicles and equipment combust gasoline, diesel, and compressed natural gas (CNG), generating scope 1 GHG emissions. The City owns and operates a number of on-road vehicles, including passenger vehicles, light-duty trucks, and light- and medium-heavy duty trucks; as well as off-road equipment, including: a tractor, two backhoes, two trailers, and two air

¹³ City of South Pasadena provided employee data via email on August 28, 2019.

¹⁴ CARB 2018. EMFAC2017 v1.0.2. Mobile Source Analysis Branch, Air Quality Planning & Science Division. <https://www.arb.ca.gov/emfac/2017/>

compressors. In 2015, all of the City-owned landscape equipment used for regular grounds work were converted to electric power, which are accounted for under the energy sector and accounted for in the *Community Off-Road Transportation* sector. GHG emissions are calculated using ICLEI *LGOP* Methods 7.1.1 and 7.1.3.2.1, with emission factors obtained from CARB’s EMFAC2017¹⁵ model output and the United States Environmental Protection Agency’s (USEPA) *Emission Factors for Greenhouse Gas Inventories*.¹⁶ Each gasoline and diesel fueled on-road vehicle in the fleet were assigned an emission factor according to the vehicle’s year, class, and fuel type, from which an average fleet-wide emission factor was derived for both gasoline and diesel fueled vehicles. CNG vehicle emissions were calculated using emission factors from USEPA’s *Emission Factors for Greenhouse Gas Inventories*, with fuel volumes attributed equally to each vehicle in the fleet, which includes one passenger vehicle and two medium-duty trucks. Emissions for off-road equipment were calculated using the emission factors provided for diesel and gasoline fueled construction equipment in USEPA’s *Emission Factors for Greenhouse Gas Inventories*. Table 6 provides the fuel consumption associated with the municipal fleet, emission factors, and calculated total emissions.

Table 6 Municipal Fleet GHG Emissions

Sector/Emission Source	Activity		Emission Factor	Total Emissions (MT CO ₂ e)
On-Road Fleet Vehicles				165
Diesel	5 Vehicles	1,220 Gal	0.010666 MT CO ₂ e/Gal ¹	13
Unleaded Gasoline	24 Vehicles	8,382 Gal	0.008763 MT CO ₂ e/Gal ¹	73
Compressed Natural Gas (GNC)	3 Vehicles	13,395 therms	0.00588 MT CO ₂ e/Therm ²	79
Non-Road Equipment				8
Diesel	NA	449 Gal	0.010302 MT CO ₂ e/Gal ²	5
Unleaded Gasoline	NA	395 Gal	0.08858 MT CO ₂ e/Gal ²	4
Municipal Fleet Total				173

Notes: MT CO₂e = Metric Tons of Carbon Dioxide Equivalent; Gal = Gallon
 Totals may not add up due to rounding.

1. Vehicle emission factors were obtained from EMFAC2017 emission rates for Los Angeles County in 2016, aggregated by fuel type.
2. Emission factors obtained from United States Environmental Protection Agency Emission Factors for Greenhouse Gas Inventories, Table 1. https://www.epa.gov/sites/production/files/2015-07/documents/emission-factors_2014.pdf.

Municipal Water and Wastewater

Municipal GHG emissions from water and wastewater were calculated based on the total water consumption of municipal operations. It was conservatively estimated that wastewater generation was equivalent to water consumption. In 2016, the City of South Pasadena used approximately 19 million gallons (MG) of potable water for facilities operations and irrigation of public parks maintained by the City.¹⁷ The City obtains water for use in municipal and irrigation operations

¹⁵ CARB 2018. EMFAC2017 v1.0.2. Mobile Source Analysis Branch, Air Quality Planning & Science Division. <https://www.arb.ca.gov/emfac/2017/>

¹⁶ USEPA. 2018. Emission Factors for Greenhouse Gas Inventories. https://www.epa.gov/sites/production/files/2018-03/documents/emission-factors_mar_2018_0.pdf

¹⁷ The City of South Pasadena provided water consumption totals for 2016 for each of the municipal water accounts.

through City operated groundwater wells. Emissions generated from water usage and wastewater generation is due to the indirect electricity use to distribute water and collect and treat wastewater. The energy intensity for water use in the City of South Pasadena was not available; therefore, the energy intensities for water conveyance and distribution for the San Gabriel Water Valley Company (SGWVC) was used as a proxy, since SGWVC's service area is directly adjacent to the City of South Pasadena and SGWVC obtains most of its water from local groundwater pumping, similar to South Pasadena.¹⁸ The energy intensity factor used for water use was 2.604 MWh/MG and 1.577 MWh/MG¹⁹ for wastewater collection and treatment for LACSD. As such, water usage and wastewater generation by City operations generated approximately 12 MT of CO₂e and 7 MT of CO₂e, respectively. Activity data, energy intensity factors, emission factors, and GHG emission totals are provided in Table 7.

Table 7 Water and Wastewater Sector Municipal GHG Emissions

Emission Source	Activity	Energy Intensity	Emission Factor	Total Emissions (MT CO ₂ e)
Water Consumption	18.68 MG	2.064 MWh/MG ¹	0.240 MT CO ₂ e/MWh ³	12
Wastewater Generation		1.577 MWh/MG ²		7
Water and Wastewater Sector Total				19

Notes: MT CO₂e = Metric Tons of Carbon Dioxide Equivalent; MWh = Megawatt-hour; MG = Million Gallons

1. The City of South Pasadena procures water by pumping from the San Gabriel Basin. Water energy intensities for San Gabriel Valley Water Company (SGVWC), as provided in the CPUC *Embedded Energy in Water Studies*, were used as a proxy for City of South Pasadena since SGVWC is adjacent to the City of South Pasadena, and pumps groundwater from the San Gabriel Basin.

2. California Public Utilities Commission (CPUC). 2010. *Embedded Energy in Water Studies; Study 2: Water Agency and Function Component Study and Embedded Energy-Water Load Profiles*. <http://www.cpuc.ca.gov/general.aspx?id=4388>.

3. Delivered electricity emission factors as CO₂e used. Edison International 2017 Sustainability Report (p. 10), June 2018.

<https://www.edison.com/content/dam/eix/documents/sustainability/eix-2017-sustainability-report.pdf>.

Municipal Waste

Many local government facilities and operations generate solid waste, much of which is eventually sent to a landfill. Typical sources of solid waste from local government operations include paper and food waste from offices and facilities, construction waste from public works, and plant debris from parks departments. Organic materials generate methane as they decay in the anaerobic environment of a landfill. The City keeps a record of the amount of waste sent to landfills and diverted. In 2016, 1,431 short tons of waste was sent to landfills from City operations and 451 short tons was recycled, resulting in an estimated 584 MT of CO₂e generated from municipal solid waste generation.²⁰ GHG emissions were calculated using ICLEI *U.S. Community Protocol Method SW.4*, where the landfill gas capture rate for the facilities for which the community's waste is sent to was estimated at 73 percent efficiency, and the default emission factor of 0.06 tons of CH₄ per ton of waste. The methodology is further detailed in Section 3.5. Solid waste activity data, emission factors, and total emissions are provided in Table 8.

¹⁸ The City of South Pasadena procures water by pumping from the San Gabriel Basin. Water energy intensities for San Gabriel Valley Water Company (SGVWC), as provided in the CPUC *Embedded Energy in Water Studies*, were used as a proxy for City of South Pasadena since SGVWC is adjacent to the City of South Pasadena, and pumps groundwater from the San Gabriel Basin.

¹⁹ California Public Utilities Commission (CPUC). 2010. *Embedded Energy in Water Studies; Study 2: Water Agency and Function Component Study and Embedded Energy-Water Load Profiles*. (<http://www.cpuc.ca.gov/general.aspx?id=4388>)

²⁰ Based on communication with the Water Conservation and Sustainability Analyst, there was no municipal organic waste materials collected in 2016.

Table 8 Waste Sector Municipal GHG Emissions

Emission Source	Activity	LFG capture rate	Emission Factor	Total Emissions (MT CO ₂ e)
Solid Waste Landfilled	1,431 short tons ¹	0.73 ²	0.06 MT CH ₄ /short ton ³	584 ⁴
Waste Sector Total				584

Notes: MT CO₂e = Metric Tons of Carbon Dioxide Equivalent; MT CH₄ = Metric Tons of Methane; LFG = Landfill Gas Capture

- Based on communication with the Water Conservation and Sustainability Analyst on August 5, 2019.
- LFG capture rate was derived based on the average landfill gas capture of each facility that South Pasadena sent waste to in 2016, weighted by the mass of waste sent. The derivation is further detailed in the 2016 Community GHG Inventory section *Community Generated Waste*.
- Emission factor and oxidation rate used for emission calculations is the default provided in the ICLEI *U.S. Community Protocol Method SW.4*.
- Total GHG emissions are calculated ICLEI *U.S. Community Protocol Method SW.4* as:
 GHG Emissions = Activity Data x (1-LFG Capture Rate) x (1-Oxidation Rate) x Emission Factor x CH₄ Global Warming Potential

2.2 Municipal GHG Inventory Results

Municipal operations of the City of South Pasadena generated a total of 2,755 MT CO₂e in 2016. As shown in Table 9 and Figure 1, energy use resulted in the greatest quantity of emissions, resulting in 1,613 MT CO₂e (59% of total municipal emissions) where emissions from natural gas use generated 109 MT CO₂e (4% of total municipal emissions), building electricity use generated 238 MT CO₂e (9% of total municipal emissions), the City’s streetlights and traffic signals produced 253 MT CO₂e (9% of total municipal emissions), the City’s water delivery facilities produced 964 MT CO₂e (35% of total municipal emissions), and electricity for parks and outdoor lighting resulted in the remaining energy related emissions (49 MT CO₂e or 2% of total municipal emissions). The generation of solid waste was the second largest source of emissions, generating 584 MT CO₂e (21% of total municipal emissions). The City’s transportation emissions were the third largest source of emissions in 2016, where 366 MT CO₂e (14% of total municipal emissions) was due to employee commute and 173 MT CO₂e (6% of total municipal emissions) was from City fleet vehicle use. The remaining City emissions resulted from the consumption of water and generation of wastewater (19 MT CO₂e or 1% of total municipal emissions).

Figure 1 Municipal GHG Emissions by Sector

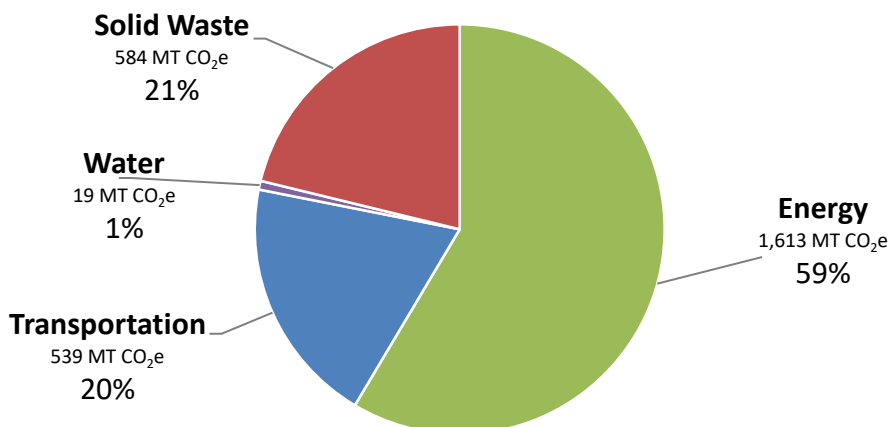


Table 9 Baseline Municipal GHG Emissions Summary by Sector

Sector	GHG Emissions (MT CO ₂ e)	Percent of Total Emissions
Energy	1,613	59%
Natural Gas (buildings & facilities)	109	4%
Electricity (buildings & facilities)	238	9%
Electricity (parks and outdoor lighting)	49	2%
Electricity (traffic signals and streetlights)	253	9%
Electricity (water delivery facilities)	964	35%
Transportation	539	20%
Vehicle Fleet	173	6%
Employee Commute	366	14%
Water and Wastewater	19	<1%
Water Consumption	12	<1%
Wastewater Generation	7	<1%
Waste	584	21%
Total Emissions	2,755	100%

Notes: MT CO₂e = Metric Tons of Carbon Dioxide Equivalent

3 2016 Community GHG Inventory

The 2016 Community GHG Inventory provides a baseline for forecasting of future GHG emissions and setting of GHG reduction targets to be included as part of the CAP. GHG emissions were calculated and reported based on the guidance of the ICLEI *U.S. Community Protocols*. Methodologies, data sources, calculations, and results of the 2016 Community GHG Inventory are included in this section.

3.1 2016 Community GHG Inventory Data Sources

The data used to complete the 2016 Community GHG Inventory came from multiple sources, including utility providers, traffic consultants and the City of South Pasadena. The data sources for the 2016 Community GHG Inventory are summarized in Table 10.

Table 10 Community GHG Inventory Data Sources

Sector	Activity Data	Unit	Source
Inventory			
Energy	Electricity consumption	kWh	SCE
	Natural gas consumption	therms	SCG
Transportation	Vehicle miles traveled	VMT	Iteris Inc., Traffic Consultants
Water	Water consumption	MG	City of South Pasadena
Wastewater	Wastewater generation rate = 60 gallons per person per day for residential and commercial activity	gpcd	Los Angeles County Sanitation Districts (LACSD)
Solid Waste	Landfilled solid waste	Tons	CalRecycle Jurisdiction Disposal Summary Report

Notes: kWh = kilowatt hours; SCE = Southern California Electricity; SCG = Southern California Gas Company; VMT = vehicle miles traveled; gpcd = gallons per capita per day; MG = Million Gallons

3.2 Community Energy

The community energy sector includes GHG emissions resulting from the consumption of electricity and natural gas. Both energy sources are used in residential, commercial, and industrial buildings and for other power needs throughout the City of South Pasadena. A summary of the community energy sector GHG emissions is provided in Table 11, with the methodology of emission calculations detailed in the following section.

Table 11 Community Energy GHG Emissions Summary

Emission Source	Activity Data ¹	Emissions (MT CO ₂ e)
Natural Gas	NA	23,987
Electricity	NA	24,287
Transmission and Distribution Losses	NA	1,027
Total	NA	49,301

Notes: kWh = kilowatt-hour; MT CO₂e = metric tons of carbon dioxide equivalent; NA = Not Applicable
1. Due to California Public Utilities customer privacy rules, natural gas and electricity consumption data requested through the Energy Data Request Program cannot be published.

Natural Gas

GHG emissions from community natural gas consumption were calculated using the ICLEI *U.S. Community Protocol* Method BE.1.1. The total natural gas consumed was provided by Southern California Gas (SCG) in therms and converted to MMBtu.²¹ The natural gas value was then multiplied by the USEPA recommended natural gas emission factors of 53.06 kg CO₂/MMBtu, 0.001 kg CH₄/MMBtu and 0.0001 kg N₂O/MMBtu; equating to 0.00531 MT CO₂e/therm.²² Due to California Public Utilities Commission (CPUC) privacy regulations, the 2016 industrial natural gas use was not provided and is not included in this GHG inventory. Additionally, the CPUC prohibits the public disclosure of natural gas consumption data that has been provided through the Energy Data Request Program (EDRP). Therefore, only emission totals for the entire community are provided, which aggregates the residential and commercial customer classes. Accordingly, South Pasadena community natural gas consumption in 2016 resulted in GHG emissions equivalent to 23,987 MT CO₂e.

Electricity

GHG emissions from community electricity consumption were calculated using the ICLEI *U.S. Community Protocol* Method BE.2 by multiplying annual electricity consumption in the City of South Pasadena by an electricity emission factor representing the average emissions associated with generation of one megawatt hour (MWh) of electricity. In 2016, electricity was supplied to South Pasadena by SCE. To calculate emissions from electricity, the total electricity use reported by SCE was multiplied by the carbon intensity factor of 529 pounds CO₂e per MWh, which was converted to 0.240 MT CO₂e per MWh.²³ The community energy consumption was obtained from SCE through the EDRP. Similar to natural gas activity data, the CPUC prohibits the public disclosure of electricity consumption data that has been provided through the EDRP. Therefore, only emission totals for the entire community are provided, which aggregates the residential and commercial customer classes. Industrial sector consumption is not included in the electricity consumption data. In 2016, a total 24,287 MT CO₂e was generated within the community due to electricity use.

²¹ 1 MMBtu = 10.0024 therms; 1 kg CO₂e = 1 kg CO₂ + 1/(25 kg CH₄) + 1/(298 kg N₂O)

²² USEPA. 2014. Emission Factors for Greenhouse Gas Inventories. Table 1. https://www.epa.gov/sites/production/files/2015-07/documents/emission-factors_2014.pdf

²³ Edison International. 2018. Edison International 2017 Sustainability Report. pp. 10 <https://www.edison.com/content/dam/eix/documents/sustainability/eix-2017-sustainability-report.pdf>.

Community Transmission and Distribution Losses

In addition to energy consumption, the amount of emissions generated due to electricity transmission and distribution (T&D) losses were determined, as recommended by the ICLEI *U.S. Community Protocol*. T&D losses occur as electricity is transported from its generation source to its final end use destination. Transmission losses occur in the form of heat as electricity meets the small resistance in wires, and distribution losses occur when electricity is transformed from higher to lower voltage wires. Although emissions generated due to electricity T&D losses are outside of the City’s operational control, emissions related to T&D losses are directly related to electricity use within the community and should be included in the community emissions.²⁴ GHG emissions from community T&D losses were calculated using the ICLEI *U.S. Community Protocol* Method BE.4. T&D loss associated emissions were determined by multiplying the total community electricity consumption in 2016 by 4.23%, the grid loss factor for the California sub-region (CAMX) most recently determined by the United States Environmental Protection Agency (USEPA) *Emissions and Generating Resource Integrated Databases (eGRID)*.²⁵ Due to the CPUC data privacy restrictions of the EDRP, the total community electricity consumption cannot be published. Emissions associated with community electricity T&D losses were 1,027 MT of CO₂e in 2016. Table 13 provides the activity data, emission factor, and GHG emission calculation results for community T&D losses.

3.3 Community Transportation

The transportation sector for the 2016 Community GHG Inventory consists of GHG emissions from on-road commercial and passenger vehicle travel, public transit buses and light rail, and off-road equipment. A summary of the community transportation sector GHG emissions is provided in Table 12, with the methodology of emission calculations detailed in the following section.

Table 12 Community Transportation GHG Emissions Summary

Emission Source	Activity Data	Emissions (MT CO ₂ e)
Passenger On-Road Transportation	164,015,449 VMT	60,400
Commercial On-Road Transportation	3,581,387 VMT	4,951
Public Transit - Bus	190,670 VMT	435
Public Transit - Light rail	1,375,500 Annual Riders	613
Off-road Equipment	NA	829
Total	NA	67,228

Notes: VMT = Vehicle Miles Traveled; MT CO₂e = metric tons of carbon dioxide equivalent; NA = Not Applicable

Community On-Road Transportation

Community on-road transportation emissions were calculated for passenger and commercial vehicles based on VMT. Accordingly, ICLEI *U.S. Community Protocol* Methods TR.1.B and TR.2.C were

²⁴ ICLEI 2019. U.S. Community Protocol for Account and Reporting Greenhouse Gas Emissions. Pg. 36.

²⁵ USEPA’s 2016 eGRID database, February 2018. <https://www.epa.gov/energy/emissions-generation-resource-integrated-database-egrid>

used to estimate GHG emissions for 2016. Activity data was obtained through transportation modeling for VMT attributed to the City of South Pasadena, completed by Iteris, Inc., a traffic consultant. The Southern California Association of Governments (SCAG) Trip Based Regional Travel Demand Model, based on the SCAG 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), was used to model traffic volumes and quantify VMT attributed to South Pasadena. The VMT modeling results allocate VMT to the City of South Pasadena using the Origin-Destination (O-D) method. The O-D VMT method is the preferred method recommended by the *U.S. Community Protocol* in on-road methodology TR.1 and TR.2 to estimate VMT based on trip start and end locations. Under these recommendations, all VMT associated with trips that start and end entirely within the City (Internal-Internal or I-I) are attributed to the City. Additionally, one half of the VMT associated with trips that start internally and end externally and vice versa (Internal-External or I-E and External Internal or E-I) are attributed to the City. The remainder of the trips are not attributed to the City and are instead attributed to the Cities in which the trips originate or end.

The emissions associated with on-road transportation were calculated by multiplying the estimated VMT and the average vehicle emissions rate established by CARB EMFAC2017 modeling for vehicles within the region. Emissions factors are established using the latest CARB and EPA-approved emissions modeling software, state EMFAC2017 Model. Carbon dioxide, nitrous oxide, and methane emissions from engine combustion were multiplied by their GWP to determine emission factors in CO₂e per VMT. Emissions for both passenger and commercial vehicles were established using the EMFAC2017 GHG module and weighted by VMT to establish an average emissions factor per VMT for the City. Emissions from electricity used to charge electric vehicles is captured under the electricity sector. Technical details on the EMFAC2017 modeling tool can be found on the EMFAC Mobile Source Emissions Inventory Technical Support Documentation Portal.²⁶

In 2016 on-road transportation attributed to the City of South Pasadena resulted in 65,351 MT CO₂e. The activity data, emission factors and total GHG emissions from on-road transportation are provided in Table 13. Activity data is provided in O-D format, with VMT categorized based on whether the associated trips originate and end within the City (I-I), begin outside of the City and end within (X-I), or vice versa (I-X).

²⁶ California Air Resources Board. EMFAC Software and Technical Support Documentation. Accessed at: <https://ww2.arb.ca.gov/our-work/programs/mobile-source-emissions-inventory/road-documentation/msei-modeling-tools-emfac> Accessed on: October 4, 2019.

Table 13 Community On-road Transportation GHG Emissions

O-D Trip Type ¹	Activity Data (Daily VMT)	Annual Aggerated Activity Data (Annual VMT) ²	Emission Factor (MT CO ₂ e per VMT) ³	Emissions (MT CO ₂ e)
Passenger Vehicle				
I-I	4,846			
X-I	233,909	164,015,449	0.000368	60,400
I-X	233,912			
Commercial Vehicle				
I-I	21			
X-I	5,134	3,581,387	0.01382	4,951
I-X	5,166			
Total Emissions		NA	NA	65,351

Notes: MT CO₂e = metric tons of carbon dioxide equivalent; VMT = vehicle miles traveled
 1. O-D trip type represent the origin destination pair designation of each vehicle trip contributing to community VMT. This is based on whether the associated trips originate and end within the City (Internal-Internal or I-I), begin outside of the City and end within (External- Internal or X-I), or vice versa (Internal-External or I-X)
 2. Weekday to annual conversion of 347 is used per CARB guidance on VMT modeling.
 3. Emissions factors are established using the latest CARB and EPA-approved emissions modeling software, 2017 state EMISSIONS FACTors (EMFAC) Model. Carbon dioxide, nitrous oxide, and methane emissions from engine combustion are multiplied by their GWP to determine CO₂e per VMT

Community Public Transit

GHG emissions from public transit are attributed to South Pasadena based on the miles of public bus routes within the City and the light rail ridership from stops within the City. Los Angeles County Metropolitan Transportation Authority (LA Metro) operates both the public buses and Gold Line light rail which provide service within South Pasadena. An analysis of the length of each bus route and the number of buses servicing the routes weekly were performed by Iteris, Inc. to provide total VMT from public buses in 2016, as provided in Table 14.

Table 14 VMT for Bus Services within the City of South Pasadena

Route	Length (miles)	Number of Buses				VMT	
		Weekday	Saturday	Sunday	Weekly	Daily	Annual
79	1.48	330	52	52	434	642	33,401
176	2.66	200	0	0	200	532	27,664
258	1.43	190	0	0	190	272	14,128
260/762	2.28	810	88	76	974	2,221	115,477
Total	7.9	1,530	140	128	1,798	3,667	190,670

Notes: VMT = Vehicle Miles Traveled
 Data provided by Iteris, Inc. Bus routes are LA Metro routes that operate in South Pasadena, with the length of each route that lies within the city borders provided.

Emissions from buses were calculated using vehicle emissions rate established by CARB EMFAC2017 modeling for buses within the region for the year 2016. Light rail activity data was estimated as the annual ridership from the Mission Station in South Pasadena. Because 2016 ridership from the Mission Station was not available, it was estimated from the total light rail ridership in 2016, using the proportion of riders using Mission Station in 2014 compared to total light rail ridership in 2014.²⁷ It was estimated that there was an average of 3,768 riders boarding or arriving at the Mission Station each day, equating to 1,375,500 riders per year. In order to calculate GHG emissions from riders on the Gold Line, an energy intensity per rider was derived based on the total ridership for the light rail system and the total energy consumption of the entire light rail system. The derived ridership and energy intensity are provided in Table 15.

Table 15 LA Metro Light Rail Ridership and Energy Intensity

Year	Daily Light Rail Ridership ¹				Annual Ridership	Energy consumption	
	Weekday	Saturday	Sunday	Weekly Average		Total Annual (kWh) ²	Per Rider (kWh/rider)
2014	351,833	236,085	181,747	311,000	113,514,844	210,937,940	1.858
2016	348,505	220,647	187,851	307,289	112,160,485	208,270,782	1.857

Notes: kWh = kilowatt-hour

1. Metro ridership data provided from Interactive Estimated Ridership Stats: <http://isotp.metro.net/MetroRidership/IndexRail.aspx>

2. Annual energy consumption obtained from the Metro's 2017 Energy and Resources Report .

https://media.metro.net/projects_studies/sustainability/images/report_sustainability_energyandresource_2017.pdf

GHG emissions were calculated for light rail by multiplying the energy consumption per rider by the total number of riders and the SCE electricity emission factor. The activity data, emission factors, and resulting GHG emission for public transit are provided in Table 16.

Table 16 Community Public Transit GHG Emissions

Emission Source	Activity Data	Energy Consumption	Emission Factor	Emissions (MT CO ₂ e)
Bus	190,670 VMT	NA	0.002281 MT CO ₂ e/VMT	435
Light Rail	1,375,500 Annual Riders	2,554,168 kWh ¹	0.000240 MT CO ₂ e/kWh	613
Total	NA	NA	NA	1048

Notes: kWh = kilowatt hours; MT CO₂e = metric tons of carbon dioxide equivalent; VMT = Vehicle Miles Traveled; NA = Not Applicable

1. The total energy consumption of light rail attributed to South Pasadena was derived by multiplying the estimated energy consumption per rider for 2016, as provided in Table 17, by the annual riders at Mission Station in South Pasadena.

Community Off-Road Transportation

GHG emission from off-road transportation was estimated using ICLEI U.S. Community Protocol Method TR. 8, based on the CARB's OFFROAD2007 model and the population of South Pasadena. The OFFROAD2007 model provides emissions data related to various sub-categories and use of off-road equipment, such as construction or lawn and garden equipment, based on county inventories

²⁷ Metro ridership data provided from Interactive Estimated Ridership Stats: <http://isotp.metro.net/MetroRidership/IndexRail.aspx>

(i.e. Los Angeles County). The 2016 emissions from each sub-category applicable to South Pasadena were converted from tons per day to annual emissions by multiplying the daily emissions by 365.25 days per year.²⁸ The data was scaled by South Pasadena’s population estimating that 0.26 percent of the total Los Angeles County population lives in South Pasadena, with emissions from off-road equipment attributed to the City of South Pasadena accordingly. To ensure the emissions were representative of South Pasadena, emissions from off-road equipment that would not be used in South Pasadena were excluded, including emissions related to: railroad activities, airport activities, port activities, and boat use; as there is not a railyard, airport, port, or access to a large body of water within South Pasadena. Additionally, emissions from "Transport Refrigeration Units" were excluded due to a lack of specific information related to these types of units within South Pasadena. "Recreational Equipment" emissions was limited to specialty vehicle or golf cart emissions, as South Pasadena has a golf course. All-terrain vehicles (ATVs), off-road motorcycles, minibikes, and snowmobiles were not included as there is no designated open space within South Pasadena’s jurisdictional boundaries to use such off-road recreational equipment. Thus, off-road equipment included in the OFFROAD2007 model pertained to the following sectors: construction, entertainment, lawn and garden, light commercial, and recreational.

The City of South Pasadena converted City-operated regular maintenance and grounds equipment from diesel and gas powered to electric, resulting in an annual reduction of off-road equipment emissions of 41 MT of CO₂e per year.²⁹ Thus, this reduction is subtracted from the OFFROAD2007 output, equating to community-wide off-road transportation emissions totaling 829 MT CO₂e.

3.4 Community Water and Wastewater

Water sector GHG emissions include those generated from electricity used in water consumption, centralized wastewater treatment plant (WWTP) processes, and fugitive emissions. The inclusion of these emission sources in the water sector is based on the guidance of the ICLEI *U.S. Community Protocol*. A summary of the water and wastewater emissions is provided in Table 17, with the methodology of emission calculations detailed in the following section.

Table 17 Community Water and Wastewater GHG Emissions Summary

Emission Source	Activity Data	Emissions (MT CO₂e)
Water Supply	1,118 MG	700
Wastewater Fugitive and Process Emissions		111
Wastewater Treatment and Collection Emissions	540 MG	216
Total	NA	1,027

Notes: MG = Million Gallons; MT CO₂e = metric tons of carbon dioxide equivalent

²⁸ 365.25 days were used to account for leap year, which occurs every four years.

²⁹ South Coast Air Quality Management District 2019. Cities in Action – South Pasadena. *ADVISOR*. Vol. 26 No.3. May/June 2019.

Community Water Supply

Water supplied to the community indirectly contributes emissions through the use of energy to extract, convey, treat, and deliver water. The amount of energy required for community water usage was calculated following ICLEI *U.S. Community Protocol* Method WW.14, where energy required for each segment of the water cycle was estimated using energy intensities specific to the water segment. Water supplied to South Pasadena is approximately 99.5% sourced from well production from the San Gabriel Basin with the remainder purchased from Pasadena Water and Power (PWP) and Metropolitan Water District (0.47 and 0.07 percent, respectively). The energy intensity for the City of South Pasadena was not available; therefore, the energy intensities for water conveyance and distribution for the SGWVC was used as a proxy, since SGWVC's service area is directly adjacent to the City of South Pasadena and SGWVC obtains most of its water from local groundwater pumping of the San Gabriel Basin.³⁰ The City of South Pasadena uses chlorination treatment for local groundwater which requires additional energy.³¹ Since water purchases from Metropolitan Water District are very small, they are considered negligible (<0.1 percent of water) and are not included in the inventory calculations. The total water volume undergoing each process (conveyance, treatment, and pumping) was multiplied by the energy intensity of each process to obtain a total energy consumption, which was then multiplied by the SCE electricity emission factor to obtain total GHG emissions. The volume of water, process, energy intensity, and resulting emissions are provided in Table 18. In 2016, the City of South Pasadena generated 700 MT CO_{2e} of GHG emissions from electricity consumed as a result of water supplied to the community.

³⁰ San Gabriel Valley Water Company (SGVWC) Energy Intensity values are used as a surrogate for local groundwater because the agency's supply is almost wholly pumped from San Gabriel Basin (CPUC 2010. Embedded Water Study 2. Appendix B, pg. 265. Water Agency and Function Component Study and Embedded Energy-Water Load Profiles). The energy intensities used are the averages of the lower and upper ranges: 2,501.5 kWh/MG for groundwater conveyance, and 93.5 kWh/MG for booster and raw water pumps.

³¹ Treatment for City of South Pasadena water is chlorination. According to *Energy requirements of water production, treatment, end use, reclamation and disposal* published in Renewable and Sustainable Energy Review 2012, energy intensity of chlorination treatment is 0.0024 kWh per cubic meter, which equates to 9.0. kWh per Million Gallons.

Table 18 Community Water Consumption GHG Emissions

Water Supplier	Water Process	Water Volume (MG)	Energy Intensity (kWh/MG) ^{1,2}	Emission Factor(MT CO ₂ e/kWh)	Emissions (MT CO ₂ e)
City of South Pasadena	Groundwater Pumping	1,113	2,502	0.000240	668
	Treatment		9		2
	Distribution		94		25
Pasadena Water and Power	Conveyance, Treatment and Distribution	5	3,428		4
Total	NA	NA	NA	NA	700

Notes: kWh = kilowatt hours; MT CO₂e = metric tons of carbon dioxide equivalent; MG = Million Gallons; NA = not applicable
 1. Energy intensity of the City of South Pasadena water supply was estimated to be similar to that of San Gabriel Valley Water Company (SGVWC), for which both agencies obtain their water supply almost entirely from groundwater pumping in the San Gabriel Basin. The energy intensity for SGVWC was obtained from the CPUC 2010 *Embedded Energy Water Studies Study 2: Water Agency and Function Component Study and Embedded Energy-Water Load Profiles*; Appendix B-Agency Profiles (pg 333). The average of high and low values were used from Table 3-22.
 2. The energy intensity of the entire water supply for Pasadena Water and Power was obtained from the 2015 Urban Water Management Plan. https://ww5.cityofpasadena.net/water-and-power/wp-content/uploads/sites/54/2017/08/2015_Final_UWMP.pdf.

Community Wastewater

Wastewater generated in the City of South Pasadena is collected in local sewer lines that ultimately discharge into regional treatment and disposal facilities managed by the LACSD. Community-wide generated wastewater is accounted for as a per capita generation rate (PCGR) and includes both residential and commercial wastewater flows. In 2016, the PCGR was 60 gallons per day.³² A population estimate for 2016 of 26,018, was provided by the Department of Finance, to estimate the total wastewater generated in South Pasadena.³³ Accordingly, it was estimated that in 2016 the South Pasadena community generated approximately 1.56 million gallons of wastewater per day (MGD) The City of South Pasadena does not operate a wastewater facility nor is there one within the City boundaries. According to the City of South Pasadena 2015 Urban Water Management Plan (UWMP), generated wastewater entering the sewer system is conveyed to the Whittier Narrows Water Reclamation Plant (WNWRP) where primary, secondary, and tertiary treatment is provided. WNWRP treats an average flow of 7.4 million gallons of wastewater per day, serving a population of approximately 150,000 from which effluent flow is primarily discharged to the San Gabriel and Rio Hondo Rivers for groundwater recharge purposes.^{34,35} Primary and secondary biosolids generated from processing at the WNWRP are returned to the LACSD outfall system and are pumped to anaerobic digestors at the Joint Waters Pollution Control Plant (JWPCP) which processes

³² City of South Pasadena 2015 UWMP. Pg. 6-15. (<https://www.southpasadenaca.gov/home/showdocument?id=2905>).

³³ Department of Finance. E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2019 with 2010 Census Benchmark. (<http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/>)

³⁴ Whittier Narrows average treatment: City of El Monte Downtown Main Street TOD Specific Plan Final EIR. Update of the EIR. 2017. Pg. 42. <http://www.elmonteca.gov/DocumentCenter/View/1420/Final-EIR-and-Responses-to-Comments-March-2017?bidid=>

³⁵ Sanitation District of Los Angeles. 2012. Joint Outfall Systems 2010 Master Facilities Plan Final EIR/EIS. Chapter 2. Pg. 2-17. <https://www.lacsd.org/civicax/filebank/blobload.aspx?blobid=3258>

approximately 257 million gallons of wastewater per day, serving a population of approximately 3,500,000.³⁶

Since separate phases of the wastewater treatment occur at separate facilities, ICLEI *U.S. Community Protocol* Method WW.13 was used to attribute these emissions to the plant associated with the emission sources, scaled by the population of South Pasadena relative to the total population served by the plant. Accordingly, emissions associated with anaerobic digesters were attributed to the JWPCP facility using ICLEI *U.S. Community Protocol* Method WW.1 and WW.2, and fugitive emissions associated with the nitrification-denitrification process and effluent discharge from the plant were attributed to the WNWRP using ICLEI *U.S. Community Protocol* Method WW.7 and WW.12. The total emissions, as calculated from each of the wastewater treatment facilities and the attribution of these emissions to South Pasadena, are provided in Table 19.

³⁶ Sanitation District of Los Angeles. 2012. Joint Outfall Systems 2010 Master Facilities Plan Final EIR/EIS. Chapter 2. Pg. 2-12. <https://www.lacsd.org/civicax/filebank/blobdload.aspx?blobid=3258>

Table 19 Community Wastewater Treatment Process and Fugitive GHG Emissions

Emission Source	Population Served ^{1,2}	Emission Process	Total Facility Emissions (MT CO ₂ e) ³	South Pasadena Attribution Factor (City Pop./Facility Service Pop.) ⁴	Attributed Emissions (MT CO ₂ e)
Whittier Narrows Water Reclamation Plant (WNWRP)	150,000	Process N ₂ O from Nitrification-Denitrification	278	0.1735	48
		Fugitive N ₂ O from Effluent Discharge	360		62
Joint Waters Pollution Control Plant (JWPCP)	1,000,000	CH ₄ Emissions from Combustion of Digester Gas	<1	0.0074	<1
		N ₂ O Emissions from Combustion of Digester Gas	<1		<1
Total	NA	NA	NA	NA	111

Notes: Value may not add up due to rounding

MT CO₂e = metric tons of carbon dioxide equivalent; CH₄ = Methane; N₂O = Nitrous Oxide; Pop. = Population; NA = not applicable

1. Population served by LACSD's WNWRP by LACSD website

https://lacs.org/wastewater/wwfacilities/joint_outfall_system_wrp/whittier_narrows.asp.

2. Population served by LACSD's JWPCP by LACSD website <https://lacs.org/wastewater/wwfacilities/jwpcp/default.asp>

3. N₂O and CH₄ emissions were converted to MT CO₂e using the appropriate global warming potentials (CH₄ GWP = 28; N₂O HGWP = 265).

4. The South Pasadena attribution factor is used to attribute a portion of the total emissions from each wastewater treatment facility to the City of South Pasadena based on population, as recommended by ICLEI U.S. Community Protocol WW.13. The South Pasadena 2016 population of 26,018 was divided by the total population served by the respective facility to derive the attribution factor.

Wastewater treatment technology specifications can vary widely between jurisdictions, as a result of process specifics, influent characteristics, and the age of infrastructure. As noted in the U.S. *Community Protocols*, the wastewater emissions calculation methodologies used here were designed as a generalized top-down approach for countries where detailed information was not available; they are a simplified approach that sacrifice accuracy. These methods have a range of accuracy for CH₄ emissions of +37% to -47% and +76% to -93% for N₂O, compared to direct source measurements.³⁷ While there is significant uncertainty in the fugitive and process emissions associated with wastewater treatment, providing estimates of their emissions provides a general understanding of the magnitude of this emission source in comparison to others.

Energy-related emissions associated with the collection and treatment of wastewater generated in South Pasadena were calculated using ICLEI U.S. *Community Protocol* Method WW.15 where emissions are due to the amount of energy required to collect and treat wastewater. LACSD specific energy intensity factors for wastewater collection and treatment were used to calculate emissions.³⁸ Based on the 1.56 MGD wastewater generation rate, it was estimated that approximately 570 MG

³⁷ ICLEI 2019. U.S. Community Protocol for Accounting and Reporting Greenhouse Gas Emissions. Appendix F – Wastewater and Water Emission Activities and Sources.

³⁸ California Public Utilities Commission (CPUC). 2010. Embedded Energy in Water Studies; Study 2: Water Agency and Function Component Study and Embedded Energy-Water Load Profiles. (<http://www.cpuc.ca.gov/general.aspx?id=4388>)

of wastewater was collected and treated in 2016, resulting in 216 MT CO₂e being generated from the associated electricity consumption. Table 20 provides the activity data, energy intensity, energy consumption, and emissions associated with wastewater collection and treatment. In 2016, approximately 216 MT CO₂e were generated from electricity used to collect and treat wastewater in South Pasadena.

Table 20 Community Wastewater Treatment and Collection GHG Emissions

Process	Annual Wastewater Flow (MG)	Energy Intensity (kWh/MG) ¹	Annual Energy Consumption (kWh)	Emission Factor(MT CO ₂ e/kWh)	Emissions (MT CO ₂ e)
Wastewater Collection	570	302	172,196	0.000240	41
Wastewater Treatment		1,275	726,985		174
Total	NA	NA	NA	NA	216

Notes: kWh = kilowatt hours; MT CO₂e = metric tons of carbon dioxide equivalent; MG = Million Gallons; NA = not applicable
Totals may not add due to rounding

1. Agency specific (LACSD) energy intensities were obtained from CPUC 2010. Embedded Energy Water Studies Study 2: Water Agency and Function Component Study and Embedded Energy-Water Load Profiles; Table 4.2 Appendix B-Agency Profiles (pg. 134); average of low and high value were applied.

3.5 Solid Waste

GHG emissions result from solid waste management and decay of organic material in solid waste. ICLEI *U.S. Community Protocol* provides multiple accounting methods to address both emissions arising from solid waste generated by a community (regardless of where it is disposed of) as well as emissions arising from solid waste disposed of inside a community’s boundaries (regardless of where it was generated). GHG emissions from the decomposition of organic material in this sector are broken down into two parts:

- Methane emissions from solid waste generated by the community in the year of the inventory, using ICLEI *U.S. Community Protocol* Method SW.4.
- Methane emissions from existing solid waste-in-place at landfills located within the community limits (waste-in-place), using ICLEI *U.S. Community Protocol* Method SW.1.

Due to the slow rate of emissions generation associated with decomposition of solid waste, this two-pronged approach also allows policy makers to target solid waste activity in a particular year, similar to other sectors (e.g., fuel combustion resulting in immediate emissions). Accounting for both of these sources will lead to some double counting in the waste sector; however, both methodologies convey different aspects of the solid waste emissions profile and are included for consistency with previous inventories. No landfills exist within the South Pasadena’s jurisdictional boundary; therefore, solid waste decay methane emissions were estimated using only ICLEI *U.S. Community Protocol* Method SW.4 to calculate the methane commitment of solid waste generated by South Pasadena in 2016. While these methane emissions are attributed to a single inventory year, the actual emissions will occur over time as waste decays in the landfill.

In addition to the GHG emissions resulting from the decomposition of solid waste in landfills, the collection, transportation, and processing of solid waste produces GHG emissions. Specifically, for

the City of South Pasadena, a small portion of the waste stream is sent to combustion facilities, which produces additional GHG emissions. The emissions from the collection of solid waste are included in the transportation sector; therefore, they are not included in the solid waste sector total emissions. However, it is beneficial to quantify these emissions for informational purposes in policy development. The following ICLEI methodologies are used to quantify solid waste process emissions:

- Process emissions, generated at landfills, associated with landfilling of community-generated waste, using ICLEI *U.S. Community Protocol Method SW.5*
- Combustion emissions associated with community-generated waste sent to combustion facilities, using ICLEI *U.S. Community Protocol Method SW.7*

A summary of the community waste sector GHG emissions is provided in Table 21, with the methodology of emission calculations detailed in the following section.

Table 21 Community Waste GHG Emissions Summary

Emission Source	Activity Data	Emissions (MT CO ₂ e)
Landfill Methane Emissions	18,484 tons	7,509
Landfilling Process Emissions	18,484 tons	203
Waste Sent to Combustion Facilities	3 tons	1
Total	NA	7,713

Notes: Totals may not add due to rounding.

kWh = kilowatt-hour; MT CO₂e = metric tons of carbon dioxide equivalent; NA = Not Applicable

Community Generated Waste

In 2016, South Pasadena produced 18,484 tons of waste which was disposed of in landfills.³⁹ ICLEI *U.S. Community Protocol Method SW.4.1* was used to calculate methane emissions based on the mass of waste landfilled, organic content of waste, and the landfill gas (LFG) capture rate of the facilities to which waste was sent. Waste generated in South Pasadena was sent to numerous landfills; therefore, the LFG capture rate used for waste generated in South Pasadena was derived from the average LFG capture of each facility, weighted by the mass of waste received. The estimated LFG capture rate was 73%, with calculation details provided in Table 22.

³⁹ Waste disposed of by landfill from South Pasadena was obtained via CalRecycle 2016 Disposal Reports by Jurisdiction. <https://www2.calrecycle.ca.gov/LGCentral/DisposalReporting/Destination/DisposalByFacility>

Table 22 Community Waste Landfill Gas Capture Rate

Facility	Waste Received (tons) ¹	Percent of Total Landfilled Waste	LFG Capture Rate ²	Weighted LFG Capture Rate
Mid-Valley Sanitary Landfill	7,602	41.1%	67.4%	
Scholl Canyon Sanitary Landfill	3,913	21.2%	79.0%	
Chiquita Canyon Sanitary Landfill	3,639	19.7%	96.9%	
San Timoteo Sanitary Landfill	2,602	14.1%	54.6%	
Azusa Land Reclamation Co. Landfill	286	1.6%	42.7%	73%
Victorville Sanitary Landfill	183	1.0%	29.1%	
Olinda-Alpha Sanitary Landfill	173	0.9%	88.6%	
Frank R. Bowerman Sanitary Landfill	45	0.2%	None Reported	
Antelope Valley Public Landfill	32	0.2%	77.6%	

Notes: LFG = Landfill Gas
1. Total waste sent to destination landfills was obtained from CalRecycle 2016 Disposal Reports by Jurisdiction. <https://www2.calrecycle.ca.gov/LGCentral/DisposalReporting/Destination/DisposalByFacility>
2. LFG capture rates determined from the United States Environmental Protection Agency's Landfill Methane Outreach Program (LMOP) database. <https://www.epa.gov/lmop/project-and-landfill-data-state>

Using the above calculated LFG capture rate, it was estimated that the waste sent to landfill by the community in 2016 would generate approximately 7,509 MT CO₂e. The activity data, calculation details, emission factors, and GHG emissions are provided in Table 23.

Table 23 Community Waste Landfill Methane Emissions

Process ¹	Solid Waste (tons)	Emission Factor (MT CH ₄ /ton of waste) ²	Oxidation Rate ³	LFG Capture Rate ⁴	Emissions (MT CO ₂ e) ⁵
Landfilled Solid Waste	18,484	0.06	0.01	0.73	7,509

Notes: LFG = Landfill Gas ; MT CO₂e = metric tons of carbon dioxide equivalent; MT CH₄ = metric tons of methane
1. Emissions calculated using U.S. Community Protocol Method SW.4.1.
2. Default emission factor from U.S. Community Protocol Method SW.4.1 used for calculations.
3. Oxidation rate represents the remaining fraction of waste mass that is not converted to methane.
4. LFG capture rate derivation provided in Table 24.
5. Total emissions are converted to CO₂e using the appropriate methane global warming potential.

Landfilling Process Emissions

Landfilling process emissions encompass the contribution of the City of South Pasadena's waste to the emissions associated with operations at the destination landfill. These emissions were calculated using ICLEI U.S. Community Protocol Method SW.5. The primary destination landfills for South Pasadena's waste are assumed to use natural gas to fuel their equipment.⁴⁰ In 2016,

⁴⁰ It is assumed that the primary fuel used for processing equipment is natural gas; however, EPA GHG Reports the primary landfills South Pasadena waste is disposed at use natural gas and propane to power stationary combustion equipment rather than purely natural gas. <https://ghgdata.epa.gov/ghgp/main.do>

landfilling process emissions attributed to South Pasadena were 203 MT of CO₂e. The activity data, calculation details, emission factors, and GHG emissions are provided in Table 24.

Table 24 Community Waste Landfilling Process GHG Emissions

Process ¹	Solid Waste (tons)	Emission Factor (MT CO ₂ /ton of waste) ²	Emissions (MT CO ₂ e) ⁵
Landfilled Solid Waste	18,484	0.011	203

Notes: MT CO₂e = metric tons of carbon dioxide equivalent
 1. Emissions calculated using *U.S. Community Protocol Method SW.5*
 2. Default emission factor from *U.S. Community Protocol Method SW.5* used for calculations, assuming natural gas fueled equipment.

Waste Sent to Combustion Facilities

A small portion of the waste generated in the City of South Pasadena is sent to waste combustion facilities and ICLEI *U.S. Community Protocols Method SW.7* was used to calculate these emissions. In 2016, the City of South Pasadena sent 3 tons of waste to waste combustion facilities.⁴¹ Emission from the waste-to-energy facilities were attributed to South Pasadena based on the attribution factor of the proportion of waste sent to the facilities to the total annual waste processed by the facility. Table 25 provides the total emissions generated from each facility for which waste from South Pasadena was sent, the total GHG emissions from the facility, and the emissions attributed to South Pasadena.

Table 25 Community Waste Sent to Combustion Facilities GHG Emissions

Facility	Total Facility Waste Processed (Tons) ¹	Waste Sent from South Pasadena (Tons) ²	Attribution Factor	Total Facility Emissions (MT CO ₂ e) ³	Emissions (MT CO ₂ e) ⁵
Commerce Refuse-To-Energy Facility	109,103	2	0.00002	58,222	1
Southeast Resource Recovery Facility	417,925	1	0.000002	141,708	<1
Total	NA	NA	NA	NA	1

Notes: MT CO₂e = metric tons of carbon dioxide equivalent
 1. Total waste received by the facility in 2016 obtained from CalRecycle Single-year Countywide Destination Detail for Los Angeles County. <https://www2.calrecycle.ca.gov/LGCentral/DisposalReporting/Destination/CountywideDetail>
 2. Total waste sent to destination landfills was obtained from CalRecycle 2016 Disposal Reports by Jurisdiction. <https://www2.calrecycle.ca.gov/LGCentral/DisposalReporting/Destination/DisposalByFacility>.
 3. Total facility emissions obtained from the U.S. EPA Facility Level Information on Greenhouse gases Tool (FLIGHT). <https://ghgdata.epa.gov/ghgp/main.do>

⁴¹ Total waste sent to destination landfills was obtained from CalRecycle 2016 Disposal Reports by Jurisdiction. <https://www2.calrecycle.ca.gov/LGCentral/DisposalReporting/Destination/DisposalByFacility>

3.6 Community GHG Inventory Results

In 2016, the South Pasadena community emitted approximately 125,269 MT CO₂e. As shown in Figure 2 and Table 26, the transportation sector was the largest source of emissions, generating approximately 67,228 MT CO₂e, or 54% of total 2016 GHG emissions. Electricity and natural gas consumption within the residential and commercial sectors were the second largest source of 2016 emissions, generating 49,301 MT CO₂e, or 39% of the total. Waste generation, including waste decay and processing resulted in 6% of the City’s emissions, while water use and wastewater generation resulted in the remaining 1%.

Figure 2 2016 Community-wide GHG Emissions by Sector

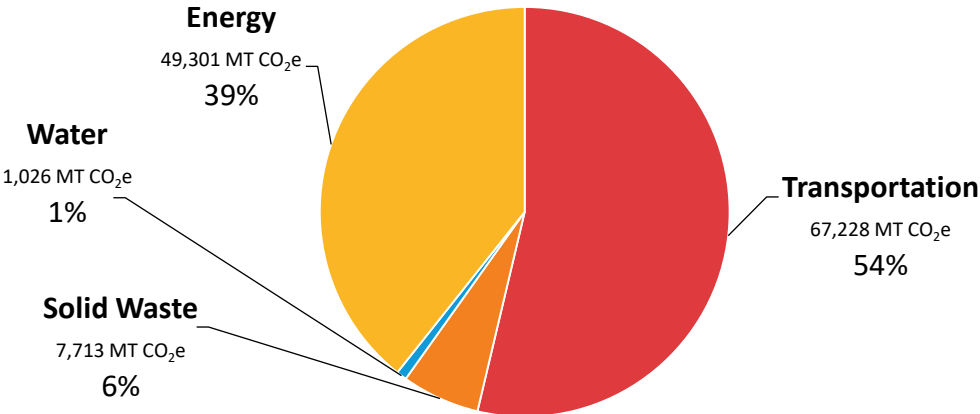


Table 26 Baseline Community-wide GHG Emissions Summary by Sector

Sector	Emissions (MT CO₂e)	Percent of Total Emissions
Energy	49,301	39%
Electricity	23,987	19%
Natural Gas	24,287	19%
Electricity Transmission and Distribution Losses	1,027	1%
Transportation	67,228	54%
On-road Transportation	65,351	52%
Off-road Equipment	829	1%
Public Transit	1,048	1%
Water	1,026	1%
Water conveyance, distribution, and treatment	700	1%
Wastewater collection and treatment	216	<1%
Wastewater Fugitive and Process Emissions	111	<1%
Solid Waste	7,712	6%
Waste Sent to Landfills	7,509	6%
Process Emissions	203	<1%
Waste Sent to Combustion Facilities	1	<1%
Total	125,269	100%

Notes: Emissions have been rounded and therefore sums may not match
MT CO₂e : Metric tons of Carbon Dioxide Equivalent

4 GHG Emissions Forecast

A baseline inventory (i.e., the City of South Pasadena’s 2016 community inventory) sets a reference point for a single year; however, annual emissions change over time due to external factors such as population and job growth. An emissions forecast accounts for projected growth and presents an estimate of GHG emissions in a future year. Calculating the difference between the GHG emissions forecast and the reduction targets set by the City determines the gap to be closed through City Climate Action Plan policies. This section quantifies an estimate of the future GHG emissions in South Pasadena and the reduction impact state regulations will have on the forecasted GHG emissions for the years 2020, 2030, 2040 and 2045.

Several indicator growth rates were developed from demographic growth projections and the results of the 2016 Community GHG Inventory and applied to the various emissions sectors to forecast future GHG emissions. These growth rates were developed from the SCAG 2016 RTP/SCS population and job projections. This forecast based solely on the 2016 GHG inventory and growth projections is considered the *business-as-usual scenario (BAU)*, where it is assumed that no additional action will occur to reduce future GHG emissions. Once *BAU* forecasted GHG emissions are established, a *legislative adjusted (adjusted) scenario* of future GHG emissions is developed which considers the GHG reduction impact of state and federal legislation on the *BAU* forecasted GHG emissions. The applicable state and federal regulatory requirements, including Corporate Average Fuel Economy standards, Advanced Clean Car Standards, Renewable Portfolio Standard, and Title 24 efficiencies, are then incorporated to accurately reflect expected reductions from state programs. The *adjusted scenario* provides a more accurate picture of future emissions growth and the responsibility of the City and community for GHG reductions to align with state GHG reduction goals.

4.1 Business-as-Usual Scenario GHG Emissions Forecast

The City of South Pasadena *BAU scenario* forecast provides an estimate of how GHG emissions would change in the forecast years if consumption trends continue as in 2016, absent any new regulations or actions that would reduce local emissions. Several indicator growth rates were developed from the 2016 GHG inventory activity levels and applied to the various emissions sectors to project future year activity data. Additionally, as part of the *BAU scenario*, forecast emission factors are assumed to remain the same as in 2016. Table 27 contains growth and emission factors used to develop the business-as-usual scenario forecast. Not included in this table is on-road transportation VMT and off-road equipment. VMT as provided from the SCAG Trip Based Regional Travel Demand Model is linked to the same SCAG 2016 RTP/SCS demographic projections used for this *BAU scenario* forecast. Forecasted emission from off-road equipment was estimated using the CARB OFFROAD2007 model and the methodology described in the *Community Off-Road Transportation* Section.

Table 27 Business-as-Usual Growth and Emission Factors

Sector	Growth Factor	Emission Factor
Residential Electricity	2,317 kWh/capita	0.000240 MT CO ₂ e/kWh
Commercial Electricity	4,323 kWh/job	0.000240 MT CO ₂ e/kWh
Residential Natural Gas	144 therm/capita	0.00531 MT CO ₂ e/therm
Commercial Natural Gas	80.1 therm/job	0.00531 MT CO ₂ e/therm
Solid Waste	0.521 tons/SP	0.417 MT CO ₂ e/ton
Water Conveyance, Distribution and Treatment Electricity	82.2 kWh/SP	0.000240 MT CO ₂ e/kWh
Wastewater Collection and Treatment Electricity	25.3 kWh/SP	0.000240 MT CO ₂ e/kWh
Wastewater Fugitive and Process Emissions	NA	0.0197 MT CO ₂ e/SP
Public Transit – Buses	5.37 VMT/SP	0.00228 MT CO ₂ e/VMT
Public Transit – Light Rail	71.7 kWh/SP	0.000240 MT CO ₂ e/kWh
Passenger On-Road Transportation	See Table 30	0.000368 MT CO ₂ e/VMT
Commercial On-Road Transportation	See Table 30	0.00138 MT CO ₂ e/VMT

Notes: kwh = kilowatt-hour; MT CO₂e = Metric Tons of Carbon Dioxide Equivalent; SP = Service Population; VMT = Vehicle Miles Traveled; NA = Not Applicable

To estimate future activity data and GHG emissions for the *BAU scenario* forecast, the growth and emission factors were applied to the demographic and VMT projections as provided in Table 28.

Table 28 Business-as-Usual Demographic and VMT projections

Sector	2020	2030	2040	2045
Population ¹	26,198	26,649	27,100	27,327
Employment ¹	9,643	10,071	10,500	10,716
Service Population ²	35,841	36,720	37,600	38,043
Passenger VMT ³	164,447,117	164,913,485	166,607,886	167,455,087
Commercial VMT ³	3,750,723	4,174,063	4,597,750	4,809,594

Notes: VMT = Vehicle Miles Traveled

1. Employment and Population projections obtained from the SCAG 2016 RTP/SCS Demographics and Growth Forecast.

http://scagrtpsc.net/Documents/2016/final/f2016RTPSCS_DemographicsGrowthForecast.pdf.

2. Service population is the sum of employment and population in the jurisdiction

3. Projected VMT attributed to the City of South Pasadena was completed by Iteris, Inc.. The SCAG Trip Based Regional Travel Demand Model, based on the SCAG 2016 RTP/SCS was used to model traffic volumes and quantify VMT attributed to South Pasadena.

Under the *BAU scenario* forecast, the City of South Pasadena’s GHG emissions are projected to continue increasing through 2045, as shown in Table 29.

Table 29 Business-as-usual Forecast by Sector

Sector	2020 (MT CO ₂ e)	2030 (MT CO ₂ e)	2040 (MT CO ₂ e)	2045 (MT CO ₂ e)
Residential Electricity	14,562	14,813	15,063	15,189
Non-residential Electricity	10,002	10,447	10,892	11,116
Transmission and Distribution Losses	1,039	1,068	1,098	1,113
Residential Gas	20,095	20,441	20,787	20,961
Non-Residential Natural Gas	4,102	4,285	4,467	4,559
Passenger On-road Transportation	60,559	60,731	61,355	61,667
Commercial On-road Transportation	5,203	5,832	6,462	6,776
Public Transit	1,056	1,082	1,107	1,121
Off-Road Equipment	892	1,050	1,184	1,251
Waste	7,789	7,981	8,172	8,268
Water	707	724	742	750
Wastewater	330	338	346	350
Total Emissions	126,337	128,792	131,675	133,121

Notes: Emissions have been rounded and therefore sums may not match
MT CO₂e = Metric Tons of Carbon Dioxide Equivalent;

4.2 Legislative Adjusted Scenario GHG Emissions Forecast

The *adjusted scenario* is based on the same base data as the *BAU scenario* but includes an adjustment for the legislative actions and associated emissions reductions occurring at the state and federal levels. These actions include regulatory requirements to increase vehicle fuel efficiency or standards to reduce the carbon intensity of electricity. The difference between the emissions projected in the *adjusted scenario* and the GHG reduction targets established for each horizon year is the amount of GHG reductions which are the responsibility of the City to align with California goals. This “gap analysis” provides the City with the total GHG emissions reduction required as well as information on the emissions sectors and sources which have the most GHG reduction opportunities.

The *adjusted scenario* forecast estimates future City of South Pasadena emissions under codified GHG reduction strategies currently being implemented at the state and federal level. The 2017 Scoping Plan Update identified several existing state programs and targets, or known commitments required by statute which can be assumed to achieve GHG reductions without City action, such as increased fuel efficiency standards of mobile vehicles. The following known commitments are factored into the *adjusted scenario* projection and a summary of the programs can be found in Table 30.

Table 30 Summary of Legislative Reductions

Legislation	2020 (MT CO ₂ e)	2030 (MT CO ₂ e)	2040 (MT CO ₂ e)	2045 (MT CO ₂ e)
Senate Bill 100 and Renewable Portfolio Standards	2,636	12,035	23,235	29,054
Title 24	31	346	660	96
Transportation (Pavley, Innovative Clean Transit, etc.)	6,971	22,671	28,852	30,001
Total	9,638	35,052	52,747	59,152

Notes: Emissions have been rounded and therefore sums may not match
 MT CO₂e = metric tons of carbon dioxide equivalent

Significant GHG reductions realized by state programs in South Pasadena will occur from the increasing decarbonization of the electricity supply due to SB 100 and the Renewable Portfolio Standard (RPS), avoiding an estimated 29,054 MT CO₂e by 2045. The City’s transportation sector will also experience a reduction of approximately 30,000 MT CO₂e by 2045 through state and federal fuel efficiency and tailpipe emissions standards. The following discussion provides an overview of the legislation included in the *adjusted scenario* forecast and the emission reduction impact of each of the legislation categories addressed.

4.2.1 Transportation Legislation

The CARB EMFAC2017 transportation modeling program incorporates legislative requirements and regulations including the Advanced Clean Cars program (Low Emissions Vehicles III, Zero Emissions Vehicles program, etc.) and Phase 2 federal GHG Standards. Signed into law in 2002, AB 1493 (Pavley Standards) required vehicle manufactures to reduce GHG emissions from new passenger vehicles and light-duty trucks from 2009 through 2016, with a target of 30 percent reductions by 2016, while simultaneously improving fuel efficiency and reducing motorists’ costs.⁴²

Prior to 2012, mobile emissions regulations were implemented on a case-by-case basis for GHG and criteria pollutant emissions separately. In January 2012, CARB approved a new emissions-control program (the Advanced Clean Cars program) combining the control of smog, soot causing pollutants, and GHG emissions into a single coordinated package of requirements for passenger cars and light-duty trucks model years 2017 through 2025. The Advanced Clean Cars program coordinates the goals of the Low Emissions Vehicles, Zero Emissions Vehicles, and Clean Fuels Outlet programs. The new standards will reduce Californian GHG emissions by 34 percent in 2025.⁴³

Reductions in GHG emissions from the above referenced standards were calculated using the CARB EMFAC2017 model for Los Angeles County. The EMFAC2017 model integrates the estimated reductions into the mobile source emissions portion of the model.⁴⁴

⁴² California Air Resources Board. Clean Car Standards – Pavley, Assembly Bill 1493. May 2013.

⁴³ California Air Resources Board. Facts About the Advanced Clean Cars Program. December 2011. Accessed at: http://www.arb.ca.gov/msprog/zevprog/factsheets/advanced_clean_cars_eng.pdf. Accessed on: May 20, 2019

⁴⁴ Additional details are provided in the EMFAC2017 Technical Documentation, July 2018. Accessed at: <https://www.arb.ca.gov/msei/downloads/emfac2017-volume-iii-technical-documentation.pdf>. Accessed on: May 20, 2019. The Low Carbon Fuel Standard (LCFS) regulation is excluded from EMFAC2017 because most of the emissions benefits due to the LCFS come from the production cycle (upstream emissions) of the fuel rather than the combustion cycle (tailpipe). As a result, LCFS is assumed to not have a significant impact on CO₂ emissions from EMFAC’s tailpipe emissions estimates.

At the time of this forecast, the future impacts of state legislation on tailpipe emission standard in California remains uncertain due to the federal Safer Affordable Fuel Efficient (SAFE) Rule. The SAFE Rule proposes to amend certain existing Corporate Average Fuel Economy (CAFE) and GHG emission standards.⁴⁵ This specifically affects the ability of California to set its own fuel efficiency standards that supersede federal standards. The sunset year of the SAFE Rule is 2026, which is before the 2030 and 2045 target years of this CAP. Thus, there is uncertainty in the long-term impact the SAFE Rule may have on GHG emissions.

Public transit GHG emissions will also be reduced in the future through the Innovative Clean Transit (ICT) regulation, which was adopted in December 2018. It requires all public transit agencies to gradually transition to a 100-percent zero-emission bus fleet by 2040. Under ICT, large transit agencies are expected to adopt Zero-Emission Bus Rollout Plans to establish a roadmap towards zero emission public transit busses.⁴⁶

GHG Emission Reduction Impact

Transportation legislation will reduce forecasted GHG emissions from the *BAU scenario* for on-road transportation and public transit. The emission reductions are calculated based on the incorporation of the impact on vehicle emission factors, as provided in the CARB EMFAC2017 emission factor modeling software. *BAU scenario* emissions were calculated based on projected activity data and the emission factors that were used in the 2016 Community GHG Inventory. The legislative adjustments for passenger and commercial on-road transportation are calculated by using the emission factors provided by EMFAC for the indicated forecast target year. Legislative adjustments for public transit buses are estimated by assuming emission from public transit buses will be zero in 2040, in alignment with the ICT Rule, with a gradual reduction of bus emission factors to zero from 2016 levels. The activity data, emission factors, legislative reductions, and adjusted emissions for each of the emission sources impacted by transportation legislation are provided in Table 31.

⁴⁵ USEPA. Regulations for Emissions from Vehicles and Engines. <https://www.epa.gov/regulations-emissions-vehicles-and-engines/safer-affordable-fuel-efficient-safe-vehicles-proposed>. Accessed July 26th, 2020.

⁴⁶ Innovative Clean Transit. Approved August 13, 2019. https://ww2.arb.ca.gov/sites/default/files/2019-10/ictfro-Clean-Final_0.pdf?utm_medium=email&utm_source=govdelivery

Table 31 Transportation Adjusted Scenario Forecast Results by Target Year

Calculation Factor	2020	2030	2040	2045
Passenger Vehicles				
VMT	164,447,117	164,913,485	166,607,886	167,455,087
Adjusted Emission Factor (MT CO ₂ e/VMT)	0.000332	0.000245	0.000214	0.000209
Adjusted Emissions (MT CO ₂ e)	54,555	40,351	35,611	34,981
BAU Emissions (MT CO ₂ e)	60,559	60,731	61,355	61,667
Legislative Reductions (MT CO ₂ e)	6,004	20,380	25,744	26,684
Commercial Vehicles				
VMT	3,750,723	4,174,063	4,597,750	4,809,594
Adjusted Emission Factor (MT CO ₂ e/VMT)	0.001149	0.000911	0.000830	0.000816
Adjusted Emissions (MT CO ₂ e)	4,308	3,803	3,814	3,926
BAU Emissions (MT CO ₂ e)	5,203	5,832	6,462	6,776
Legislative Reductions (MT CO ₂ e)	894	2,029	2,648	2,850
Public Transit - Buses				
VMT	192,560	197,286	202,012	204,391
Adjusted Emission Factor (MT CO ₂ e/VMT)	0.000332	0.000950	0	0
Adjusted Emissions (MT CO ₂ e)	366	187	0	0
BAU Emissions (MT CO ₂ e)	439	450	461	466
Legislative Reductions (MT CO ₂ e)	73	262	461	466
Total Legislative Reductions	6,971	22,671	28,852	30,001

Notes: Emissions have been rounded and therefore sums may not match
 MT CO₂e = metric ton of carbon dioxide equivalent; VMT = vehicle miles traveled

4.2.2 Title 24

Although it was not originally intended to reduce GHG emissions, California Code of Regulations Title 24, Part 6: California’s Energy Efficiency Standards for Residential and Nonresidential Buildings, was adopted in 1978 in response to a legislative mandate to reduce California’s energy consumption, which in turn reduces fossil fuel consumption and associated GHG emissions. The standards are updated triennially to allow consideration and possible incorporation of new energy-efficient technologies and methods. Starting in 2020, new residential developments will include on-site solar generation and near-zero net energy use. For projects implemented after January 1, 2020, the California Energy Commission estimates the 2019 standards will reduce consumption by 53% for residential buildings and 30% for commercial buildings, relative to the 2016 standards. These percentage savings relate to space heating and cooling, lighting, and water heating only and do not include other appliances, outdoor lighting not attached to buildings, plug loads, or other energy

uses. The calculations and GHG emissions forecast assume all growth in the residential and commercial/industrial sectors is from new construction.

The 2017 Scoping Plan Update calls for the continuation of ongoing triennial updates to Title 24 which will yield regular increases in the mandatory energy and water savings for new construction. Future updates to Title 24 standards for residential and non-residential alterations past 2023 are not taken into consideration due to uncertainty about the magnitude of energy savings realized with each subsequent update.

GHG Emission Reduction Impact

Emission reduction from Title 24 impact the electricity and natural gas used in buildings. Emission reductions are based only on efficiency gained in new buildings from the 2019 code cycle, as the impact of future code cycles are uncertain. Reductions in future energy consumption from Title 24 were calculated from the estimated increase in energy consumption from new development in South Pasadena. This is assumed to be equivalent to the increase in energy consumption as estimated from employment and population growth in the *BAU scenario* forecast, above the baseline 2016 Community Inventory energy consumption. To account for the requirements of Title 24, new estimated residential energy consumption was reduced by 53% and new estimated non-residential energy consumption was reduced by 30%. The emission reductions from Title 24 are equivalent to the difference between *BAU scenario* energy consumption and the adjusted energy consumption multiplied by the baseline emission factor. The activity data, emission factors, legislative reductions, and adjusted emissions for each of the emission sources impacted by Title 24 are provided in Table 34. The total emissions and emission reductions provided in Table 32 are not representative of the final emission totals for the *adjusted scenario* forecast and are instead provided to show emission reductions from Title 24. Some of the emission reductions from Title 24 are offset by the emission reduction from the Renewable Portfolio Standards (RPS) and SB 100.

Table 32 Title 24 Adjusted Scenario Forecast Results by Target Year

Calculation Factor	2020	2030	2040	2045
Electricity				
BAU Residential Consumption (kWh)	60,690,232	61,734,618	62,779,004	63,304,243
Adjusted Residential Consumption (kWh)	60,634,879	61,125,741	61,616,602	61,863,465
BAU Non-Residential Consumption (kWh)	41,686,415	43,539,985	45,393,555	46,327,940
Adjusted Non-Residential Consumption (kWh)	41,630,808	42,928,307	44,225,806	44,879,876
BAU T&D Losses Consumption (kWh)	4,330,532	4,453,116	4,575,699	4,637,441
Adjusted T&D Losses Consumption (kWh)	4,325,839	4,401,486	4,477,134	4,515,243
Total Title 24 Energy Reduction (kWh)	115,653	1,272,185	2,428,717	3,011,042
Baseline Electricity Emission Factor (MT CO ₂ e/kWh)	0.000240	0.000240	0.000240	0.000240
Legislative Reductions (MT CO ₂ e)	28	305	583	722
Natural Gas				
BAU Residential Consumption (Therm)	3,784,340	3,849,463	3,914,586	3,947,337
Adjusted Residential Consumption (Therm)	3,783,884	3,844,448	3,905,012	3,935,471
BAU Non-Residential Consumption (Therm)	772,558	806,909	841,261	858,577
Adjusted Non-Residential Consumption (Therm)	772,317	804,264	836,211	852,315
Total Title 24 Energy Reduction (Therm)	696	7,660	14,623	18,127
Baseline Natural Gas Emission Factor (MT CO ₂ e/Therm)	0.00531	0.00531	0.00531	0.00531
Legislative Reductions (MT CO ₂ e)	4	41	78	96
Total Legislative Reductions¹	32	346	661	818

Notes: Values have been rounded and therefore sums may not match

MT CO₂e = metric ton of carbon dioxide equivalent; T&D Losses = Transmission and Distribution Losses; kWh = kilowatt-hour

1. Total legislative reductions may not add up to the values provided in Table 32. Some of the emission reductions that would have been realized in absence of other legislation are eroded by Renewable Portfolio Standards and Senate Bill 100. The full emission reductions are provided here for informational purposes; however, the effective emission reductions are provided in Table 38.

4.2.3 Renewables Portfolio Standard & Senate Bill 100

Established in 2002 under SB 1078, enhanced in 2015 by SB 350, and accelerated in 2018 under SB 100, California's RPS is one of the most ambitious renewable energy standards in the country. The RPS program requires investor-owned utilities, public owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 50 percent of total procurement by 2026 and 60 percent of total procurement by 2030. The RPS program further requires these entities to increase procurement from GHG-free sources to 100 percent.

SCE provides electricity in South Pasadena and is subject to the RPS requirements. SCE forecast emissions factors include reductions based on compliance with RPS requirements through 2045. In 2016, SCE reported an emissions factor of 529 pounds CO₂e per MWh.

GHG Emission Reduction Impact

GHG emission reduction from the RPS and SB 100 impact the GHG emissions from electricity used in buildings, electric powered light rail, and water and wastewater movement and treatment. Emission reductions are the change in emissions when calculating emissions based on baseline SCE electricity emission factor and the RPS-adjusted electricity emission factors. The baseline RPS for SCE in 2016 was 28%, with an emission factor of 0.000240 MT CO₂e per kWh. Adjusted electricity emission factors are calculated based on the RPS carbon-free energy percentage as compared to the baseline emission factor. The activity data, emission factors, legislative reductions, and adjusted emissions for each of the emission sources impacted by RPS and SB 100 are provided in Table 33.

Table 33 RPS and SB 100 Adjusted Scenario Forecast Results by Target Year

Calculation Factor	2020	2030	2040	2045
Adjusted Emission Factor				
RPS percentage	37%	60%	87%	100%
Adjusted Emission Factor (MT CO ₂ e/kWh)	0.000217	0.000137	0.000046	0
Building Electricity				
Adjusted Residential Consumption (kWh)	60,634,879	61,125,741	61,616,602	61,863,465
Adjusted Residential Emissions (MT CO ₂ e)	13,135	8,279	2,577	0
Adjusted Non-Residential Consumption (kWh)	41,630,808	42,928,307	44,225,806	44,879,876
Adjusted Non-Residential Emissions (MT CO ₂ e)	9,018	5,795	1,785	0
Adjusted T&D Losses Consumption (kWh)	4,325,839	4,401,486	4,477,134	4,515,243
Adjusted T&D Losses Emissions (MT CO ₂ e)	937	595	184	0
Legislative Reductions (MT CO ₂ e)	2,486	11,354	21,924	27,418
Public Transit – Light Rail				
Adjusted Light Rail Consumption (kWh)	2,569,390	2,632,446	2,695,502	2,727,251
Adjusted Light Rail Emissions (MT CO ₂ e)	557	547	123	0
Legislative Reductions (MT CO ₂ e)	60	272	524	654
Water Conveyance, Treatment and Distribution				
Adjusted Water Consumption (kWh)	2,946,398	3,018,707	3,091,015	3,127,422
Adjusted Water Emissions (MT CO ₂ e)	638	412	141	0
Legislative Reductions (MT CO ₂ e)	69	312	601	750
Wastewater Collection and Treatment				
Adjusted Wastewater Consumption (kWh)	908,095	930,381	952,667	963,888
Adjusted Wastewater Emissions (MT CO ₂ e)	197	127	43	0
Legislative Reductions (MT CO ₂ e)	21	96	185	231
Total Legislative Reductions	2,636	12,035	23,235	29,054

Notes: Values have been rounded and therefore sums may not match
 MT CO₂e = metric ton of carbon dioxide equivalent; T&D Losses = Transmission and Distribution Losses; kWh = kilowatt-hour

4.2.4 Assembly Bill 939 & Assembly Bill 341

In 2011, AB 341 set the target of 75 percent recycling, composting, or source reduction of solid waste by 2020 calling for the California Department of Resources Recycling and Recovery (also known as CalRecycle) to take a statewide approach to decreasing California’s reliance on landfills. This target was an update to the former target of 50 percent waste diversion set by AB 939.

As actions under AB 341 are not assigned to specific local jurisdictions, actions beyond the projected waste diversion target of 5.9 pounds per person per day set under AB 939 for the City of South Pasadena were quantified and credited to the City during the Climate Action Plan Play/Move development process.

4.2.5 Senate Bill 1383

SB 1383 established a methane emissions reduction target for short-lived climate pollutants in various sectors of the economy, including waste. Specifically, SB 1383 establishes targets to achieve a 50 percent reduction in the level of the statewide disposal of organic waste from the 2014 level by 2020 and a 75 percent reduction by 2025.⁴⁷ Additionally, SB 1383 requires a 20 percent reduction in “current” edible food disposal by 2025. Although SB 1383 has been signed into law, compliance at the jurisdiction-level has proven difficult. For example, Santa Clara County suggests the 75 percent reduction in organics is not likely achievable under the current structure; standardized bin colors are impractical; and the general requirement is too prescriptive.⁴⁸ As such, SB 1383 is not included as part of the adjusted forecast. Instead measures addressing compliance with SB 1383 are addressed through newly identified GHG reduction measures included in the Climate Action Plan.

4.3 Adjusted Scenario GHG Emissions Forecast Results

In the *adjusted scenario* emissions forecast, the electricity and water and wastewater sectors all experience a strong downward trend, approaching near-zero in 2045 due to stringent RPS requirements from SB 100. Natural gas emissions are expected to continue an upward trajectory until 2035 due to population and employment growth projections. This trend is partially offset due to the increasingly stringent efficiency requirements for new construction in the upcoming Title 24 code cycles. Transportation emissions are expected to decrease sharply in the next 10 to 15 years due to existing fuel efficiency requirements and fleet turnover rates. As most current regulations expire in 2025 or 2030, emissions standards will experience diminishing returns while VMT continues to increase, leading to lower rates of emissions reduction in the transportation sector. A detailed summary of South Pasadena’s projected GHG emissions under the *adjusted scenario* forecast by sector and year through 2045 can be found Table 34.

⁴⁷ CalRecycle. April 16, 2019. Short-Lived Climate Pollutants (SLCP): Organic Waste Methane Emissions Reductions (General Information). Accessed at: <https://www.calrecycle.ca.gov/climate/slcp>. Accessed on: May 20, 2019

⁴⁸ Santa Clara County. June 20, 2018. SB 1383 Rulemaking Overview. Accessed at: <https://www.sccgov.org/sites/rwr/rwrc/Documents/SB%201383%20PowerPoint.pdf>. Accessed on: May 20, 2019

Table 34 Adjusted Scenario Forecast Summary by Target Year

Sector	2016 (MT CO₂e)	2020 (MT CO₂e)	2030 (MT CO₂e)	2040 (MT CO₂e)	2045 (MT CO₂e)
Demographics					
Population	26,018	26,198	26,649	27,100	27,327
Jobs	9,471	9,643	10,071	10,500	10,716
Emissions					
Residential Electricity	14,462	13,135	8,279	2,577	0
Nonresidential Electricity	9,825	9,018	5,795	1,785	0
Transmission and Distribution Losses	1,027	937	595	184	0
Residential Natural Gas ¹	NA	20,102	20,424	20,745	20,907
Non-residential Natural Gas ¹	NA	4,103	4,273	4,442	4,528
Waste	7,713	7,789	7,981	8,172	8,268
Water Conveyance, Treatment, and Distribution	700	638	412	141	0
Wastewater Collection and Treatment	216	197	127	43	0
Wastewater Process and Fugitive Emissions	111	112	114	117	119
On-Road Transportation (Passenger)	60,400	54,555	40,351	35,611	34,981
On-Road Transportation (Commercial)	4,951	4,308	3,803	3,814	3,926
Public Transit - Buses	435	366	187	0	0
Public Transit – Light Rail	613	557	359	123	0
Off-Road Transportation and Equipment	829	892	1,050	1,184	1,251
Total Emissions	125,269	116,699	93,740	78,927	73,969
Emissions Per Capita²	4.8	4.5	3.5	2.9	2.7

Notes: Emissions have been rounded and therefore sums may not match
MT CO₂e = metric tons of carbon dioxide equivalent; NA = Not available

1. Residential and Non-residential natural gas consumption cannot be disclosed due to California Public Utilities Commission data privacy policies.

2. Emissions per Capita are the total emissions divided by the population of South Pasadena.

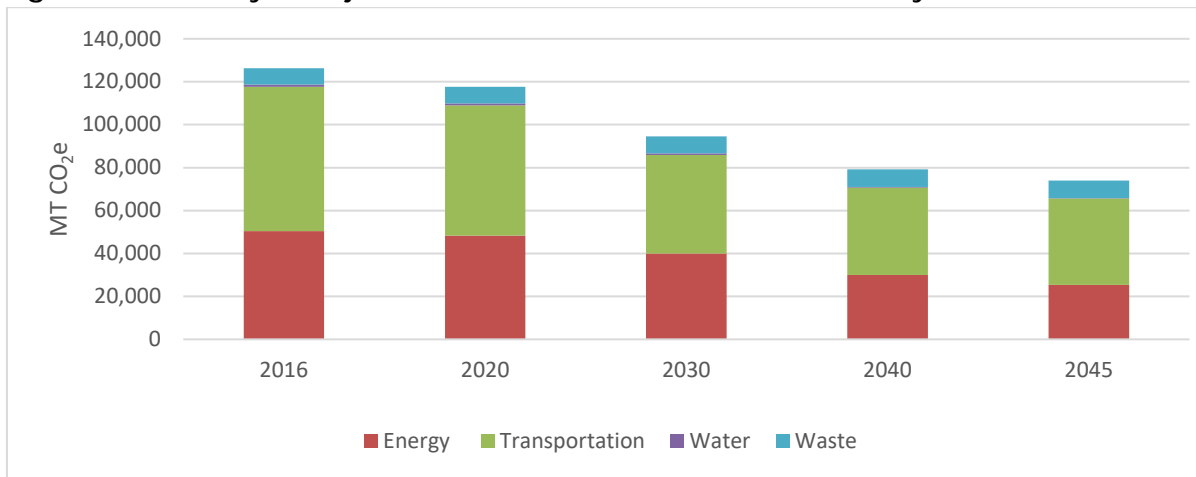
Table 35 and Figure 3 provide a summary of the *adjusted scenario* GHG emissions forecast categorized into the four primary emission sectors: energy, transportation, water and waste.

Table 35 Adjusted Scenario Forecast Sector Consolidated Summary by Target Year

Sector	2016 (MT CO ₂ e)	2020 (MT CO ₂ e)	2030 (MT CO ₂ e)	2040 (MT CO ₂ e)	2045 (MT CO ₂ e)
Energy	49,301	47,284	39,355	29,723	25,424
Transportation	67,228	60,678	45,751	40,732	40,159
Water ¹	1,026	947	653	301	119
Waste	7,713	7,789	7,981	8,172	8,268
Total Emissions	125,269	116,699	93,740	78,927	73,969

Notes: Emissions have been rounded and therefore sums may not match
 MT CO₂e = metric tons of carbon dioxide equivalent
 1. Water sector emissions include Wastewater emissions

Figure 3 Summary of Adjusted Scenario GHG Emissions Forecast by Sector



GHG emissions in the energy, transportation, and water sector are expected to decline due to the influence of state legislation. The primary emission reduction driver of the energy and waste sectors is the increased renewable energy requirements of the RPS and SB 100. These reductions decrease electricity associated emissions to zero by 2045. The transportation sector emissions are primarily reduced from increased fuel efficiency and vehicle emission standards, while some reductions come from the ICT impact to public buses and the RPS and SB 100 impact to GHG emissions from electricity used by light rail. These emission reductions from legislation offset the emissions impact from increased activity data that would be expected under the *BAU scenario*. The RPS and SB 100 emissions reductions also have an influence on water sector emissions, as the energy used for the conveyance, treatment, and distribution of water and the treatment and collection of wastewater will be reduced to zero by 2045.

GHG emission sources that are not impacted by legislation included in the *adjusted scenario* forecast are waste, off-road equipment, and wastewater process and fugitive emissions. These emissions sources are expected to continue to scale upwards with population and employment growth. Natural gas consumption is slightly reduced by Title 24 requirements, but this emissions source cannot be reduced below the baseline consumption in the 2016 Community GHG Inventory without additional action by the City of South Pasadena.

4.4 GHG Emissions Forecast Results Summary

The *BAU scenario* and *adjusted scenario* forecasts provide an assessment of how the City of South Pasadena’s future GHG emissions will change based on current conditions (*BAU scenario*) and the impact that state legislation will have on these GHG emissions (*adjusted scenario*). The *adjusted scenario* provides a metric to compare future GHG emissions against state GHG emissions targets. The difference between the adjusted forecast and the state targets, or “the gap”, represents the GHG emission reduction that South Pasadena will be responsible with the policies included in this Climate Action Plan. Table 36 and Figure 4 provide a summary of the *adjusted scenario* forecast in comparison to the *BAU scenario* emission and the baseline 2016 Community GHG Inventory.

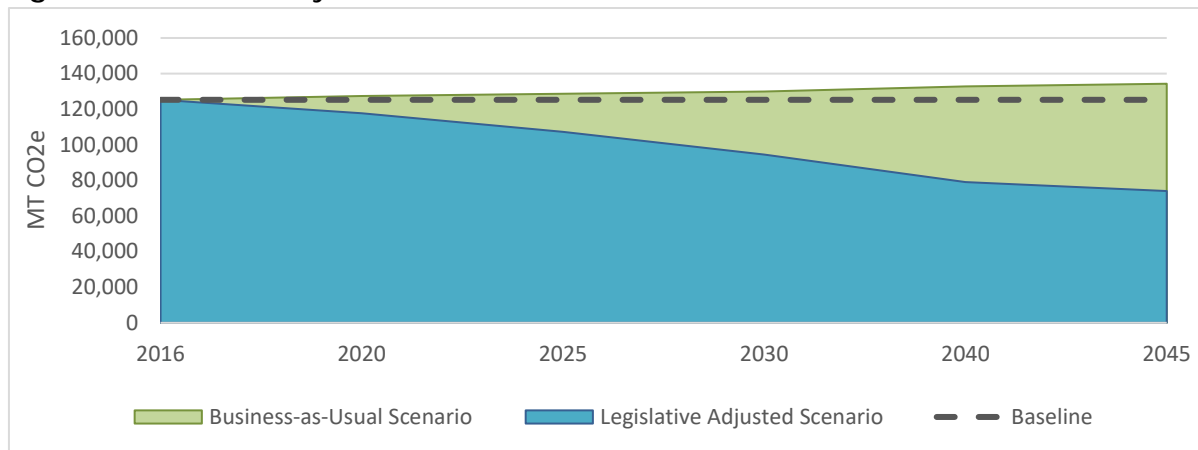
Table 36 BAU and Adjusted Scenario Forecast Summary by Target Year

Scenario	2016 (MT CO ₂ e) ¹	2020 (MT CO ₂ e)	2030 (MT CO ₂ e)	2040 (MT CO ₂ e)	2045 (MT CO ₂ e)
Business-as-Usual Scenario	125,269	126,337	128,792	131,675	133,121
Emission Reductions from Legislation	0	9,638	35,052	52,747	59,152
Legislative Adjusted Scenario	125,269	116,699	93,740	78,927	73,969

Notes: Emissions have been rounded and therefore sums may not match
 MT CO₂e = metric tons of carbon dioxide equivalent

1. 2016 GHG emission totals are the baseline from which the emission forecast scenarios are assessed.

Figure 4 Summary of GHG Emissions Forecast Scenarios



5 GHG Emissions Reduction Target Setting

GHG-reduction targets can be set as either an efficiency target (MT CO₂e per capita or per service population per year) or as a community wide mass emissions target (total MT CO₂e). With CARB's publication in 2017 of the Scoping Plan Update, the state recommended using efficiency metrics for local targets to incentivize growth in a coordinated manner and not penalize cities which are growing at significant rates.⁴⁹ Throughout this section, targets are discussed in terms of per capita metrics; however, they must occasionally be translated into absolute emissions reductions to quantify reduction measures and identify the magnitude of reductions required.

5.1 GHG Emissions Reduction Target Setting

Target setting is an iterative process which must be informed by the reductions that can realistically be achieved through the development of feasible GHG reduction measures. The purpose of target setting is to develop the trajectory toward achieving the state's 2030 goal and prepare for the deep decarbonization needed by 2045 in a cost-effective manner by setting an incremental path toward achieving the EO B-55-18 goals. There are several target pathways available to be consistent with state reduction goals, discussed further below.

- **SB 32 Target Pathway** is the pathway toward achieving the minimum reductions required by state law. This will require minimal reductions until 2030 and then steep reductions from 2030 to 2045.
- **Linear Carbon Neutrality Pathway** is an incremental linear pathway from current per capita emissions levels straight to carbon neutrality in 2045. This pathway is also compliant with the 2030 state goal.
- **Mass Emissions Reduction Pathway** is the pathway determined by reducing mass emissions without consideration to population growth. This pathway will require steep reductions to 2030 and then a slightly more gradual reduction to the 2045 carbon neutrality goal. This pathway is also compliant with the 2030 goal.

The City's baseline GHG emission inventory was completed for this CAP. As summarized in the GHG Emission Inventory (October 2019), the City generated 125,269 metric tons (MT) of carbon dioxide equivalents (CO₂e) in 2016. Based on the South Pasadena's population of 26,018 in 2016, the emissions per capita were approximately 4.81 MT CO₂e.

California achieved its 2020 goal of reaching the 1990 emissions level in 2016⁵⁰ and it is assumed that South Pasadena likewise is currently at 1990 levels;⁵¹ therefore, the 2016 baseline emissions were reduced by 40 percent to establish a 2030 target for the City. In accordance with the new CARB methodology and the statewide goal established in SB 32, this absolute emissions⁵² target was

⁴⁹ California Air Resources Board. 2017. California's Climate Change Scoping Plan, p. 99-102.

⁵⁰ CARB. July 11, 2018. Climate pollutants fall below 1990 levels for the first time. <https://ww2.arb.ca.gov/news/climate-pollutants-fall-below-1990-levels-first-time>

⁵¹ Although there may have been GHG emission reductions between 2016 and 2017 at the state and local level, the most recent state inventory that is available was completed in 2016; therefore, 2017 emissions are conservatively assumed to be the same as they were in 2016 as this methodology is the most conservative pathway to calculate South Pasadena's 1990 baseline.

⁵² Absolute emissions refer to the total quantity of GHG emissions being emitted.

then translated into a 2030 per capita efficiency target of 2.9 MT CO₂e per year by dividing the 2030 absolute target by the South Pasadena’s projected population in 2030.

South Pasadena would require local reduction measures to meet the state goals established for 2030 and 2045. Since it is assumed that South Pasadena’s 2016 emissions were equivalent to 1990 levels, South Pasadena will exceed the 2020 emissions target with no further action. The year 2030 coincides with the state targets established by SB 32, which equates to a 40% reduction below the baseline 2016 year GHG Inventory. The year 2040 is included as an interim target for reaching the 2045 state goal set by EO-B-55-18, establishing a carbon neutral emission target. South Pasadena would be required to reduce 18,578 MT CO₂e per year by 2030, 53,874 MT CO₂e per year by 2040, and 73,969 MT CO₂e per year by 2045. The *adjusted scenario* forecast emissions and the emission reduction targets are provided in Table 37, in both absolute emissions and per capita emissions metrics.

Table 37 GHG Emissions Reduction Target and Gap Analysis

Scenario	2020 (MT CO₂e)³	2030 (MT CO₂e)⁴	2040 (MT CO₂e)⁵	2045 (MT CO₂e)⁶
Absolute Emissions Target and Gap				
Absolute Emissions Adjusted Forecast (MT CO ₂ e)	116,699	93,740	78,927	73,969
Absolute Emissions Targets (MT CO ₂ e) ²	125,269	75,161	25,054	0
Remaining Emissions Gap (MT CO ₂ e)	-8,570	18,578	53,874	73,969
Per Capita Emissions Target and Gap				
Population ¹	26,198	26,649	27,100	27,327
Per Capita Adjusted Forecast (MT CO ₂ e per capita)	4.5	3.5	2.9	2.7
Per Capita Targets (MT CO ₂ e per capita) ²	4.8	2.9	1.0	0.0
Remaining Per Capita Emissions Gap (MT CO ₂ e per capita)	-0.4	0.6	1.9	2.7

Notes: MT CO₂e = metric tons of carbon dioxide equivalent
Emissions have been rounded to the nearest whole number and therefore sums may not match.
1. Population from SCAG 2016 RTP/SCS Demographic and Growth Forecast.
http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS_DemographicsGrowthForecast.pdf.
2. These provisional targets are consistent with both SB 32 and a trajectory set forth to achieve EO B-55-18 targets set by the state.
3. According to CARB, climate pollutants fell below 1990 levels for first time in 2016; therefore, the 2020 emissions target is equivalent to 2016 emission levels.
4. SB 32 requires the CARB to ensure that statewide GHG emissions are reduced to 40 percent below the 1990 level by 2030
5. Recommended interim target year
6. EO-B-55-18 sets a 2045 target of Carbon Neutrality.

5.2 Meeting the Targets

The 2020, 2030, 2040, and 2045 targets identified above will be achieved through a combination of existing state measures and the implementation of local measures that are identified in the South Pasadena Climate Action Plan. Local measures were identified through a comprehensive assessment of existing local and regional policies, programs, and actions and by assessing any gaps and identifying additional opportunities. Additional measures were developed from best practices of other similar and neighboring jurisdictions, as well as those recommended by organizations and

agencies, such as the California Air Pollution Control Officers Association (CAPCOA), the Office of Planning and Research, CARB's 2017 Scoping Plan, and Association of Environmental Professionals (AEP). Measures were vetted by City staff, stakeholders, and the community and were quantified to identify their overall contribution to meeting the City's 2020, 2030, 2040, and 2045 GHG reduction targets in the Climate Action Plan.

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Appendix D:

Substantial Evidence for Plays and Moves

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City of South Pasadena Climate Action Plan

Play and Move Substantial Evidence and Reduction Quantification

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Table of Contents

1	Introduction	1
1.1	Greenhouse Gas Emission Reductions from Moves and Plays	3
1.2	Greenhouse Gas Emission Reduction Calculation Methodology.....	6
2	Greenhouse Gas Emission Reductions	7
2.1	Cornerstone	7
2.2	Energy Sector	10
2.3	Transportation Sector	22
2.4	Water Sector	30
2.5	Waste Sector	34
2.6	Carbon Sequestration Sector	41
2.7	Municipal Operations Sector	43
3	Conclusion.....	50

Tables

Table 1	CAP Moves and Associated Emission Reductions.....	2
Table 2	Summary of GHG Emission Reduction from CAP Plays.....	4
Table 3	GHG Emissions Forecasts, Reduction Targets and Impact of Plays	5
Table 4	Play C.1 GHG Emission Reduction Calculations	9
Table 5	GHG Emission Reductions Associated with Play C.1.....	10
Table 6	2020 CPA Participation Rates.....	11
Table 7	CPA and SCE Carbon-free Electricity Mix Assumptions	12
Table 8	CPA and SCE Future Emission Factors.....	13
Table 9	2030 Play E.1 GHG Emission Reduction Calculations.....	13
Table 10	2045 Play E.1 GHG Emission Reduction Calculations.....	14
Table 11	GHG Emission Reductions Associated with Play E.1	15
Table 12	Play E.2 GHG Emission Reduction Calculations	17
Table 13	GHG Emission Reductions Associated with Play E.2	18
Table 14	Play E.3 GHG Emission Reduction Calculations	20
Table 15	GHG Emission Reductions Associated with Play E.3	21
Table 16	GHG Emission Reductions Associated with Play E.4	22
Table 17	Play T.1 GHG Emission Reduction Calculations	25
Table 18	GHG Emission Reductions Associated with Play T.1	26
Table 19	Play T.2 GHG Emission Reduction Calculations	28
Table 20	GHG Emission Reductions Associated with Play T.2	28
Table 21	Play T.3 GHG Emission Reduction Calculations	29
Table 22	GHG Emission Reductions Associated with Play T.3	30

Table 23	Play W.1 GHG Emission Reduction Calculations	33
Table 24	GHG Emission Reductions Associated with Play W.1	34
Table 25	Play SW.1 GHG Emission Reduction Calculations	36
Table 26	GHG Emission Reductions Associated with Play SW.1.....	37
Table 27	Play SW.2 GHG Emission Reduction Calculations	39
Table 28	GHG Emission Reductions Associated with Play SW.2.....	40
Table 29	Play CS.1 GHG Emission Reduction Calculations	42
Table 30	GHG Emission Reductions Associated with Play CS.1	43
Table 31	Move M.1.a GHG Emission Reduction Calculations.....	45
Table 32	Move M.1.b GHG Emission Reduction Calculations	45
Table 33	GHG Emission Reductions Associated with Play M.1	46
Table 34	Move M.2.d GHG Emission Reduction Calculations	47
Table 35	GHG Emission Reductions Associated with Play M.2	48
Table 36	GHG Emission Reductions Associated with Play M.3	49

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1 Introduction

The California Environmental Quality Act (CEQA) Guidelines Section 15183.5(b) establishes criteria to guide the preparation of a “plan for the reduction of greenhouse gas emissions.” Subsection (D) notes that a CEQA Guideline-consistent climate action plan (CAP) must include, “measures or a group of measures, including performance standards, that substantial evidence demonstrates, if implemented on a project-by-project basis, would collectively achieve the specified emissions level.” This appendix details the evidence to demonstrate that the Plays and Moves included in the South Pasadena CAP can achieve the City’s emission reduction targets for 2030.

In support of achieving compliance with the greenhouse gas (GHG) emission reduction targets developed by City of South Pasadena’s (City’s) which are consistent with the states GHG reduction goals established by Senate Bill (SB) 32 and Executive Order (EO) B-55-18. SB 32 establishes a statewide goal of reducing GHG emission to 40% below 1990 levels, while EO-B-55-18 sets the long-term goal of statewide carbon neutrality by 2045. The City has also established GHG emissions sector specific GHG reduction targets and foundational actions (Plays and Moves) to achieve them. The sector targets were developed by quantifying the GHG reductions anticipated through the implementation of the foundational Plays and Moves. The GHG reductions were calculated using published evidence provided through adequately controlled investigations, studies, and articles carried out by qualified experts that establish the effectiveness for Plays and Moves. Further, the Plays and Moves were developed to achieve the 2030 target and make substantial progress towards the 2045 target. The estimates and underlying calculations, provided in this report, include the substantial evidence and a transparent approach to achieving the City’s GHG emissions reduction target.

To focus efforts on achieving the 2030 and 2045 goals, the City is building upon previous efforts in the South Pasadena Green Action Plan, adopted November of 2019, to exceed the near-term state GHG reduction targets and achieve carbon neutrality by 2045. The City partnered with Rincon Consultants Inc. (Rincon) to identify a quantified path to achieving these goals. Rincon worked closely with City staff, stakeholders, and the community to craft and refine comprehensive, realistic, and achievable Plays and Moves that can meet or exceed the GHG reduction goals while reflecting the conditions and character of the South Pasadena community. The quantification in this report is intended to illustrate one of several viable paths to pursue as the Plays and Moves of the CAP are implemented at full scale. As required in CEQA Guidelines Section 15183.5(b)(e), mechanisms to monitor the CAP’s progress toward achieving the GHG emission reductions provided in this report have been established through the CAP development process. If, based on the tracking of community GHG emissions, the City is found to not be on target to reach the GHG reduction levels specified here for meeting SB 32 targets, the CAP as a whole or specific Plays and Moves will be required to be amended and a CAP update will be prepared that includes altered or additional Plays and Moves and evidence that upon implementation can achieve the City’s targets.

The quantification in this report also provides substantial evidence that the City can achieve consistency with SB 32’s target of 40% below 1990 by 2030 and ensure defensibility for streamlining development under the CAP as identified in CEQA Guidelines Section 15183.5(a).

Strategies are summarized by specific sector, with supporting Plays as outlined in Table 1.

Table 1 CAP Moves and Associated Emission Reductions

Sector	Play	GHG Emissions Reduction Contribution
Cornerstone	C.1	Engage South Pasadena youth in climate change action and provide education on ways to live a sustainable lifestyle. 2030: 25 MT CO ₂ e 2045: 78 MT CO ₂ e
	E.1	Maximize the usage of renewable power within the community, by continuing to achieve an opt-out rate lower than 4% for the Clean Power Alliance. 2030: 13,408 MT CO ₂ e 2045: 0 MT CO ₂ e
Energy	E.2	Electrify 100% of newly constructed buildings. 2030: 228 MT CO ₂ e 2045: 935 MT CO ₂ e
	E.3	Electrify 5% of existing buildings by 2030 and 80% by 2045. 2030: 1,184 MT CO ₂ e 2045: 19,355 MT CO ₂ e
	E.4	Develop and promote reduced reliance on natural gas through increased clean energy systems that build off of renewable energy development, production, and storage. Supportive of 2030 and 2045 Goals
Transportation	T.1	Increase zero-emission vehicle and equipment adoption to 13% by 2030 and 25% by 2045. 2030: 3,774 MT CO ₂ e 2045: 6,629 MT CO ₂ e
	T.2	Implement programs for public and shared transit that decrease passenger car vehicle miles traveled 2% by 2030 and 4% by 2045. 2030: 807 MT CO ₂ e 2045: 1,399 MT CO ₂ e
	T.3	Develop and implement an Active Transportation Plan to shift 3% of passenger car vehicle miles traveled to active transportation by 2030, and 6% by 2045. 2030: 1,186 MT CO ₂ e 2045: 2,015 MT CO ₂ e
Water and Wastewater	W.1	Reduce per capita water consumption by 10% by 2030 and 35% by 2045. 2030: 0 MT CO ₂ e 2045: 0 MT CO ₂ e
Solid Waste	SW.1	Implement and enforce SB 1383 organics and recycling requirements to reduce landfilled organics waste emissions 50% by 2022 and 75% by 2025. 2030: 1,702 MT CO ₂ e 2045: 1,764 MT CO ₂ e
	SW.2	Reduce residential and commercial waste sent to landfills by 50% by 2030 and 100% by 2045. 2030: 415 MT CO ₂ e 2045: 859 MT CO ₂ e
Carbon Sequestration	CS.1	Increase carbon sequestration through increased tree planting and green space. 2030: 19 MT CO ₂ e 2045: 39 MT CO ₂ e

	M.1	Reduce carbon intensity of City operations.	2030: 188 MT CO ₂ e 2045: 188 MT CO ₂ e
Municipal	M.2	Electrify the municipal vehicle fleet and mobile equipment.	2030: 23 MT CO ₂ e 2045: 23 MT CO ₂ e
	M.3	Increase City's renewable energy production and energy resilience.	Supportive of 2030 and 2045 Goals
Total			2030: 23,373 MT CO₂e 2045: 33,284 MT CO₂e

Under each of the above Plays are a number of Moves that ensure establishment of mechanisms and supportive actions that will guide the City towards complete implementation of the Plays.

1.1 Greenhouse Gas Emission Reductions from Moves and Plays

This report presents an analysis of the GHG reduction pathway to achieve the City's fair share of GHG emissions reductions necessary to support the state's achievement of the SB 32 GHG reduction goal and provide substantial progress to achieve the 2045 goal of carbon neutrality. The reduction Plays and Moves reflect local policy and document industry best practices for achieving deep decarbonization. The emission reductions from the Moves are calculated individually to identify which Moves are most impactful for each Play and then combined to determine the total emissions reductions that can be achieved by the Play. Some Plays and Moves provide minimal or non-quantifiable GHG emission reductions; however, they support the implementation and sustainability of the play through education, teaming with the community, encouraging equity, identifying funding, evaluating feasibility, and increasing resilience to the impacts of climate. These Plays and Moves are considered "supportive," as they do not directly result in measurable GHG emission reductions; however, they support the overall goals of the CAP. The supportive Plays include: E.4, and M.3. A summary of the expected GHG emission reductions from each of the quantifiable Plays in 2030 and 2045 are provided Table 2.

Table 2 Summary of GHG Emission Reduction from CAP Plays

Move	2030 Emission Reductions (MT CO ₂ e)	2045 Emission Reductions (MT CO ₂ e)
Cornerstone 1 (C.1)	25	78
Energy 1 (E.1)	13,408	0
Energy 2 (E.2)	228	935
Energy 3 (E.3)	1,184	19,355
Energy 4 (E.4)	Supportive	Supportive
Transportation 1 (T.1)	3,774	6,629
Transportation 2 (T.2)	807	1,399
Transportation 3 (T.3)	1,186	2,015
Water 1 (W.1) ¹	414	0
Solid Waste 1 (SW.1)	1,702	1,764
Solid Waste 2 (SW.2)	415	859
Carbon Sequestration (CS.1)	19	39
Municipal 1 (M.1)	188	188
Municipal 2 (M.2)	23	23
Municipal 3 (M.3)	Supportive	Supportive
Total Reduction from Plays	22,959	33,284
Total Reduction from Current Legislation	35,052	59,152
Cumulative Reduction Below Baseline (2016)	58,011	92,436
Percent Reduction Below Baseline (2016)	46%	74%

Notes: MT CO₂e = metric tons of carbon dioxide equivalent

Supportive Plays are not discussed in this document because they do not have quantifiable emission reductions. The nature of the supportive Plays are to improve resilience promote GHG reduction.

1. There is risk of double counting emission reductions from Play W.1 with Play E.1. Play W.1 emission reductions totals are provided for informational purposes, but are not added to the emission reduction totals.

To assess the magnitude of GHG emission reductions needed to provide a fair share GHG emission reduction and contribute to achieving the state’s goal for 2030 (40% below 1990 levels) and 2045 (carbon neutrality), the City developed a *business-as-usual scenario* GHG emissions forecast which assessed the impact of growth on the City’s GHG emissions. From the *business-as-usual scenario*, a *legislative adjusted scenario* was developed which accounts for the impacts of state and federal policies on GHG emissions, to assess the GHG emission reductions the City would be responsible for to meet its emission reduction targets¹. The combined annual reductions from existing state and federal law is expected to result in a reduction of 35,052 metric tons of carbon dioxide equivalent (MT CO₂e) by 2030 and 59,152 MT CO₂e by 2045. The combined local reductions from the Plays and Moves, if implemented entirely, could result in a reduction of 22,959 MT CO₂e by 2030 and 33,284 MT CO₂e in 2045. In reference to the GHG reduction targets established using the 2016 Community GHG Inventory as the 1990 baseline, this results in a total 58,011 MT CO₂e, or 46%, reduction below the baseline in 2030, and an 92,436 MT CO₂e, or 74%, reduction below the baseline projected in

¹ The city has identified targets for 2030 (40% below 1990 levels) and 2045 (carbon neutrality) that are consistent with the state’s goals and are intended to establish a level, based on substantial evidence, below which the contribution to greenhouse gas emissions from activities covered by this CAP would not be cumulatively considerable

2045. Accordingly, the total GHG emission reductions exceed the state targets established by SB 32, of a 40% reduction in GHG emissions below 1990 levels, by 4,380 MT CO₂e. The remaining gap to reach carbon neutrality in 2045 remains at 40,587 MT CO₂e. While the Plays and Moves identified in this CAP will lead to a significant progress in reducing in GHG emissions and provide a foundation for achieving net carbon neutrality; achieving carbon neutrality will require significant additional changes to the technology and systems currently in place at both the state and local level and will require further policies and programs that build on this plan. Future CAP updates will outline new measures needed to reach the ultimate target of carbon neutrality.² The GHG emissions forecast scenarios, targets, and emission reductions attained from the Plays are provided in Table 3.

Table 3 GHG Emissions Forecasts, Reduction Targets and Impact of Plays

GHG Emissions Scenario	2030 (MT CO ₂ e)	2045 Emission (MT CO ₂ e)
<i>Business-as-Usual Scenario Forecast</i> ¹	128,792	133,121
Reductions from Current Legislation	35,052	59,152
<i>Legislative Adjusted Scenario Forecast</i> ¹	93,740	73,969
Targets (SB 32 and Carbon Neutrality) ¹	75,161	0
Reductions from Plays	22,959	33,284
GHG Emissions after Reductions from Plays	70,781	40,685
Remaining Gap to Meet Targets	Target Met (-4,380)	40,587²
Percent Reduction Below Baseline (2016)	46%	74%

Notes: MT CO₂e = metric tons of carbon dioxide equivalent

1. See Appendix C for the methodology and details for establishing the forecast scenarios and the reduction targets.
2. The emissions reductions required to meet the 2045 goal will be addressed in future iterations of the Climate Action Plan through new and potentially unknown technologies that allow furthering of the following efforts: full electrification of building and transportation systems, an increased shift to shared and active mobility, and increased waste reduction and diversion

With implementation of the Plays and Moves in the CAP, the 2030 state goals can be reasonably achieved through local actions and substantial progress towards reaching the long-term goal of carbon neutrality can be demonstrated. While the CAP does not provide the GHG emissions reductions to achieve carbon neutrality by 2045, it provides evidence-based actions the City can take towards eventually attaining this target. It also illustrates the that reaching carbon neutrality will require significant additional effort and support from the state and federal governments.

²² Consistent with AEP Climate Change Committee recommendations, SB 32 is considered an interim target toward meeting the 2045 State goal. Consistency with SB 32 is considered to be contributing substantial progress toward meeting the State's long-term 2045 goals. Avoiding interference with, and making substantial progress toward, these long-term State targets is important as these targets have been set at levels that achieve California's fair share of international emissions reduction targets that will stabilize global climate change effects and avoid the adverse environmental consequences described under Section 3.1.3, *Potential Effects of Climate Change* (Executive Order B-55-18).

1.2 Greenhouse Gas Emission Reduction Calculation Methodology

The analysis and emission reduction calculations for each of the Plays of the CAP outlined in the following pages includes:

- Description of background behind the Play and the basis for GHG emission reductions
- Description of the methodology and assumptions for calculating GHG emissions reductions for applicable Plays and Moves, including reference to data sources.
- A summary of the GHG reduction impact results of GHG emissions reduction calculations.
- Summary table of the impact that the specific Play has on the overall GHG profile of the City in 2030 and 2045

GHG emission reduction calculations use conservative values to avoid over-representing the GHG emission reduction potential for any individual Move or Play. Special care has been taken to avoid double counting GHG emission reductions for Plays and Moves. Specifically, potential overlap between Municipal Sector reductions from Play M.1 and Energy Sector Play E.1, or between Transportation Sector Plays, have been closely scrutinized to eliminate potential for double counting.

Limitations and uncertainties regarding future trends in technology, behavior, and social norms are discussed in the final section of this analysis. Given time and the increasing shifts in financial markets, private industry, and governmental programs towards carbon reduction programs, these shifts may be able to help close the gap between South Pasadena's projected GHG reductions and true carbon neutrality.

2 Greenhouse Gas Emission Reductions

As mentioned above, the Moves and Plays are summarized by Sector: cornerstone, energy, transportation, water, carbon sequestration, waste, and municipal operations. This document is summarized similarly and the substantial evidence for each quantifiable Play and Move is detailed below.

2.1 Cornerstone

Play C.1 Engage South Pasadena youth in climate action and provide education on ways to live a sustainable lifestyle.

Background

The Cornerstone Play represents a unique GHG reduction Play that is specific to and a focus of pride for the community and clearly illustrates the six important components that facilitate transformational change by engaging the community and fulfilling GHG emission reduction goals. The six components of a well drafted-designed GHG reduction strategy include:

- **Education:** engage and empower residents
- **Structural Change:** set institutional and policy framework to support proposed changes
- **Associated GHG Reductions:** target emissions reductions for long-term sustainability and short-term air quality improvements
- **Equity:** ensure inclusive participation in decision making
- **Connectivity:** promote access to community resources
- **Economical:** cost effective efforts that benefit resilience and sustainability

Play C.1 embodies these ideas by working to establish a climate change education and tree planting program through the South Pasadena Unified School District.

Methodology and Assumptions

The emission reduction impact of Play C.1 results from the increased carbon sequestration capacity that is realized through an increased number of trees in South Pasadena. Move C.3 will attain GHG emission reductions through providing students with plants and trees that they can plant in their own yards or keep in pots, while Moves C.1 and C.2 are supportive to the overall success of the Play. A number of assumptions were made to estimate the number of students who would participate in a tree planting program where new trees could be planted in the yards of a student's homes. While the intent of the Play is to provide an equitable chance for all students of all income-levels and home types (i.e. multi-family, single-family, etc.) to participate in this program, the quantification of GHG reductions accounts for a conservative constraint that many residents who rent their homes do not have the ability to dig holes and plant trees on the property without the property owner's or landlord's consent. As such, GHG emission reductions only account for the number of trees that are expected to reach maturity, which is assumed to be a proportion of those that could be planted in the yards of owner-occupied homes. This number also assumes that the program would be

implemented in one single grade school level each year across all of South Pasadena Unified School District, beginning in 2023.

The number of students that would participate in the program each year was estimated as the number of students in each grade level during a school year in South Pasadena Unified School District. In 2020, there were 4,800 students enrolled in South Pasadena School District Schools.³ Based on national statistics, it was estimated that each grade level makes up about 8% of the student population; therefore, in South Pasadena, the total number of students in each grade level would be about 370.⁴

An estimate of the percentage of students living in owner-occupied homes and the participation and results of a similar residential tree giveaway program provides a conservative constraint to estimate the number of trees that would be planted annually and expected to reach maturity of greater than five years. It was assumed that the number of students in a single grade that would be living in an owner-occupied home would be proportional to the number of owner-occupied homes in South Pasadena, which is approximately 46%.⁵ Accordingly, it is estimated that 171 students in the participating grade level would live in an owner-occupied home. A review of a similar residential tree giveaway program in Sacramento, which is another Tree City USA, found that about 85% of trees given to community members were actually planted, and 71% of the trees planted reached a maturity of five years or older.⁶ Applying these percentages to the total trees planted at owner-occupied homes in South Pasadena from the program, results in an estimate that approximately 100 trees would be planted each year that would reach a maturity of five years. While the life span of these trees beyond five years is uncertain, it is assumed that this proportion of the trees planted would eventually reach full maturity and provide carbon sequestration value.

The total amount of carbon sequestered in 2030 and 2045 is estimated using the assumption that 100 trees would be planted each year, throughout the life of the program, and would provide a carbon sequestration value consistent with the amount of sequestration per tree provided in the California Air Pollution Control Officers Association (CAPCOA) *Quantifying Greenhouse Gas Mitigation Measures*. The full implementation of Play C.1 is expected by 2023, which equates to seven full years of implementation as of 2030 and 22 years as of 2045. With 100 trees planted per year expected to reach maturity, Play C.1 would result in 700 and 2200 new trees expected to provide carbon sequestration value in 2030 and 2045 respectively. Applying the CAPCOA carbon sequestration of 0.0354 MT CO₂e,⁷ play C.1 would result in 25 MT CO₂e and 78 MT CO₂e sequestered in 2030 and 2045, respectively. The calculations and assumptions used to estimate emission reductions from Play C.1 are provided in Table 4.

³ City of South Pasadena General Plan Update Draft, Introduction. <https://www.southpasadenaca.gov/home/showdocument?id=18657>.

⁴ Kurt Bauman and Jessica Davis, 2013, Estimates of School Enrollment by Grade in the American Community Survey, the Current Population Survey, and the Common Core of Data. U.S. Census Bureau. https://www.census.gov/content/dam/Census/library/publications/2013/demo/acs-cps-ccd_02-18-14.pdf

⁵ United States Census Bureau. 2020. Quick Facts: South Pasadena City, California. https://www.census.gov/quickfacts/fact/table/southpasadenacitycalifornia_US/PST045219. Accessed October 22, 2020. .

⁶ Lara A. Roman. 2013. Urban Tree Mortality. https://escholarship.org/content/qt0sh9g9gk/qt0sh9g9gk_noSplash_ad0c50431b856312557f037a2bda0dd1.pdf?mt=gar

⁷ CAPCOA Quantifying Greenhouse Gas Mitigation Measures

Table 4 Play C.1 GHG Emission Reduction Calculations

Calculation Factor	2030	2045
Total South Pasadena Unified School District Students ¹	4,800	4,800
National Average Proportion of Students at Each Grade Level ²	8%	8%
Estimated Number of Students Participating in Tree/Plant Giveaway ³	370	370
Students Participating in Program living in Owner-Occupied Homes ⁴	171	171
Percentage of Trees Planted ⁵	85%	85%
Percentage of Trees Reaching Maturity of 5 Years or Older ⁵	71%	71%
Total Trees Planted Each Year that Provide Carbon Sequestration Value	100	100
Cumulative Trees Planted through Play C.1 ⁶	700	2200
Carbon Sequestration Value of One Mature Tree (MT CO ₂ e/tree/year) ⁷	0.0354	0.0354
Total Play C.1 GHG Emissions Reductions (MT CO₂e)	25	78

Notes: MT CO₂e = metric tons of carbon dioxide; kWh = kilowatt-hour

1. City of South Pasadena 2020 General Plan Update Draft, Introduction.

<https://www.southpasadenaca.gov/home/showdocument?id=18657>.

2. Kurt Bauman and Jessica Davis, 2013, Estimates of School Enrollment by Grade in the American Community Survey, the Current Population Survey, and the Common Core of Data. U.S. Census Bureau.

https://www.census.gov/content/dam/Census/library/publications/2013/demo/acs-cps-ccd_02-18-14.pdf

3. The Estimated Number of Students Participating in Tree/Plant Giveaway assumes that the program would be implemented for one grade level each year.

4. It is conservatively assumed that trees planted at owner-occupied homes would provide carbon sequestration value, as the planting and continued maintenance of trees at rented homes can be out of the control of occupants. This number is based on 46% of total homes in South Pasadena being owner-occupied, and the assumption that an equivalent proportion of students live in owner-occupied homes. United States Census Bureau. 2020. Quick Facts: South Pasadena City, California.

<https://www.census.gov/quickfacts/fact/table/southpasadenacitycalifornia,US/PST045219>. Accessed October 22, 2020.

5. Lara A. Roman. 2013. Urban Tree Mortality.

https://escholarship.org/content/qt0sh9g9gk/qt0sh9g9gk_noSplash_ad0c50431b856312557f037a2bda0dd1.pdf?t=mtggar

6. Assumes Play C.1 is fully implemented by 2023; therefore 2030 would be the 7th year of implementation and 2045 would be the 22nd.

7. CAPCOA Quantifying Greenhouse Gas Mitigation Measures

Results

Play C.1 would result in a reduction of 25 MT CO₂e in 2030 and 78 MT CO₂e in 2045, as shown in Table 5.

Table 5 GHG Emission Reductions Associated with Play C.1

Moves	Emission Reductions (MT CO ₂ e)		Source
	2030	2045	
C.1.a Support South Pasadena Unified School District by providing students with information on climate change and the beneficial roles of trees.	Supportive		N/A
C.1.b Utilize South Pasadena’s historic neighborhoods to demonstrate to students the importance of mature urban trees in providing shade and reducing the urban heat island effect.	Supportive		N/A
C.1.c. Identify grant funding opportunities and engage with local nurseries and tree planting programs to identify appropriate and cost-effective California native plants/trees that can be both planted in the ground or remain potted for students living in rental/multi-family homes.	25	78	N/A

2.2 Energy Sector

Play E.1 Maximize the usage of renewable power within the community, by continuing to achieve an opt-out rate lower than 4% for the Clean Power Alliance.

Background

In 2019, the residential electricity customers in the City of South Pasadena began receiving “100% Green Power” (100% renewable energy), and non-residential customers began receiving “Clean Power” (50% renewable energy) under the Clean Power Alliance (CPA). This transition from the traditional grid mix from which South Pasadena residents purchased power at the time of the 2016 Community GHG Inventory, meant that customers would begin to receive electricity purchased primarily from renewable sources. Residential customers have the option to opt-down to lower percentages of renewable sourced energy to “Clean” or “Lean” (36% renewable energy) power options, while non-residential customers can opt-up to “100% Green Power” or opt-down to “Lean Power.” Additionally, all customers have the ability to opt-out of the program entirely and continue to purchase their electricity from Southern California Edison (SCE). This is included in the CAP as a GHG Reduction Play, as it is a specific action taken by the City that will reduce the GHG emissions associated with electricity consumption. As of 2020, the City had maintained an effective 4% opt-out rate, which it will work to maintain at this level through a concerted effort to encourage customers to remain at or opt-up to the “100% Green Power” option. Through public outreach and education, the City of South Pasadena can reasonably retain the participation rates of 2020 and can also engage in more aggressive tactics if the established monitoring of CPA participation finds that participation begins to decline.

Methodology and Assumptions

The emission reduction impact of Play E.1 results from the increased renewable and carbon free electricity supplied to South Pasadena from the community’s participation in the CPA. The adjusted scenario GHG emission forecast, from which emission reduction targets are established, assumes

that energy will continue to be purchased from SCE through 2045, with the renewable and carbon free energy supply generally following the transition to 100% renewable power rate outlined in Renewable Portfolio Standards (RPS) established by Senate Bill 100.⁸ The benefit of participation in the CPA is the ability to procure its own energy sources and exceed RPS requirements. In 2020, the CPA already exceeds the RPS with its lowest renewable power option, “Lean Power,” at 36% renewable electricity. As the RPS requirements continue to increase, it is assumed that the renewable energy procured by the CPA will increase linearly until reaching 100% in 2045. The resulting future GHG emission reductions that are expected from continued implementation of Play E.1 are calculated as the difference between electricity emissions calculated in the *Legislative Adjusted* scenario GHG emissions forecast (see Appendix C) and electricity emissions that are expected under a 4% opt-out rate from the CPA.

A large percentage of the energy procured by the CPA comes from large hydroelectric power sources. Large hydroelectric power sources are not considered by the California Energy Commission to be renewable energy under the RPS;⁹ however, this power source does not generate direct GHG emissions as a result of power generation, and for the purpose of quantifying GHG emissions from energy consumption, can be considered a carbon-free electricity source.¹⁰ As such, the CPA “Lean Power” option provides energy that is considered 81% carbon-free (36% renewable and 45% carbon-free from large hydroelectric), with the remainder originating from unspecified sources of grid energy. As the RPS requirements continue to increase, it is assumed that the renewable energy procured by CPA will increase linearly until reaching 100% in 2045. The effective future emission reductions that South Pasadena will achieve from Play E.1 are calculated by assessing the GHG emissions that would be generated under a scenario with the current 2020 participation rates in the CPA and increased RPS for both the CPA and SCE.

In 2020, the City of South Pasadena had an effective CPA opt-out rate of 4.0% across both the residential and non-residential customer classes, with 2.5% of the 1,373 non-residential customers and 4.2% of the 11,052 residential customers having opted-out to receive electricity from SCE.¹¹ The 2020 rates of participation are provided in Table 6.

Table 6 2020 CPA Participation Rates

Customer Class	Number of Customers in Class	Power Option Participation Percentage			
		100% Green Power	Clean Power	Lean Power	Opt-out
Non-Residential	1,373	7.6%	88.5%	1.4%	2.5%
Residential	11,052	91.7%	0.7%	3.5%	4.2%
Total (Weighted)	12,425	82.4%	10.4%	3.2%	4.0%

Source: South Pasadena CPA Customer Statistics Report for June 2020.

⁸ Senate Bill (SB) 100 established a landmark policy requiring renewable energy and zero-carbon resources supply 100% of electric retail sales to end-use customers by 2045. SB 100 also sets in interim target of 60% renewable or carbon free electricity by 2030.

⁹ California Energy Commission. 2020. California Power Generation and Power Sources: Hydroelectric Power. <https://www.energy.ca.gov/data-reports/california-power-generation-and-power-sources/hydroelectric-power>.

¹⁰ United States Department of Energy, Office of Energy Efficiency and Renewable Energy. 2020. How Hydropower Works. <https://www.energy.gov/eere/water/how-hydropower-works>.

¹¹ South Pasadena CPA Customer Statistics Report for June 2020.

The RPS percentage of each of the CPA options for 2030 and 2045 is estimated based on the 2018 Power Content Label,¹² while SCE RPS percentage is based on the minimum RPS requirements of SB 100. As mentioned previously, the CPA RPS percentage is assumed to be a gradual increase to 100% in 2045, while SCE is presumed to be 60% in 2030 and 100% in 2045. As discussed previously, for the purpose of calculating the resulting GHG emissions from electricity consumption, large hydroelectric power sources are included as a carbon-free electricity sources and are therefore included in the total amount of carbon-free electricity provided to customers. The assumptions of the percentage of carbon-free electricity mix (RPS plus large hydroelectric) for 2018, 2030, and 2045 are provided in Table 7.

Table 7 CPA and SCE Carbon-free Electricity Mix Assumptions

Year	RPS Percentage + Large Hydroelectric			
	100% Green Power	Clean Power	Lean Power	SCE
2018	100%	87%	81%	34%
2030	100%	93%	89%	60%
2045	100%	100%	100%	100%

Source: <https://cleanpoweralliance.org/power-sources/>

Notes: Large hydroelectric power sources are not considered by the California Energy Commission to be renewable energy under the RPS; however, this power source does not generate direct GHG emissions as a result of power generation, and for the purpose of quantifying GHG emissions from energy consumption, can be considered a carbon-free electricity source.

An emission factor for electricity consumption for each of the electricity purchase options can be calculated from the respective RPS rates, assuming that the energy that is not from a renewable or carbon-free source (unspecified source) is provided at the same emission factor as the United States Environmental Protection Agency’s (USEPA) Emissions and Generation Resource Integrated Database (eGRID) 2018 Western Electricity Coordinating Council California (CAMX) emission factor of 0.0002262 MT CO₂e per kilowatt-hour (kWh).¹³ The estimated effective emission factor for each CPA option is weighted by the percentage of unspecified source energy. These respective emission factors for 2030 and 2045 for each of the CPA power option, as well as opting out to SCE’s standard power mix, are provided in Table 8. In 2045, it is expected that all electricity generation in California will have 100% renewable power, consistent with SB 100 and will therefore, generate effectively GHG emissions.

¹² <https://cleanpoweralliance.org/power-sources/>

¹³ USEPA. 2019. Emissions & Generation Resource Integrated Database (eGRID). <https://www.epa.gov/egrid/emissions-generation-resource-integrated-database-egrid>. Accessed July 24th, 2020.

Table 8 CPA and SCE Future Emission Factors

Year	Electricity Generation Emission Factor (MT CO ₂ e/kWh)			
	100% Green Power	Clean Power ¹	Lean Power ¹	Opt-out ²
2018 ³	0.000226	0.000226	0.000226	0.000226
2030	0	0.0000158	0.0000249	0.0001465
2045	0	0	0	0

Notes: MT CO₂e = metric tons of carbon dioxide; kWh =-kilowatt-hour

1. Emission factors for CPA electricity are estimated based on the Renewable Portfolio Standards provided in Table 7 and the USEPA CAMX eGRID2018 emission factors. https://www.epa.gov/sites/production/files/2020-01/documents/egrid2018_summary_tables.pdf.

2. To maintain consistency with the *Legislative Adjusted* Forecast GHG Emissions estimates used to develop GHG reduction targets, the same 2030 emissions factors for forecasted GHG emissions provided in Appendix C.

3. In 2018, South Pasadena had not yet began receiving power from CPA. Values are provided to demonstrate the reduction in electricity emission factor that occurred from South Pasadena becoming a member of the CPA.

Using the estimated emission factors in Table 8 and the estimated future electricity consumption provided in the *Legislative Adjusted* GHG Emissions Forecast, as provided in Appendix C of the CAP, the future GHG emissions under the scenario of maintaining the CPA opt-out rates of 2020 can be calculated. The difference in total GHG emissions in these two scenarios provides the expected GHG emission reductions from Play E.1. The forecasted electricity consumption, GHG emission calculations and expected GHG emission reductions for the year 2030 are provided in Table 9.

Table 9 2030 Play E.1 GHG Emission Reduction Calculations

Calculation Factor	100% Green Power	Clean Power ¹	Lean Power ¹	Opt-out ²	Total
2030 Non-Residential Electricity Consumption (kWh) ^{1 2}	3,262,551	37,991,552	600,996	1,073,208	42,928,307
2030 Residential Electricity Consumption (kWh) ^{1 2}	56,052,304	427,880	2,139,401	2,567,281	61,186,866
2030 Transmission and Distribution Losses (kWh) ^{1 2 3}	2,509,018	1,625,142	115,919	153,993	4,404,072
2030 Total Energy Consumption (kWh)	61,823,874	40,044,574	2,856,316	3,794,481	108,519,245
Play E.1 CPA Scenario GHG Emissions (MT CO ₂ e) ⁴	0	634	71	556	1,261
2030 <i>Legislative Adjusted</i> GHG Emissions Forecast Electricity Emissions (MT CO ₂ e) ¹			14,669		
Total 2030 Play E.1 GHG Emissions Reductions⁵			13,408		

Notes: MT CO₂e = metric tons of carbon dioxide; kWh =-kilowatt-hour

1. Electricity consumption by customer class, transmission and distribution losses, and total electricity GHG emissions are obtained from the *Legislative Adjusted* Forecast GHG Emissions estimates used to develop GHG reduction targets, provided in Appendix C.

2. Electricity consumption is attributed to each of the Clean Power Alliance power options according to the power option participation percentages provided in Table 6.

3. Transmission and distribution losses occur from energy lost as heat through the transmission of electricity over long distances and the distribution to lower voltage power lines. This energy is attributed by multiplying the sum of the non-residential and residential energy consumption of each customer class by the CAMX eGRID general loss factor of 4.23% for 2016. USEPA's 2016 eGRID database, February 2018. <https://www.epa.gov/energy/emissions-generation-resource-integrated-database-egrid>.

4. Play E.1 Scenario GHG Emissions are calculated by multiplying the 2030 total energy consumption by the appropriate electricity emission factors for 2030 each power option, as provided in Table 8.

5. Total Play E.1 GHG Emissions Reductions are calculated by subtracting the total Play E.1 CPA Scenario GHG Emissions from the 2030 *Legislative Adjusted* GHG Emissions Forecast Electricity Emissions. This total represents emission reductions beyond those that would be attained from SB 100 and RPS minimum requirements.

Continued implementation of Play E.1, to maintain an effective opt-out rate from the CPA of 4% or below would result in GHG emission reductions of 13,408 MT CO₂e in 2030. By dividing the resulting 2030 GHG emissions in the Play E.1 scenario (1,261 MT CO₂e) by the total electricity consumption in 2030 (108,519,245 kWh), an average electricity emission factor of 0.00001162 MT CO₂e per kWh can be derived. This accounts for all CPA power options and 4% opt-out rate and is used in emission reduction calculations for other plays so that emission reductions from this play are not double counted. No emission reductions from Play E.1 will be achieved in 2045, as GHG emissions from all electricity sources is expected to be zero. Nonetheless, the 2045 calculations are demonstrated in Table 10 for consistency.

Table 10 2045 Play E.1 GHG Emission Reduction Calculations

Calculation Factor	Total
2045 Non-Residential Electricity Consumption (kWh) ^{1,2}	61,863,465
2045 Residential Electricity Consumption (kWh) ^{1,2}	44,879,876
2045 Transmission and Distribution Losses (kWh) ^{1,2,3}	4,515,243
2045 Total Energy Consumption (kWh)	111,258,584
Play E.1 CPA Scenario GHG Emissions (MT CO ₂ e) ⁴	0
2045 <i>Legislative Adjusted</i> GHG Emissions Forecast Electricity Emissions (MT CO ₂ e) ¹	0
Total 2045 Play E.1 GHG Emissions Reductions (MT CO₂e)⁵	0

Notes: MT CO₂e = metric tons of carbon dioxide; kWh =-kilowatt-hour

1. Electricity consumption by customer class, transmission and distribution losses, and total electricity GHG emissions are obtained from the *Legislative Adjusted* Forecast GHG Emissions estimates used to develop GHG reduction targets, provided in Appendix C.
2. Electricity consumption for all power options is aggregated as all have the same emission factor and RPS percentages, as provided in Table 8.
3. Transmission and distribution losses occur from energy lost as heat through the transmission of electricity over long distances and the distribution to lower voltage power lines. This energy is attributed by multiplying the sum of the non-residential and residential energy consumption of each customer class by the CAMX eGRID general loss factor of 4.23% for 2016. USEPA’s 2016 eGRID database, February 2018. <https://www.epa.gov/energy/emissions-generation-resource-integrated-database-egrid>.
4. Play E.1 Scenario GHG Emissions are calculated by multiplying the 2045 total energy consumption by the emission factor of 0 MT CO₂e/kWh , as detailed in Table 8.
5. Total Play E.1 GHG Emissions Reductions are calculated by subtracting the total Play E.1 CPA Scenario GHG Emissions from the 2045 *Legislative Adjusted* GHG Emissions Forecast Electricity Emissions.

Results

Play E.1 would result in a reduction of 13,408 MT CO₂e in 2030 and 0 MT CO₂e in 2045, as shown in Table 11.

Table 11 GHG Emission Reductions Associated with Play E.1

Moves	Emission Reductions (MT CO ₂ e)		
	2030	2045	Source
<p>E.1.a Monitor progress and perform public outreach and education campaigns highlighting the benefits of 100% renewable energy, including:</p> <ul style="list-style-type: none"> ▪ Monitoring opt-out rates on an annual basis, ▪ Tabling at community events ▪ Establishing an informational resource page on the City website ▪ Regular social media posts ▪ Energy bill inserts 	13,408	0	City provided effective opt-out rate of 4% in 2020

Play E.2 Electrify 100% of newly constructed buildings.

Background

To reach carbon neutrality by 2045, the majority of the buildings in the City, including those that have not yet been constructed, will need to be carbon neutral. Natural gas combustion for heating and cooking in commercial and residential buildings currently¹⁴ contributes nearly 14% of South Pasadena’s total GHG emissions. By transitioning buildings from the consumption of natural gas to electricity, emissions from this source can be reduced through SB100 requirements for increased renewable electricity and the associated GHG emissions. A variety of studies have found that electrification of buildings, combined with renewable power generation is a potential path towards reaching carbon neutrality.¹⁵ Additionally, the benefits in annual utility bill savings and decreased cost associated with piping of natural gas into new construction makes all-electric buildings more cost effective in some California Building Climate Zones; including, Zone 9, where South Pasadena is located.^{16,17} As of May 2020, 30 California cities have adopted building codes that reduce reliance on natural gas.¹⁸

Methodology and Assumptions

Move E.2.e, the adoption of an Electrification Readiness reach code eliminating the piping of natural gas in new buildings and accessory dwelling units, would result in all of the emissions reductions associated with Play E.2 by transitioning the energy consumption of any new construction to primarily renewable electricity. All other Moves included would incrementally support the Play. The timing of the adoption of the Electrification Readiness ordinance will decide the amount of emission reductions that are achieved, as delaying its adoption may allow for additional development to

¹⁴ Based on 2016 Community GHG Inventory. See Appendix C.

¹⁵ Williams, James et al., Pathways to Deep Decarbonization in the United States (San Francisco: Energy and Environmental Economics, 2014); Northeastern Regional Assessment of Strategic Electrification (Northeast Energy Efficiency Partnerships, 2017); Steinberg, Daniel et al., Electrification and Decarbonization: Exploring US Energy Use and Greenhouse Gas Emissions in Scenarios with Widespread Electrification and Power Sector Decarbonization (National Renewable Energy Laboratory, 2017).

¹⁶ California Energy Codes and Standards. 2019. 2019 Cost Effectiveness Study: Low-Rise Residential New Construction. <https://localenergycodes.com/content/2019-local-energy-ordinances/>. Accessed May 25th, 2019.

¹⁷ California Energy Codes and Standards. 2019. 2019 Nonresidential New Construction Reach Code Cost Effectiveness Study. <https://localenergycodes.com/content/2019-local-energy-ordinances/>. Accessed May 25th, 2019.

¹⁸ Gough, Matt. 2020. Sierra Club. California’s Cities Lead the Way to a Gas-Free Future. <https://www.sierraclub.org/articles/2020/03/californias-cities-lead-way-gas-free-future>. Accessed May 25th, 2020.

include mixed fuels, for which the natural gas emissions will not be reduced by this ordinance. Therefore, for the purposes of this calculation, it is assumed that the ordinance will be adopted by 2025, as time will be needed from the adoption of the CAP and completion of the necessary actions under Moves E.2.e and E.2.f. The amount of future new development that will occur in South Pasadena is evaluated based on increases in employment and population provided by the Southern California Association of Governments (SCAG) 2016 *Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS) demographic projections. This growth is assumed to be constant year-over-year in the GHG emissions forecast, with each additional resident's or employee's contribution towards natural gas consumption being equivalent to the per capita or per employment natural gas consumption in the baseline inventory year, while also accounting for efficiency increases from future Title 24 requirements. The resulting calculated increase in natural gas consumption is conservative as it is assumed to be purely from new construction, and any increases beyond the time the ordinance is adopted would be shifted to electricity consumption.

Electrification of new residential and commercial construction will eliminate the use of natural gas for space heating, water heating, clothes drying, and cooking. Space heating is the largest energy use in buildings and is dominated by non-electric fuels.¹⁹ According to the U.S. Energy Information Administration (EIA) *2020 Annual Energy Outlook*, electric heat pumps for commercial space heating and cooling are two to five times more efficient than natural gas fueled equipment.²⁰ Residential electric heat pumps for space heating and cooling are six to 20 times more efficient than natural gas equipment.²¹ Emission reductions account for this increased efficiency by conservatively assuming all electric constructions will use electric equipment that is three times more efficient than natural gas fueled equipment.

As mentioned above, emission reduction calculations assume the ordinance will be adopted by 2025; therefore, increased natural gas consumption from population and employment growth beyond 2025 would be replaced by electricity consumption. Since electric appliances are approximately three times more efficient over similar natural gas burning equipment and appliances,²² the use of electric equipment instead of natural gas would result in improved energy efficiency and a reduction in overall energy consumption for replaced natural gas equipment. The electricity consumption would generate GHG emissions that would offset the reduction in natural gas emissions from electrification; however, these emissions would be minimized assuming full implementation of Play E.1. Additionally, Move E.2.f allows for some uses to not be required to convert to all electric under to be determined circumstances, such as restaurants or commercial uses that cannot operate without combustion of natural gas. It is conservatively assumed that 5% of future growth in the City will fall under this category. The calculations and assumptions used to estimate emission reductions from Play E.2 are provided in Table 11.

¹⁹ Deason, Jeff. et al.. 2018. Electrification of buildings and Industry in the United States. pp.10. https://pdfs.semanticscholar.org/27f0/d125d5316ee10565560545c0fc17d6c447a8.pdf?_ga=2.3238896.1101123906.1590438648-1004765093.1590438648. Accessed May 25th, 2020.

²⁰ EIA. 2020. Annual Energy Outlook. Table 22. Commercial Sector Energy Consumption, Floorspace, Equipment Efficiency, and Distributed Generation. <https://www.eia.gov/outlooks/aeo/data/browser/#/?id=32-AEO2020&cases=ref2020&sourcekey=0>. Accessed May 25th, 2020.

²¹ EIA. 2020. Annual Energy Outlook. Table 21. Residential Sector Equipment Stock and Efficiency, and Distributed Generation. <https://www.eia.gov/outlooks/aeo/data/browser/#/?id=30-AEO2020&cases=ref2020&sourcekey=0>. Accessed May 25th, 2020.

²² Dennis, Keith. 2015. Environmentally Beneficial Electrification: Electricity as the End-Use Option. *The Electricity Journal*. 28(9). pp. 100-112. <https://doi.org/10.1016/j.tej.2015.09.019>

Table 12 Play E.2 GHG Emission Reduction Calculations

Calculation Factor	2030	2045
Natural Gas Consumption Growth Beyond 2025 (therms) ¹	46,255	185,330
Natural Gas from Uses that Cannot be All-Electric (assumed to be 5%) ²	2,313	9,267
Resulting Natural Gas Consumption Avoided from Electrification	43,942	176,063
Natural Gas Emission Factor (MT CO ₂ e/therm) ³	0.00531	0.00531
Natural Gas GHG Emissions Avoided (MT CO ₂ e)	233	935
Resulting Increase in Electricity Consumption (kWh) ^{4,5}	451,762	1,810,053
Electricity Emission Factor Assuming Implementation of Play E.1.(MT CO ₂ e/kWh) ⁶	0.00001162	0
Additional GHG Emissions from Increased Electricity Consumption (MT CO ₂ e)	5	0
Total Play E.2 GHG Emissions Reductions (MT CO₂e)⁷	228	935

Notes: MT CO₂e = metric tons of carbon dioxide; kWh =-kilowatt-hour

1. Natural gas consumption beyond 2025 is obtained from the *Legislative Adjusted* Forecast GHG Emissions estimates used to develop GHG reduction targets, provided in Appendix C.

2. Move E.2.f allows for some new construction to not be all-electric when special circumstances prohibit, such as specific commercial processes. This is conservatively assumed to be 5% of new construction in South Pasadena.

3. Emission factors obtained from United States Environmental Protection Agency Emission Factors for Greenhouse Gas Inventories, Table 1. https://www.epa.gov/sites/production/files/2015-07/documents/emission-factors_2014.pdf.

4. The resulting increase in electricity consumption estimates a three times increase in efficiency due to the improved efficiency of electric heat pumps and other electrical equipment of natural gas. Dennis, Keith. 2015. Environmentally Beneficial Electrification: Electricity as the End-Use Option. *The Electricity Journal*. 28(9). pp. 100-112. <https://doi.org/10.1016/j.tej.2015.09.019>

5. Natural gas consumption converted to electricity using the conversion: 1 Therm = 29.3 kWh. <https://dothemath.ucsd.edu/useful-energy-relations/>

6. The electricity emission factor assuming full implementation of Play E.1 is estimated by dividing the total Play E.1 CPA Scenario GHG Emissions by the Total Energy Consumption in Table 9.

7. Total Play E.2 GHG Emissions Reductions are calculated by subtracting the Additional GHG Emissions from Increased Electricity Consumption from the Natural Gas GHG Emissions Avoided.

Results

The Moves associated with Play E.2 would result in a reduction of 241 MT CO₂e in 2030 and 984 MT CO₂e in 2045, as shown in Table 13.

Table 13 GHG Emission Reductions Associated with Play E.2

Moves	Emission Reductions (MT CO ₂ e)		Source
	2030	2045	
E.2.a Develop a webpage and materials for display at City Hall promoting the benefits of electrification and resources that can assist with the fuel-switching process.	Supportive		N/A
E.2.b Provide financial and technical resources, including hosting workforce development trainings for installers and building owners/operators to discuss benefits and technical requirements of electrification.	Supportive		N/A
E.2.c Perform regular internal trainings with planners and building officials on current state decarbonization goals and incentives available for electric homes.	Supportive		N/A
E.2.d Provide education around cooking with electric appliances, including demonstrations from chefs and/or local restaurants, as available.	Supportive		N/A
E.2.e Adopt an Electrification Readiness reach code per California Energy Commission (CEC) reach code requirements for all new buildings and accessory dwelling units which eliminates the piping of natural gas. In doing so the City will: <ul style="list-style-type: none"> ▪ Engage with stakeholders, both internal stakeholders, such as City staff and officials, and external stakeholders, such as local developers regarding the purpose and impact of the reach code ▪ Conduct a cost effectiveness study ▪ Develop and draft an ordinance ▪ Conduct public hearings, public notices, and formally adopt the ordinance ▪ Submit the adopted ordinance to the California Energy Commission (CEC) 	228	935	California Energy Codes and Standards. 2019 Cost Effectiveness Study: Low-Rise Residential New Construction. California Energy Codes and Standards. 2019 Nonresidential New Construction Reach Code Cost Effectiveness Study. Gough, Matt. 2020. Sierra Club. California’s Cities Lead the Way to a Gas-Free Future. Deason, Jeff. et al. 2018. Electrification of buildings and Industry in the United States. EIA. 2020. Annual Energy Outlook.
E.2.f Adopt an ordinance that allows granting of minor allowances for certain site development standards when there is no practical ways to design a project to be all electric.			N/A

Play E.3 Electrify 5% of existing buildings by 2030 and 80% by 2045.

Background

To further the efforts of Play E.2 in electrifying South Pasadena, the City intends to support the electrification of existing buildings through voluntary adoption of all electric appliances. The Moves the City will take to encourage fuel switching include:

- Maintaining an updated list of rebates and incentives for electric conversions and appliances (Move E.3.b)
- Providing education on the benefits of electric appliances when building permits and permits for replacement are obtained (Moves E.3.c and E.3.e)

- Working with utility providers to provide rebates on electric HVAC and water heating equipment (Move E.3.d)
- Establishing a coordinated education campaign to reduce use of natural gas (Move E.3.g)

In addition to these voluntary efforts, South Pasadena will make steps towards developing and adopting an electrification retrofit ordinance through performing an existing buildings analysis and a cost-effectiveness study (Moves E.3.f and E.3.h).

Methodology and Assumptions

The 5% target for electrification of existing buildings by 2030 is based on the voluntary replacement of natural gas fueled equipment with electric equipment, through strategic education and public outreach efforts by South Pasadena. The 2045 target of electrifying 80% of existing buildings assumes the adoption of an electrification ordinance banning the installation or replacement of natural gas burning equipment in any existing building, with the majority of the natural gas fueled equipment in the City to have reached its operational end of life by 2045.

A 2016 analysis of the effectiveness of marketing, education, and outreach associated with the Energy Upgrade California program found that approximately 10% of people reached through one-on-one interactions had decided to purchase ENERGY STAR certified appliances after the interaction.²³ Similarly, South Pasadena expects to encourage 10% of the people reached through their efforts in public education and one-on-one interactions at the permitting counter to purchase electric appliances and equipment instead of natural gas fueled alternatives. Additionally, the promotion of rebates and incentives offered through SCE would provide motivation for voluntary electrification.²⁴

It is assumed that the majority of natural gas fueled equipment would be replaced with electric equipment at its operational end-of-life. The 2018 EIA report, *Updated Buildings Sector Appliance and Equipment Cost and Efficiencies*, provides the average lifespans of various equipment types. Residential gas fired furnaces, water heaters, and stoves/cook tops have an average lifespan of 21.5, 13, and 12 years, respectively; while commercial natural gas fired furnaces, boilers, and water heaters have an average lifespan of 23, 25, and 10 years, respectively.²⁵ Taking the average lifespan of these equipment types, it is estimated that in the 10 years between 2020 and 2030, approximately 65% of all of these types of equipment in South Pasadena will have been replaced. Furthermore, under this same assumption, in the fifteen years between 2030 and 2045 approximately 80% of all of these types of equipment would reach their end of life and need to be replaced.

By 2030, with a 10% voluntary participation rate in converting to all electric equipment and an approximate 65% turnover of all natural gas appliances and equipment in South Pasadena, it is conservatively estimated that 5% of the existing buildings would be electrified. Under the assumption that replacement of natural gas equipment will be required in South Pasadena with the

²³ California Public Utilities Commission (CPUC). 2016. 2013-2015 California Statewide Marketing, Education, and Outreach Program: Verification and Integrated Effectiveness Study. pp. 88. <https://www.cpuc.ca.gov/statewidemeo/>. Accessed May 25th, 2020.

²⁴ In regions where natural gas and electric utilities are separate entities, electrification incentives are strongest. Deason, Jeff. et al.. 2018. Electrification of buildings and Industry in the United States. pp. 39. https://pdfs.semanticscholar.org/27f0/d125d5316ee10565560545c0fc17d6c447a8.pdf?_ga=2.3238896.1101123906.1590438648-1004765093.1590438648

²⁵ EIA. 2018. Updated Buildings Sector Appliance and Equipment Cost and Efficiencies. Appendix C. pp. 9, 51, 75, 90, 98, 120 <https://www.eia.gov/analysis/studies/buildings/equipcosts/pdf/full.pdf>. Accessed May 25, 2020.

adoption of an Electrification Retrofit Ordinance by 2030, the estimated turnover of 80% of natural gas equipment would result in 80% of South Pasadena buildings being electrified.

Play E.3 GHG emission reduction calculations assume that baseline natural gas consumption would be reduced by 5% by 2030 and 80% by 2045. Since electric appliances are approximately three times more efficient over similar natural gas burning equipment and appliances,²⁶ the use of electric equipment instead of natural gas would result in improved energy efficiency and a reduction in overall energy consumption for replaced natural gas equipment. This electricity consumption would generate GHG emissions that would offset the reduction in natural gas emissions from electrification; however, these emissions would be minimized assuming full implementation of Play E.1. The calculations and assumptions used to estimate emission reductions from Play E.3 are provided in Table 14.

Table 14 Play E.3 GHG Emission Reduction Calculations

Calculation Factor	2030	2045
Electrification Retrofit Goal	5%	80%
Natural Gas Consumption Reductions from Retrofits Below 2020 Baseline Consumption (therms) ¹	227,810	3,644,961
Natural Gas Emission Factor (MT CO ₂ e/therm) ²	0.00531	0.00531
Natural Gas GHG Emissions Avoided (MT CO ₂ e)	1,210	19,355
Resulting Increase in Electricity Consumption (kWh) ^{3 4}	2,224,945	35,599,120
Electricity Emission Factor Assuming Implementation of Play E.1.(MT CO ₂ e/kWh) ⁵	0.00001162	0
Additional GHG Emissions from Increased Electricity Consumption (MT CO ₂ e)	26	0
Total Play E.3 GHG Emissions Reductions (MT CO₂e)⁶	1,184	19,355

Notes: MT CO₂e = metric tons of carbon dioxide; kWh = kilowatt-hour

1. 2020 Baseline Natural Gas Consumption is obtained from the *Legislative Adjusted Forecast* GHG Emissions estimates used to develop GHG reduction targets, provided in Appendix C.

2. Emission factors obtained from United States Environmental Protection Agency Emission Factors for Greenhouse Gas Inventories, Table 1. https://www.epa.gov/sites/production/files/2015-07/documents/emission-factors_2014.pdf.

3. The resulting increase in electricity consumption estimates a three times increase in efficiency due to the improved efficiency of electric heat pumps and other electrical equipment of natural gas. Dennis, Keith. 2015. Environmentally Beneficial Electrification: Electricity as the End-Use Option. *The Electricity Journal*. 28(9). pp. 100-112. <https://doi.org/10.1016/j.tej.2015.09.019>

4. Natural gas consumption converted to electricity using the conversion: 1 Therm = 29.3 kWh. <https://dothemath.ucsd.edu/useful-energy-relations/>

5. The electricity emission factor assuming full implementation of Play E.1 is estimated by dividing the total Play E.1 CPA Scenario GHG Emissions by the Total Energy Consumption in Table 9.

6. Total Play E.3 GHG Emissions Reductions are calculated by subtracting the Additional GHG Emissions from Increased Electricity Consumption from the Natural Gas GHG Emissions Avoided.

Results

Play E.3 would result in a reduction of 1,184 MT CO₂e in 2030 and 19,355 MT CO₂e in 2045, as shown in Table 15.

²⁶ Dennis, Keith. 2015. Environmentally Beneficial Electrification: Electricity as the End-Use Option. *The Electricity Journal*. 28(9). pp. 100-112. <https://doi.org/10.1016/j.tej.2015.09.019>

Table 15 GHG Emission Reductions Associated with Play E.3

Moves	Emission Reductions (MT CO ₂ e)		
	2030	2045	Source
E.3.a Develop an existing building electrification permit tracking program to track annual progress in achieving the targeted electrification goal.		Supportive	N/A
E.3.b Keep an updated list of rebates and incentives available to residents who would like to convert their buildings to electric power.			CPUC. 2016. 2013-2015 California Statewide Marketing, Education, and Outreach Program: Verification and Integrated Effectiveness Study.
E.3.c Provide education on the potential energy savings and benefits of electric heat pumps for water heating and space heating when permits for replacement are obtained.			Deason, Jeff. et al. 2018. Electrification of buildings and Industry in the United States.
E.3.d Work with Southern California Edison (SCE) and/or the Clean Power Alliance to provide rebates for residential replacement of natural gas-powered air and water heating appliances with electric-powered.			EIA. 2018. Updated Buildings Sector Appliance and Equipment Cost and Efficiencies. Appendix C.
E.3.e Promote water heater, space heating, and appliance (electric stoves/dryers) replacement programs and incentives (residential) at time of construction permit.	1,187	19,355	
E.3.f Perform an existing buildings analysis in order to understand the potential for electrification retrofitting in South Pasadena and establish a roadmap for eliminating natural gas from existing buildings.			
E.3.g Establish a comprehensive, coordinated education campaign focused towards property owners, landlords, property management companies, and occupants for reducing the use of natural gas in homes and businesses. Establish a shared understanding of existing incentives for electric appliances and upgrades, and how to access them, including SCE incentive programs and rebates.			
E.3.h Perform a cost-effectiveness study for electrification retrofitting, including requirements for newly permitted HVAC/hot water heaters and other appliances to be electric.		Supportive	N/A
E.3.i Develop a best practices model based on the progress electrifying existing buildings in South Pasadena and outside of South Pasadena to significantly increase electrification post-2030.		Supportive	N/A

Play E.4 Develop and promote reduced reliance on natural gas through increased clean energy systems that build off of renewable energy development, production, and storage.

Background

Efforts under Play E.4 are intended to increase South Pasadena's energy resilience rather than emission reductions. South Pasadena will reduce its reliance on natural gas and the electricity grid as natural disasters and warming temperatures pose significant risk to the disruption of power supply and safety. Reducing reliance on natural gas can reduce the risk of disasters such as major gas leaks, as well improving public health by reducing the inhalation of combustion by-products known to degrade indoor air quality.²⁷ Reducing reliance on the electricity grid can also help maintain resilience during Public Safety Power Shutoffs, which will continue to occur as wildfire

²⁷ CARB. 2020. Indoor Air Pollution from Cooking. <https://ww2.arb.ca.gov/resources/documents/indoor-air-pollution-cooking>. Accessed May 25th, 2020

seasons become longer and more destructive, due to the effects of climate change.²⁸ The City has already included many of the Moves under this Play as part of their General Plan and Strategic Plans. Play E.4 and the associated Moves are not expected to reduce overall GHG emissions and are therefore not quantified; however, they are detailed in Table 16 for reference.

Table 16 GHG Emission Reductions Associated with Play E.4

Play	Emission Reductions (MT CO ₂ e)		Source
	2030	2045	
E.4.a Conduct a Feasibility Study to assess cost and applicable locations for installation of battery back-up systems or generators throughout the City.	Supportive		N/A
E.4.b Promote installation of storage technology in concert with renewable energy infrastructure through educational programs, outreach, and information provided via City platforms.	Supportive		N/A
E.4.c Conduct "micro-grid" Feasibility/Pilot Study in support of the General Plan.	Supportive		N/A
E.4.d In support of the General Plan, develop and implement a Solar Action Plan with a goal of meeting 50% of South Pasadena's power demand through solar by 2040.	Supportive		N/A
E.4.e In support of the 2018-2019 City Strategic Plan, develop a strategy and implementation schedule for the Renewable Energy Plan, after completion of the feasibility study.	Supportive		N/A
E.4.f Adopt a PV (solar) Ordinance requiring newly constructed and majorly renovated multi-family and commercial buildings to install PV systems with an annual output greater or equal to 25% of buildings electricity demand.	Supportive		N/A
E.4.g Require all new structures or major retrofits to be pre-wired for solar panels.	Supportive		N/A
E.4.h Work with various City departments to establish and streamline battery storage requirements to allow for easier implementation of these technologies throughout the City.	Supportive		N/A
E.4.i Work with home and business owners, including those in the historic districts, to identify and promote renewable energy demonstration projects to showcase the benefits.	Supportive		N/A
E.4.j Work with SCE and the CPA to develop a program and timeline for increasing resilience to power losses, including Public Safety Power Shutoffs (PSPS), and climate-driven extreme weather events for low-income, medically dependent, and elderly populations through installation of renewable energy and onsite energy storage with islanding capabilities, following appropriate project-level environmental review.	Supportive		N/A

2.3 Transportation Sector

Play T.1 Increase zero-emission vehicle and equipment adoption to 13% by 2030 and 25% by 2045.

Background

A transition to zero-emission vehicles (ZEV) will play an essential role in the reduction of fossil fuel consumption needed for South Pasadena, and California as a whole, to reach GHG reduction targets.

²⁸ California Public Utilities Commission (CPUC). De-Energization (PSPS). <https://www.cpuc.ca.gov/deenergization/>. Accessed May 25th, 2020.

South Pasadena has established a 2030 target of having 13% of the passenger vehicle fleet be ZEV, and 25% by 2045, which aligns with the state target set by Governor Brown with Executive Order (EO) B-48-18.^{29,30} While the state and South Pasadena cannot require the purchase of ZEVs, they can work to provide sufficient electric vehicle (EV) charging infrastructure that would be required to support ZEV adoption. As market trends continue to shift towards more ZEVs being purchased, South Pasadena can facilitate this transition by:

- Developing, implementing, and funding a plan for providing, and assessing the challenges associated with, adequate EV infrastructure (Moves T.1.a and T.1.f)
- Ensuring adequate charging is available at commercial land uses and workplaces (Moves T.3.b and T.3.g)
- Promoting the benefits of ZEVs and available rebates and incentives for ZEVs and fueling infrastructure (Move T.1.d)
- Streamlining the permitting process for ZEV infrastructure (Move T.1.c)

Methodology and Assumptions

While these ZEV adoption rate targets align with state targets established by EO B-48-18, the recent federal Safer Affordable Fuel Efficient (SAFE) Vehicles Rule creates uncertainty in California's ability to set policies to reach the desired ZEV adoption. Although California may not be able to take direct action that increases ZEV adoption, EO B-48-18 outlines EV charging infrastructure needs that would allow the state to reasonably reach its target of five million ZEVs on the road in 2030. EO B-48-18 indicates that 250,000 public charging stations installed by 2025 would support the desired EV adoption, which would equate to approximately one public EV charger for every 112 passenger vehicles on the road.³¹ In order to meet the state target for ZEV public charging, this would equate to approximately 180 public EV charging stations in South Pasadena. The actual number and ideal locations for these EV charging stations would need to be further investigated through an EV Readiness Plan and Feasibility Study.

In addition to well-planned public charging stations, workplace and residential EV charging infrastructure would further support ZEV adoption. A 2015 report by Idaho National Laboratory, *Plugged In: How Americans Charge Their Electric Vehicles*, found that nearly 98% of all EV charging events occurred at home or work. In support of these findings, and to address the challenges faced by those who may not be able to install their own home chargers, adoption of an EV Readiness Reach Code would support increased infrastructure at new and existing commercial and multi-family residential developments.

²⁹ Executive Order B-48-18 provides a target of 5 million ZEVs to be in California's vehicle fleet in 2030. While this target does not provide what amount are to be passenger and light-duty vehicles, as compared to medium- and heavy- duty vehicles, it is assumed that 80% of ZEVs will be light-duty passenger vehicles, which is consistent with the previous target of 1.5 million ZEVs by 2030 (1.2 million of which are expected to be light-duty passenger vehicles, as shown in Figure 15 of the CARB 2016 *Mobile Sources Strategy*). Under these assumptions, of the 30 million expected passenger vehicles in California in 2030 (CARB 2016 *Mobile Sources Strategy*, page 67), 13% would be ZEVs. Assuming the same increase of ZEV adoption between 2030 and 2045, as occurred before 2030, there would be an approximate doubling of ZEVs by 2045.

³⁰ This analysis does not account for EO N-79-20, which directs CARB to develop regulations to achieve 100% electric vehicle car sales in CA by 2035 & 100% ZEV medium/heavy-duty vehicles by 2045. These are some pretty ambitious and exciting goals and was signed after the analysis was completed.

³¹ According to California Department of Motor Vehicles Registration Statistics, as of October 2018, there were approximately 20,000 light-duty vehicles registered in South Pasadena, 326 of which were ZEVs (1.6 percent). https://www.dmv.ca.gov/portal/dmv/detail/pubs/media_center/statistics. Accessed May 21st, 2020.

GHG emission reductions from the adoption of ZEVs assumes that the collective impact of each Move under this Play will incentivize and provide the infrastructure needed for South Pasadena to meet the ZEV adoption targets that align with state targets. The calculations assume that the 13% adoption rate in 2030 and 25% adoption rate in 2045 will result in an equivalent reduction in vehicle miles traveled (VMT) powered by fossil fuels, and emissions associated with these miles traveled would instead be accounted for in additional electricity use. The emission factors used in the *Legislative Adjusted* GHG Emissions Forecast assume that approximately 3% of total South Pasadena Passenger VMT in 2030 would be by ZEVs, and 4% in 2045.³² Increasing ZEV adoption to 13% by 2030 and 25% by 2045 would reduce GHG emissions from fossil fuel combustion by 10% and by 21% in 2045. The GHG emission reductions of Play T.1 are applied after the VMT reductions attained by Play T.2 and T.3 through increased public and shared transit and active transportation. This GHG reduction would be offset by electricity consumption which would generate a small amount of GHG emissions. The calculations and assumptions used to estimate emission reductions from Play T.1 are provided in Table 17.

³² Emission factors for the *Legislative Adjusted* GHG Emissions Forecast were obtained from the California Air Resources Board (CARB) EMFAC2017 vehicle emissions model. The model was run for 2030 and 2045 for Los Angeles County. <https://arb.ca.gov/emfac/2017/>

Table 17 Play T.1 GHG Emission Reduction Calculations

Calculation Factor	2030	2045
EV adoption target	13%	25%
<i>Legislative Adjusted</i> GHG Forecast Projected EV adoption	3%	4%
Effective Increase in EV Adoption Above <i>Legislative Adjusted</i> GHG Forecast ¹	10%	21%
Forecasted Passenger Vehicle VMT(VMT) ²	156,766,759	151,111,470
Play T.1 Reduction in VMT from Fossil Fuel Combustion (VMT) ³	15,676,676	31,733,409
Forecasted Passenger Vehicle GHG Emissions (MT CO ₂ e) ²	38,358	31,567
Play T.1 Reduction in GHG Emissions from Fossil Fuel Combustion (MT CO ₂ e) ³	3,836	6,629
Estimated 2020 Model Year Average Electricity Consumption (kwh/100 miles) ⁴	34	34
Estimated Increase in Electricity Consumption Resulting from Increased EV Adoption (kWh)	5,330,070	10,789,359
Electricity Emission Factor Assuming Implementation of Play E.1.(MT CO ₂ e/kWh) ⁵	0.0000116	0.0000000
Additional GHG Emissions from Increased Electricity Consumption (MT CO ₂ e)	62	0
Total Play T.1 GHG Emissions Reductions (MT CO₂e)⁶	3,774	6,629

Notes: MT CO₂e = metric tons of carbon dioxide; kWh =-kilowatt-hour; VMT = vehicle miles traveled; EV = electric vehicle

1. The Effective Increase in EV Adoption Above *Legislative Adjusted* GHG Forecast represents the gap in EV adoption in the Los Angeles County vehicle fleet that will allow South Pasadena to reach its EV adoption target. The *Legislative Adjusted* GHG Forecast obtained EV adoption rates from the California Air Resources Board (CARB) EMFAC2017 vehicle emissions model. The model was run for 2030 and 2045 for Los Angeles County. <https://arb.ca.gov/emfac/2017/>.

2. Total Forecasted Passenger VMT and Total Forecasted Passenger Vehicle GHG Emissions account for the reductions in VMT and GHG emissions that would be realized upon full implementation of Play T.2 and T.3. See Table 21 for derivation of these values.

3. Play T.1 Reduction in VMT from Fossil Fuel Combustion and Play T.1 Reduction in GHG Emissions from Fossil Fuel Combustion are calculated as the reduction resulting from the increased adoption of EV above baseline EV adoption.

4. The Estimated 2020 Model Year Average Electricity Consumption is used to convert the reduction of VMT from fossil fuel combustion to consumption by the increased adoption of electric vehicles. 2020 model year all electric vehicles, excluding Porsche make vehicles, consume an average 34 kWh per 100 miles. <https://www.fueleconomy.gov/feg/powerSearch.jsp>. Search Criteria: 2020 model year, All Electric vehicle type. Accessed May 21st, 2020.

5. The electricity emission factor assuming full implementation of Play E.1 is estimated by dividing the total Play E.1 CPA Scenario GHG Emissions by the Total Energy Consumption in Table 9.

6. Total Play T.1 GHG Emissions Reductions are calculated by subtracting the Additional GHG Emissions from Increased Electricity Consumption from the Play T.1 Reduction in GHG Emissions from Fossil Fuel Combustion.

Results

There is no single Move under Play T.1 that will reduce GHG emission on its own. Instead, all of the Moves are collectively supportive towards increasing ZEV adoption to a level consistent with state goals. Play T.3 would result in a reduction of 3,774 MT CO₂e in 2030 and 6,629 MTCO₂e in 2045, as shown in Table 18.

Table 18 GHG Emission Reductions Associated with Play T.1

Move	Emission Reductions (MT CO ₂ e)		
	2030	2045	Source
T.1.a Develop an EV Readiness Plan to establish a path forward to increase EV infrastructure within the City and promote mode shift to EVs that is consistent with the City General Plan. In conjunction with an EV Readiness Plan, conduct a community EV Feasibility Study to assess infrastructure needs and challenges.			
T.1.b Adopt an EV Charging Retrofits in Existing Commercial and Multifamily Buildings reach code requiring major retrofits, with either a permit value over \$200,000 or including modification of parking surfaces or electric panels, to meet CalGreen requirements for “EV Ready” charging spaces and infrastructure.			CARB. 2016.
T.1.c Streamline permit processes (city, county, state, utility) for electric vehicle charging infrastructure and alternative fuel stations.			Mobile Sources Strategy
T.1.d Enhance promotion of public and private conversion to zero-emission vehicles through implementation of the City General Plan including use of City events, social media, and the City website to educate on benefits of zero-emission vehicles and available incentives.			California Department of Motor Vehicles Registration Statistics
T.1.e Establish an ordinance that restricts use of gas-powered lawn equipment, including leaf blowers, and provide information on the City website outlining available incentives.	3,774	6,629	https://www.fueleconomy.gov/feg/powerSearch.jsp
T.1.f Adopt an EV Readiness Reach Code requiring new commercial construction to provide the minimum number of EV capable spaces to meet Tier 2 requirements (20% of total). In doing so the City will: <ul style="list-style-type: none"> ▪ Engage with stakeholders, both internal stakeholders, such as local government staff and officials, and external stakeholders, such as local developers regarding the purpose and impact of the reach code ▪ Conduct a cost effectiveness study ▪ Develop and draft an ordinance ▪ Conduct public hearings, public notices, and formally adopt the ordinance; and ▪ Submit the adopted ordinance to the California Energy Commission (CEC) 			
T.1.g Earmark and identify additional funding for implementation of the EV Readiness Plan to include public charging infrastructure in key locations.			

Play T.2 Implement programs for public and shared transit that decrease passenger car vehicle miles traveled 2% by 2030 and 4% by 2045.

Background

Reducing VMT means reducing the number of miles and trips taken by on-road vehicles both intercity and intracity. South Pasadena will reduce VMT by moving trips from single occupancy vehicles to shared mobility option, such as ride-shares, buses, and LA Metro Gold Line. To do this, the City must work to increase the ease of access to various types of safe shared and public transit. South Pasadena intends to do so by:

- Conducting a Feasibility and Community Interest Study for transit improvement options to maximize utilization of near term transit improvements (Move T.2.a)
- Adopting a Transportation Demand Management (TDM) Plan that incentivizes shared transit options to and from new developments, with a focus on increasing access to public transit (MoveT.2.d)
- Pursuing shared “micro-transit” options to improve first/last mile connectivity (Move T.2.b)

- Better understanding the community’s need and motivation for traveling by car instead of by public transit (Move T.2.c)
- Providing programs that encourage minority, low-income, and senior populations to use public or shared transportation (Move T.2.e)

Methodology and Assumptions

South Pasadena is expected to experience an increase in transit ridership that is consistent with the SCAG 2016 RTP/SCS projections because Play T.2 aligns with SCAG’s strategies and recommendations. According to the SCAG 2016 RTP/SCS, an increased mode shift away from passenger vehicles will require improved operational and accessibility strategies for public transit.³³ The majority of these improvements will need to come from the transit agencies themselves; however, South Pasadena will work with these agencies to understand the needs of their community and increase public transit accessibility for all social and demographic groups. Approximately 4.5% of trips in Los Angeles County are by public transit, and through the proposed strategies for improve operations and accessibility included in the SCAG 2016 RTP/SCS, a 67% increase of trips by transit is expected by 2040.^{34,35} This corresponds to an increase of transit ridership of 3% by 2030, and a 4% increase by 2045.

It is unclear how future increases in transit ridership will change the GHG emissions associated with public transit in South Pasadena. Emissions associated with increases in service frequency by LA Metro’s Gold Line and buses are likely to be offset largely by decreased electricity emission factors and decreased tailpipe emissions from public transportation options. Thus, for calculation replicability and transparency, it is assumed that the reductions in passenger vehicle GHG emissions associated with increased transit ridership will not be offset by additional GHG emissions from increased transit ridership. The calculations and assumptions used to estimate emission reductions from Play T.2 are provided in Table 19.

³³ Southern California Association of Governments (SCAG). 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Transit Appendix. Pp. 74-76. http://scagrtpscsc.net/Documents/2016/final/f2016RTPSCS_Transit.pdf

³⁴ Southern California Association of Governments (SCAG). 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Transit Appendix. Table 4. Pp. 12. http://scagrtpscsc.net/Documents/2016/final/f2016RTPSCS_Transit.pdf

³⁵ Southern California Association of Governments (SCAG). 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Transit Appendix. Table 29. Pp. 76. http://scagrtpscsc.net/Documents/2016/final/f2016RTPSCS_Transit.pdf

Table 19 Play T.2 GHG Emission Reduction Calculations

Calculation Factor	2030	2045
Target Reduction in Passenger Vehicle VMT	2%	4%
Total Forecasted Passenger VMT (VMT) ¹	164,913,485	167,455,087
Reduction in Passenger Vehicle VMT from Play T.2 (VMT)	3,298,270	6,698,203
Total Forecasted Passenger Vehicle GHG Emissions (MT CO ₂ e) ¹	40,351	34,981
Play T.2 GHG Emissions Reductions from Reductions in Passenger Vehicle VMT (MT CO₂e)⁶	807	1,399

Notes: MT CO₂e = metric tons of carbon dioxide; VMT = vehicle miles traveled

1. Total Forecasted Passenger VMT and Total Forecasted Passenger Vehicle GHG Emissions are obtained from the *Legislative Adjusted Forecast GHG Emissions* estimates used to develop GHG reduction targets, provided in Appendix C.

Results

There is no single Move under Play T.2 that will reduce GHG emission on its own. Instead, all of the Moves are collectively supportive towards increasing transit ridership to a level consistent with the SCAG 2016 RTP/SCS. Play T.2 would result in a reduction of 807 MT CO₂e in 2030 and 1,399 MT CO₂e in 2045, as shown in Table 20.

Table 20 GHG Emission Reductions Associated with Play T.2

Move	Emission Reductions (MT CO ₂ e)		
	2030	2045	Source
T.2.a Conduct a Feasibility and Community Interest Study on the four transit improvement options of the City's General Plan.			
T.2.b Pursue a community car, bike, or e-scooter "micro-transit" share pilot consistent with City General Plan.			Southern California Association of Governments (SCAG). 2016
T.2.c Conduct local transportation surveys to better understand the community's needs and motivation for traveling by car versus other alternatives such as bus or Metro Gold Line light rail. Use survey results to inform transit expansion and improvement projects.	807	1,399	Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)
T.2.d Adopt a Transportation Demand Management (TDM) Plan for the City that includes a transit system focus. Provide incentives for implementation of TDM measures at local businesses and new developments.			
T.2.e Facilitate transportation equity through targeted provision of programs that encourage minority, low-income, disabled, and senior populations to take transit, walk, bike, use rideshare or car share.			

Play T.3 Develop and implement an Active Transportation Plan to shift 3% of baseline passenger car VMT to active transportation by 2030, and 6% by 2045.

Background

Increasing active transportation is an essential aspect of reducing the amount of VMT in South Pasadena. An Active Transportation Plan, which provides an understanding of the current conditions of sidewalks and bike lanes, will provide a framework and timeline for making the most effective infrastructure improvements to increase trips by biking and walking and reduce trips by passenger

car. A successful plan also includes identification of funding sources for which South Pasadena will pursue the establishment of developer fees. The SCAG 2016 RTP/SCS outlines specific measures and actions that are to be implemented, effectively shifting 6% of trips to active transportation by 2040, from the 2012 baseline. As part of this plan, local governments are expected to develop and implement active transportation plans that include the development of a comprehensive local bikeway and pedestrian network, using Complete Streets principles.

Move T.3.a, to develop and implement an Active Transportation Plan consistent with the General Plan and the SCAG 2016 RTP/SCS, is the cornerstone Move of Play T.3, from which the majority of GHG emission reductions will be attained. South Pasadena will provide equitable and safe access to active transportation through additional supportive Moves under Play T.3, including identifying funding for plan implementation, increasing availability of bicycle storage, conducting intersection studies, and requiring new active transportation infrastructure be developed with safety as a primary focus.

Methodology and Assumptions

This analysis assumes of South Pasadena’s design and implementation of an Active Transportation Plan that is consistent with the strategies of the SCAG 2016 RTP/SCS. It is therefore assumed that South Pasadena would attain the same active transportation mode-shift estimated for a “Semi Urban place”,³⁶ under implementation of the SCAG 2016 RTP/SCS.³⁷ Under the SCAG 2016 RTP/SCS, mode share for active transportation trips are expected to increase by 6% from the baseline year (2012) to the plan horizon year of 2040. Reduction calculations assume that this mode shift will result in a 6% reduction of passenger vehicle trips by 2040, and the baseline year for South Pasadena is the 2016 inventory year. Accordingly, with successful implementation the Active Transportation Plan, South Pasadena is expected to attain a 3% decrease in passenger vehicle VMT by 2030, and a 6% decrease in 2040. As the horizon year for the SCAG 2016 RTP/SCS is 2040, it is assumed that VMT reductions will remain at 6% beyond 2040, and into 2045. The calculations and assumptions used to estimate emission reductions from Play T.3 are provided in Table 21.

Table 21 Play T.3 GHG Emission Reduction Calculations

Calculation Factor	2030	2045
Target Reduction in Passenger Vehicle VMT	3%	6%
Forecasted Passenger VMT (VMT) ¹	161,615,215	160,756,883
Reduction in Passenger Vehicle VMT from Play T.3 (VMT)	4,848,456	9,645,413
Total Forecasted Passenger Vehicle GHG Emissions (MT CO ₂ e) ¹	39,544	33,582
Play T.3 GHG Emissions Reductions from Reductions in Passenger Vehicle VMT (MT CO₂e)⁶	1,186	2,015

Notes: MT CO₂e = metric tons of carbon dioxide; VMT = vehicle miles traveled

1. Total Forecasted Passenger VMT and Total Forecasted Passenger Vehicle GHG Emissions account for the reductions in VMT and total GHG emissions from implementation of Play T.2. See Table 19 for derivation of VMT and GHG emissions.

³⁶ Under the SCAG 2016 RTP/SCS Active Transportation Appendix the City of South Pasadena is designated as a Semi-Urban place. http://scagrtpscsc.net/Documents/2016/final/f2016RTPSCS_ActiveTransportation.pdf

³⁷ Southern California Association of Governments (SCAG). 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Active Transportation Appendix. Table 20. Pp. 69. http://scagrtpscsc.net/Documents/2016/final/f2016RTPSCS_ActiveTransportation.pdf

Results

Move T.3.a associated with Play T.3 would result in a reduction of 1,186 MT CO₂e in 2030 and 2,015 MT CO₂e in 2045, as shown in Table 22. The additional Moves under this Play are considered supportive towards effectively implementing Move T.3.a and reaching the overall goal of Play T.3.

Table 22 GHG Emission Reductions Associated with Play T.3

Move	Emission Reductions (MT CO ₂ e)		
	2030	2045	Source
T.3.a Develop and adopt an Active Transportation Plan consistent with SCAG 2016 RTP/SCS that will identify funding strategies and policies for development of pedestrian, bicycle, and other alternative modes of transportation projects. Establish citywide events, outreach, educational programs, and platforms to promote active transportation in the community in support of the General Plan.	1,186	2,015	SCAG 2016 RTP/SCS
T.3.b In conjunction with the City’s Complete Streets Policy, conduct a Street/Intersection Study to identify streets and intersections that can be improved for pedestrians and bicyclists through traffic calming measures and/or where multi-use pathway opportunities exist to increase active transportation.	Supportive		N/A
T.3.c Periodically review and update the City’s Bicycle and Pedestrian Network Map and post throughout City.	Supportive		N/A
T.3.d Work with South Pasadena Active, Active San Gabriel Valley (ActiveSGV), and/or Metro to develop programs and classes to teach and promote bicycle riding education and safety to residents of all ages and skill levels, as well as educate drivers.	Supportive		N/A
T.3.e Conduct a nexus study and develop an ordinance requiring payment of fees from development projects to implement safe active transportation routes and infrastructure citywide.	Supportive		N/A
T.3.f Amend zoning code to require installation of bike stalls or lockers at new developments, "mobility hubs", and during change of use of existing buildings, consistent with the General Plan.	Supportive		N/A
T.3.g Adopt a Trip Reduction Ordinance that includes requirements in the Zoning Code to require end-of-trip facilities for cyclists (e.g., showers, bike repair kiosks, and lockers) in new, non-residential building projects of a specified size.	Supportive		N/A

2.4 Water Sector

Play W.1 Reduce per capita water consumption by 10% by 2030 and 35% by 2045.

Background

Water use and wastewater collection and treatment resulted in less than 1% (0.8%) of total community emissions in the City of South Pasadena in 2016. Although this is a small amount of overall emissions, a holistic approach to climate change allows for GHG emission reductions and the co-benefits of protecting one of California’s scarcest resources. A majority of emissions associated with water use and wastewater generation is associated with the electricity use for the pumping and treatment of potable water (68%) and the collection and conveyance of generated wastewater (21%). Therefore, strategies related to this sector include promoting water conservation by reducing per capita potable water consumption, increasing access to and use of recycled water, and utilizing renewable power for the pumping and treatment of local water sources.

Methodology and Assumptions

The GHG emission reduction calculations are provided to demonstrate the emission that would occur from implementation of the Moves under Play W.1; however, since emission from water consumption are directly related to electricity purchased through CPA, there is risk of double counting the emission reductions from the water sector. As such, emission reduction calculations are provided here for informational purposes and are not intended to be added to the total overall emission reductions associated with the CAP.

In 2016, approximately 1,119 MG of potable water was delivered to South Pasadena community with 99.46% supplied by local well production from the San Gabriel Basin. Based on the City's service population of 35,489 in 2016,³⁸ per capita water consumption is approximately 31,523 gallons annually or approximately 86 gallons per capita per day (gpcd).

Because the City of South Pasadena is primarily made up of low-density residential development, it was assumed that 30-70% of community water use is associated with outdoor usage as found in a 2006 analysis of California water demand trends.³⁹ As such, a majority of the Moves supporting Play W.1 focus on the regulation of landscaping and the switch from use of potable water to recycled water for purposes such as irrigation that do not require potable water.

The 10% target for reduction in per capita water consumption by 2030 is based on the continued support and implementation of the City's current water conservation policies and programs incorporated into the Draft City General Plan, the 2020 Draft Downtown Specific Plan, and the City Green Action Plan. The 2045 target of reduction in per capita water use by 35% assumes the adoption of ordinances restricting the use of potable water for non-potable uses and the implementation of the Integrated Water and Wastewater Resources Management Plan (IWWRMP) that will aid in increased usage of greywater and recycled water over potable water for specific land-uses and support management strategies as it relates to infrastructure needs. These reduction potential assumptions are based on studies that have shown that the use of devices such as smart controllers can reduce residential outdoor water use by approximately 20-30% while transitioning to water-wise landscape options can reduce outdoor water use up to 70%.³⁹

As previously mentioned, a majority of emissions associated with the water sector are associated with energy usage for water pumping, treatment, conveyance, and wastewater collection and treatment. Therefore, emission reductions achieved through Move W.1 are based on the energy savings associated with the reduction in water use per service population. It was also assumed that the reduction in water consumption would also be directly reflected in a reduction in wastewater generated. Water consumption and wastewater generation was calculated based on the forecasted service population of South Pasadena in 2030 and 2045 and the 2030 and 2045 target of 10% and 35% reduction in per capita water consumption from the 2016 baseline, respectively. Energy savings for water consumption is based on the water cycle energy intensity of 2,604 kWh/MG.⁴⁰ Energy savings for wastewater collection and treatment is based on Los Angeles County Sanitation Districts (LACSD) specific energy intensities where the overall energy intensity for wastewater is 1,577 kWh/MG.⁴⁰ Accordingly, it is estimated that there would be an energy savings of 428,326 kWh in 2030 and 1,553,006 kWh in 2045. Based on the forecasted SCE electricity emission factor in 2030 of

³⁸ Department of Finance. E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2019 with 2010 Census Benchmark. (<http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/>)

³⁹ Hanak, Ellen, and Davis, Matthew. "Lawns and Water Demand in California," *California Economic Policy*, Vol. 2, No 2, July 2006.

⁴⁰ See the Technical Appendix – GHG Inventory for complete description of energy intensities for water pumping, conveyance, and treatment by water provider and wastewater collection and treatment energy intensities specific to LACSD.

0.0001365 MT CO₂e/kWh, the energy savings from a 10% reduction in water consumption per capita by 2030 would equate to a reduction in approximately 59 MT CO₂e. Due to the requirements of SB 100, by 2045 SCE electricity will be 100% carbon neutral and the emission factor in 2045 will be 0 MT CO₂e/kWh. As such, no reduction in emissions due to energy savings is estimated for 2045.

In addition to a reduction in per service population water consumption, Play W.1.f focuses on the replacement of energy used for local water pumping and treatment with 100% renewable sources. As of 2020, all municipal electricity accounts receive 100% renewable under the “100% Green Power” option for the CPA, which includes energy consumed in groundwater pumping and treatment.⁴¹ Therefore, South Pasadena has already achieved this goal; however, this transition to the “100% Green Power” option is already captured in the emission reductions in Play E.1, so the emission reductions from Play W.1 are not added to emission totals to avoid double counting.

The City of South Pasadena supplied 99.57% of the total community water in 2016, which was all obtained from the San Gabriel Groundwater Basin.⁴² It was assumed that the City of South Pasadena would continue to supply the community with 99.57% of their water needs. The average energy intensity for local groundwater pumping from the San Gabriel Groundwater Basin is 2,501.5 kWh/MG, while the energy intensity for chlorination treatment of local groundwater is 9 kWh/MG.^{43 44} Emission reductions from the implementation of 100% renewable energy for local groundwater pumping and treatment were based on the forecasted community water consumption, the specific energy intensities listed above, and SCE electricity emission factors. It was assumed that Play W.1 would be implemented to reduce water consumption per service population by 10% in 2030 and 35% by 2045; therefore, the forecasted community water consumption incorporated the reduction described previously. SCE emission factors used in this analysis included the requirements of SB 100. As mentioned above, due to the requirements of SB 100, by 2045 SCE electricity will be 100% carbon neutral and the emission factor in 2045 will be 0 MT CO₂e/kWh. Therefore, a switch to 100% renewable energy for local groundwater pumping at treatment would equate to a reduction in approximately 355.4 MT CO₂e in 2030 and 0 MT CO₂e in 2045. The calculations and assumptions used to estimate emission reductions from Play W.1 are provided in Table 23.

⁴¹ In an email from Arpy Kasparian on June 5th, 2020, it was indicated that the City of South Pasadena had upgraded all of its municipal accounts to the “100% Green Power” option of the Clean Power Alliance in March of 2020, meaning the City would receive 100% GHG emission free electricity for all of its accounts. The GHG emission reductions for this are accounted for under Play E.1.

⁴² City of South Pasadena 2015 UWMP. Pg. 6-15. (<https://www.southpasadenaca.gov/home/showdocument?id=2905>)

⁴³ San Gabriel Valley Water Company (SGVWC) Energy Intensity values are used as a surrogate for local groundwater because the agency's supply is almost wholly pumped from San Gabriel Basin (CPUC 2010. Embedded Water Study 2. Appendix B, pg. 265. Water Agency and Function Component Study and Embedded Energy-Water Load Profiles). The energy intensities used are the averages of the lower and upper ranges: 2,501.5 kWh/MG for groundwater conveyance, and 93.5 kWh/MG for booster and raw water pumps.

⁴⁴ Treatment for City of South Pasadena water is chlorination. According to *Energy requirements of water production, treatment, end use, reclamation and disposal* published in Renewable and Sustainable Energy Review 2012, energy intensity of chlorination treatment is 0.0024 kWh per cubic meter, which equates to 9.0 kWh per Million Gallons.

Table 23 Play W.1 GHG Emission Reduction Calculations

Calculation Factor	2030	2045
Target Reduction in per capita water consumption	10%	35%
Per Capita Water Consumption Growth Beyond 2025 (gallons/year) ¹	28,370	20,490
Per Capita Wastewater Generation Growth Beyond 2025 (gallons/year) ¹	19,724	14,245
Forecasted service population ²	36,720	38,040
Reduced Water Consumption (MG) ³	116	420
Reduced Wastewater Generation (MG) ³	80	292
Energy intensity for water cycle (kWh/MG) ⁴	2,604	2,604
Energy intensity for wastewater treatment (kWh/MG) ⁵	1,577	1,577
Resulting Decrease in Electricity Consumption (kWh) ⁶	428,326	1,553,006
SB 100 Adjusted Electricity Emission Factor (MT CO ₂ e/MWh) ⁷	0.136	0
Total Move W.1 a-e GHG Emissions Reductions (MT CO₂e)	58.5	0
Forecasted Water Consumption from Local Sources (MG) ^{8,9}	1,037	776
Energy intensity for Local Water Pumping and Treatment (kWh/MG) ¹⁰	2,510.5	2,510.5
Resulting Decrease in Electricity Consumption (kWh) ⁶	2,604,133	1,948,339
Total Move W.1 f GHG Emissions Reductions (MT CO₂e)	355.4	0
Total Play W.1 GHG Emissions Reductions (MT CO₂e)	414	0

Notes: MT CO₂e = metric tons of carbon dioxide; kWh = kilowatt-hour; MG = million gallons

1. Per capita water consumption and wastewater generation annually is based on the 2016 per capita water consumption of 31,523 gallons/capita/year and wastewater generation of 21,915 gallons/capita/year.

2. Forecasted service population is equivalent to the population plus number of jobs. Population and job numbers were obtained from the Department of Finance. E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2019 with 2010 Census Benchmark. (<http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/>)

3. Reduced water consumption and wastewater generation is based on the difference between the baseline per capita water consumption and baseline per capita wastewater generation rates listed in note and the adjusted per capita rates given the reduction targets, multiplied by the current service population.

4. Energy intensity factors for water consumption are based on the combined intensities needed for groundwater pumping, treatment and distribution as described in the inventory analysis in Appendix C – Community Technical Appendix and in the above written section. The energy intensities obtained from the CPUC Embedded Water Study 2 (2010) are used as a proxy.

5. Agency specific (LACSD) energy intensities for wastewater generation were obtained from CPUC 2010. Embedded Energy Water Studies Study 2: Water Agency and Function Component Study and Embedded Energy-Water Load Profiles; Table 4.2 Appendix B-Agency Profiles (pg. 134); average of low and high value were applied.

6. Total electricity saved through reduction in water consumption and wastewater generation is estimated by multiplying the amount of reduced water or wastewater by the corresponding energy intensity factor.

7. SCE emission factors used in this analysis included the requirements of SB 100.

8. Play W.1 f focuses on the use of 100% renewable power for all pumping and treatment of local water sources which currently make up 99.57% of all water supplied to the City of South Pasadena; it is assumed that this will be the same in the future.

9. To avoid double counting potential reductions, forecasted water consumption assumes that Play W.1 a-e have been implemented.

10. Energy intensity for local water pumping and treatment is based on the average values for the San Gabriel Basin presented in CPUC 2010. Embedded Energy Water Studies Study 2: Water Agency and Function Component Study and Embedded Energy-Water Load Profiles.

Results

As shown in Table 24, Moves W.1.a through W.1.e associated with Play W.1 would result in a reduction of 59 MT CO₂e in 2030 and 0 MT CO₂e in 2045 through energy savings due to reduction in water consumption. Additional reductions of 355 MT CO₂e in 2030 and 0 MT CO₂e in 2045 would be achieved with the implementation of Move W.1.f with the purchase of 100% renewable energy through CPA for local water groundwater pumping and treatment by 2030, for a total of 414 MT CO₂e.

Table 24 GHG Emission Reductions Associated with Play W.1

Moves	Emission Reductions (MT CO ₂ e)		Source
	2030	2045	
W.1.a Continue to enforce the Model Water Efficient Landscapes Ordinance.			CPUC 2010. Embedded Energy
W.1.b Work with the Los Angeles County Sanitation District (LACSD) and/or the Upper San Gabriel Valley Municipal Water District to bring recycled water lines and infrastructure to the City.			Water Studies Study 2: Water Agency and Function Component Study and Embedded Energy-Water Load Profiles; Appendix B-Agency Profiles
W.1.c In conjunction with the Downtown Specific Plan and City General Plan, adopt an ordinance restricting the use of potable water for non-potable uses and requiring greywater capture for land uses that are excess water users (e.g. golf courses, car washes, large fields, etc.).			Energy-Water Load Profiles; Appendix B-Agency Profiles
W.1.d Implement Plays 1 through 4 under Goal II of the Green Action Plan on the provided implementation timeline, aiming to provide education and promotion of greywater systems. (See the City's Green Action Plan for more information).	59	0	Hanak, Ellen, and Davis, Matthew. "Lawns and Water Demand in California," <i>California Economic Policy</i> , Vol. 2, No 2, July 2006.
W.1.e In conjunction with Move II.1.1 of the City Green Action Plan, develop a Recycled Water Use Master Plan that identifies access to recycled water and quantity of recycled water available to the City, as well as establishes an implementation plan. The implementation plan shall identify land use types (i.e., landscaping, gold courses, fields) and specific projects that will switch from potable to recycled water use allowing for a goal of 20% of City's potable water use to be replaced with recycled water.			City of South Pasadena 2015 UWMP
W.1.f Implement 100% renewable power for all pumping and treatment of water.	355	0	LACSD 2015 UWMP

Notes: GHG emission reductions for Play W.1 are provided for informational purposes, as there is risk of double counting emission reductions with Play E.1.

2.5 Waste Sector

Play SW.1 Implement and enforce SB 1383 organics and recycling requirements to reduce landfilled organics waste emissions 50% by 2022 and 75% by 2025.

Background

Organic materials are the focus of the recent landmark legislation SB 1383 (Short-Lived Climate Pollutants: Organic Waste Reductions). Now in the final rulemaking stage, this new state law has the immediate goal of reducing organic waste sent to landfill and the ultimate objective of reaching statewide methane emissions reduction goals. Specifically, it sets a statewide goal for the reduction in organic waste to landfills – 50% by 2020 and 75% by 2025 – in addition to the recovery of 20% of edible food waste for human consumption. SB 1383 will require local governments to provide organics collection to all generators and require all generators to subscribe. It also has specific mandates for container systems, education and outreach programs, monitoring and contamination

reporting, and enforcement of regulations. Full SB 1383 implementation will begin in 2022, allowing some time for jurisdictions to plan and prepare for achieving compliance.⁴⁵

The City of South Pasadena has already started the development of a Zero Waste Plan through their Draft City General Plan and City Green Action Plan and has begun to build out the infrastructure to reduce landfilled organics and increase recycling from local businesses. The adoption of ordinances requiring compliance with SB 1383 and actively working with the City's waste hauler will help to achieve the goals of SB 1383.

Methodology and Assumptions

The requirements and actions associated with SB 1383 have been developed to produce a 75% reduction in organics by the State of California.⁴⁶ The State's efforts towards such goals have been ongoing with previously enacted laws such as AB 341 and AB 1826 establishing commercial recycling requirements. The State recognizes that individual jurisdictions cannot achieve the goals of SB 1383 alone and therefore SB 1383 stipulates how waste generators and local governments must operate to achieve SB 1383 goals. Therefore, by taking the actions required, City of South Pasadena can expect to achieve an equivalent reduction level. The emissions reductions associated with a 75% reduction in organics was calculated using the 2014 Waste Characterization Study for the County of Los Angeles pursuant to the SB 1383 guidelines.⁴⁷ The City of South Pasadena did not have City-specific waste characterization data; therefore, it was assumed that 41% of the waste landfilled from the City was proportional to the percentage of organics as reported in the CalRecycle Waste Characterization Study for the County of Los Angeles. A 50% reduction to the City's organic waste stream was applied in 2022, the year of full implementation, and 75% reduction to the City's organic waste stream was applied in 2025 and continued through 2030. The reduced amount of organic waste was multiplied by the weighted average of the USEPA's emission factors for various organics from the Waste Reduction Model (WARM) based on the organic waste characterization (Emission Factor = 0.289 MT CO₂e/short ton of waste).⁴⁸ The calculations and assumptions used to estimate emission reductions from Play SW.1 are provided in Table 25.

⁴⁵ California Air Resources Board. (2017). Short-Lived Climate Pollution Reduction Strategy.

⁴⁶ https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=201520160SB1383

⁴⁷ <https://www2.calrecycle.ca.gov/WasteCharacterization/ResidentialStreams%3fcy%3d19%26lg%3d443>

⁴⁸ The WARM model is a waste reduction model created by USEPA to help solid waste planners and organizations track and report GHG reductions from several different waste management practices. https://www.epa.gov/sites/production/files/2019-06/documents/warm_v15_organics.pdf

Table 25 Play SW.1 GHG Emission Reduction Calculations

Calculation Factor	2030	2045
Target Reduction in Landfilled Organics	75%	75%
Forecasted service population ¹	36,720	38,040
Forecasted Waste Generation (tons) ²	19,125	19,813
Forecasted Organic Waste Generation (tons) ³	7,841	8,123
Diverted Organic Waste (tons) ⁴	5,881	6,092
Organics Waste Emission Factor (MT CO ₂ e/ton) ⁵	0.2895	0.2895
Total Play SW.1 GHG Emissions Reductions (MT CO₂e)	1,702	1,764

Notes: MT CO₂e = metric tons of carbon dioxide; kWh =-kilowatt-hour

1. Forecasted service population is equivalent to the population plus number of jobs. Population and job numbers were obtained from the Department of Finance. E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2019 with 2010 Census Benchmark. (<http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/>)
2. Forecasted waste generation is estimated as the forecasted service population multiplied by the per capita waste generation factor obtained from the 2016 inventory (0.5208 tons/service population)
3. Data on the composition of the waste stream by waste type was not available for the City of South Pasadena, therefore the Cal Recycle statewide average composition was used where ~59% of the waste stream is mixed municipal solid waste (MSW) and ~41% is organics.
4. Diverted organics is based on the total forecasted organics generation multiplied by the targeted reduction.
5. The emission factor for organics waste is the weighted average of emission factors for all organic materials listed in the U.S. EPA’s WARM model Version 15 using the Cal Recycle 2014 Waste Characterization study prepared for California Regions (<https://www2.calrecycle.ca.gov/WasteCharacterization/ResidentialStreams?lg=443&cy=19>) for tonnage by waste type.

*Values may not add up due to rounding

Results

The Moves associated with Play SW.1 would result in a reduction of 1,702 MT CO₂e in 2030 and 1,764 MT CO₂e in 2045, as shown in Table 26.

Table 26 GHG Emission Reductions Associated with Play SW.1

Moves	Emission Reductions (MT CO ₂ e)		
	2030	2045	Source
SW.1.a Adopt procurement policies to comply with SB 1383 requirements for jurisdictions to purchase recovered organic waste products.			
SW.1.b Adopt an ordinance requiring compliance with SB 1383. Ensure ordinances established through the City General Plan are consistent with SB 1383 requirements; and revise ordinances if necessary.			
SW.1.c Adopt an Edible Food Recovery Ordinance for edible food generators, food recovery services, or organization that are required to comply with SB 1383.			
SW.1.d Partner with the City's waste hauler, to provide organic waste collection and recycling services to all commercial and residential generators of organic waste.			
SW.1.e Adopt an ordinance requiring all residential and commercial customers to subscribe to an organic waste collection program and/or report self-hauling or backhauling of organics.			
SW.1.f Conduct a Feasibility Study and prepare an action plan to ensure edible food reuse infrastructure is sufficient to accept capacity needed to recover 20% of edible food disposed or identify proposed new or expanded food recovery capacity.			CalRecycle Waste Stream Characterization ¹
SW.1.g Establish an education and outreach program for school children and adults around food waste prevention, nutrition education, and the importance of edible food recovery. Support City Green Action Plan Play III identified educational goals (Move III.1.3., Move III.1.4., Move III.1.6., Move III.2.1, Move III. 3.3, and Move III.4.2) through an established educational program.	1,702	1,764	EPA. Waste Reduction Model (WARM) Version 15. May 2019. ²
SW.1.h Establish an edible food recovery program supporting the City General Plan and the City Green Action Plan Move III.1.2 to minimize food waste.			SB 1383
SW.1.i Adopt an ordinance or enforceable mechanism to regulate haulers collecting organic waste, including collection program requirements and identification of organic waste receiving facilities.			
SW.1.j Partner with City Waste Services to: <ul style="list-style-type: none"> ▪ Ensure organic waste collection from mixed waste containers are transported to a high diversion organic waste processing facility; ▪ Provide quarterly route reviews to identify prohibited contaminants potentially found in containers that are collected along route; ▪ Clearly label all new containers indicating which materials are accepted in each container, and by January 1, 2025, place or replace labels on all containers. 			

Notes: MT CO₂e = metric tons of carbon dioxide
 1.Source: <https://www2.calrecycle.ca.gov/WasteCharacterization/>
 2. WARM Model Emission factors (<https://www.epa.gov/warm/documentation-chapters-greenhouse-gas-emission-energy-and-economic-factors-used-waste-reduction>)

Play SW.2 Reduce residential and commercial waste sent to landfills by 50% by 2030 and 100% by 2045.

Background

Play SW.2 aims to reduce residential and commercial waste landfilled through the implementation of a Zero Waste Plan which primarily focuses on increased organics diversion through composting, reduction of construction and demolition (C&D) waste through a C&D recycling ordinance in compliance with 2019 CALGreen building codes, and ordinances banning single use food ware and hospitality items (i.e. single use toiletry bottles).

Methodology and Assumptions

The 2014 waste characterization study for the County of Los Angeles pursuant to the SB 1383 guidelines indicated that approximately 41% of landfilled waste is organics while the remaining 59% of the waste landfilled is a mixture of various types of material.⁴⁹ As the City of South Pasadena does not characterize its waste stream, it is assumed that the County of Los Angeles waste characterization data is representative. To avoid double counting of emission reductions generated from Play SW.1, the organic diversion from the landfill due to SB 1383 was incorporated into quantification of SW.2 such that additional reduction in waste to the landfill was evaluated based on the altered waste stream post Play SW.1 implementation. With the compliance of SB 1383 requirements, the City of South Pasadena's organic waste contribution to landfills would be reduced to approximately 10.25% of the total waste stream by 2030.

No case studies on the waste reduction impacts of single use foodware and single-use individual toiletry items in the hospitality industry are publicly available. However, several cities including Richmond, Oakland, Berkeley, and Palo Alto have passed ordinances banning them and California recently enacted a law, effective 2023, that bans most single-use toiletry items at hotels.^{50 51 52 53 54} Additionally, Palo Alto calculated that the ordinance should result in a 1% (290 ton reduction of 27,000 tons total) reduction in total City waste due to the banning of plastic straws, utensils, stirrer sticks, drink plugs, produce bags, and other disposable plastic items.⁵⁵ These estimates do not account for other foodware which was banned in previous ordinances. Marriot estimates that approximately 500 million plastic bottles or 1.7 million pounds of plastic are landfilled each year and that by eliminating single-use plastic toiletry bottles in hotels, that this will reduce amenity plastic usage by 30%.⁵⁶ In the County of Los Angeles, about 12% of commercial waste and 10% of residential waste is plastic, according to CalRecycle's waste characterization tool.⁵⁷ Of that, approximately 3% is "Remainder/Composite" plastic and Styrofoam that cannot be recycled. Therefore, the City of South Pasadena can conservatively anticipate waste reduction between 1% and 2.5% would be derived from a food service ware ban. An additional 2.1% could be expected from the reduction in single-use hotel bottles. This equates to a 30% reduction from the commercial plastic waste stream; the commercial plastic waste makes up approximately 12% of the commercial waste stream and 7% of the total community waste stream (i.e. residential and commercial waste). Therefore, it is conservatively estimated that through ordinances targeting single-use plastic items would reduce landfilled waste by approximately 5%.

The 2019 CALGreen Building code requires that 65% of C&D waste be recycled or used, diverting it from being landfilled.⁵⁸ Based on CalRecycle's Waste Characterization Tool, in the County of Los

⁴⁹ <https://www2.calrecycle.ca.gov/WasteCharacterization/ResidentialStreams%3f3d19%26g%3d443>

⁵⁰ <http://www2.oaklandnet.com/Government/o/PWA/o/FE/s/GAR/OAK024416>

⁵¹ <https://www.waste360.com/legislation-regulation/berkeley-calif-disposable-foodware-ordinance-clamps-down-plastics>

⁵² <https://www.ci.richmond.ca.us/1824/Food-Ware-Ordinance>

⁵³ <https://www.cityofpaloalto.org/gov/depts/pwd/zerowaste/projects/foodware.asp>

⁵⁴ https://leginfo.legislature.ca.gov/faces/billCompareClient.xhtml?bill_id=201920200AB1162

⁵⁵ <https://www.cityofpaloalto.org/civicax/filebank/blobdload.aspx?t=53734.77&BlobID=71714>

⁵⁶ <https://news.marriott.com/2019/08/marriott-international-to-eliminate-single-use-shower-toiletry-bottles-from-properties-worldwide-expanding-successful-2018-initiative/>

⁵⁷ <https://www2.calrecycle.ca.gov/WasteCharacterization/>

⁵⁸ <https://www.contracosta.ca.gov/DocumentCenter/View/44118/CalGreen-Project-Recycling-Requirements-as-Amended-eff-1-1-2020?bidId=>

Angeles about 10% of commercial waste and 12% of residential waste is from C&D materials. The adoption of 2019 CALGreen building code standards and an ordinance requiring compliance, the City of South Pasadena can conservatively anticipate an approximate 4% reduction in total waste that is landfilled.

The 4% reduction in total landfilled waste from diversion of C&D materials in addition to the above discussed 5% reduction in landfilled waste related to ordinances targeting single-use plastics would reduce landfilled waste by 9% in 2030 in addition to the 75% reduction from SB 1383. The reduced amount was multiplied by a weighted average of the USEPA's emission factors from the WARM v15 model taking into account the change in waste stream characterization with the implementation of SB 1383.⁵⁹ After the implementation of SB 1383, the waste stream would be made up of approximately 10% organics and 90% mixed municipal solid waste (MSW) such that the emission factor would be 0.35 MT CO₂e per short ton of waste landfilled. It was conservatively assumed that the reduction in waste to landfill would be doubled to 18% by 2045 with continued efforts by the City and implementation of the Zero Waste Plan. To reach zero waste by 2045, policies and current efforts by the City may need to be more aggressive. The calculations and assumptions used to estimate emission reductions from Play SW.2 are provided in Table 27.

Table 27 Play SW.2 GHG Emission Reduction Calculations

Calculation Factor	2030	2045
Reduction in Landfilled Waste post SW.1 ¹	9%	18%
Forecasted Waste Generation after SW. 1 (tons) ²	13,244	13,720
Diverted Landfilled Waste (tons) ³	1,192	2,470
Waste Emission Factor (MT CO ₂ e/ton) ⁴	0.3480	0.3480
Total Play SW.2 GHG Emissions Reductions (MT CO₂e)	414.8	859.4

Notes: MT CO₂e = metric tons of carbon dioxide; kWh =-kilowatt-hour

1. Although the targets of this measure are for a 50% reduction in landfilled waste by 2030 and 100% by 2045, the measure proposed City-wide ordinances and 2019 Cal Green Code relied upon to achieve the measure will not meet those targets. The percent reduction used to calculate GHG reductions is based on substantial evidence as described in the preceding section.

2. Forecasted waste generation is estimated as the forecasted service population multiplied by the per capita waste generation factor obtained from the 2016 inventory (0.5208 tons/service population). To avoid double counting of emission reductions, the additional reduction in landfilled waste is based on the remaining waste after implementation of SW.1.

3. Diverted landfilled waste is based on forecasted waste generation post implementation of SW.1 multiplied by the estimated reduction.

4. The emission factor is the weighted average of the U.S. EPA's WARM model Version 15 emission factors for organics - food waste & yard trimmings (0.32 MT CO₂e/ton), mixed organics - includes textiles (0.21 MT CO₂e/ton), and mixed MSW (0.36 MT CO₂e/ton), where the waste stream post implementation of SW.1 is 15% organics – food waste & yard trimmings, 4% mixed organics – including textiles, and 81% mixed MSW in 2030. SW.1 assumes 75% organic diversion in 2030 and 2045, therefore the ratio of organics in the waste stream was not assumed to change between 2030 and 2045 and the weighted emission factor remains consistent from 2030 to 2045 in Play SW.2 calculations.

*Values may not add up due to rounding

Results

The Moves associated with Play SW.2 would result in a reduction of 415 MT CO₂e in 2030 and 859 MT CO₂e in 2045, as shown in Table 28.

⁵⁹ The WARM model is a waste reduction model created by USEPA to help solid waste planners and organizations track and report GHG reductions from several different waste management practices. https://www.epa.gov/sites/production/files/2019-06/documents/warm_v15_organics.pdf

Table 28 GHG Emission Reductions Associated with Play SW.2

Moves	Emission Reductions (MT CO ₂ e)		Source
	2030	2045	
SW.2.a Develop and implement a Zero Waste Plan, consistent with the General Plan, in order to reach South Pasadena’s goal of zero waste by 2040.			
SW.2.b Provide ongoing education to residents, business owners, and South Pasadena School District regarding waste reduction, composting, and recycling.			
SW.2.c Increase reuse, recycling, and composting at temporary public events by mandating the installation of public recycling and composting containers and collection service; and encouraging reusable food ware, when relevant, according to the California State Retail Food Code.			
SW.2.d Develop a waste department or working group to enhance recycling and composting outreach and provide technical assistance or information in support of City Green Action Plan Move III. Additionally, implement and share a Recycle and Reuse Directory through City platforms, in support of Green Action Plan Move I.2.5.			CalRecycle Waste Stream Characterization ⁶⁰
SW.2.e Adopt an ordinance requiring compliance with Sections 4.410.2, 5.410.1, 4.408.1, and 5.408.1 of the California Green Building Standards Code related to construction of buildings with adequate space for recycling containers and construction and demolition (C&D) recycling.	415	859	EPA. Waste Reduction Model (WARM) Version 15. May 2019 ⁶¹
SW.2.f Implement the City General Plan, requiring construction sites to separate waste for proper diversion and reuse or recycling.			2019 CALGreen Building Code
SW.2.g Develop and implement a Waste Stream Education Program targeting property managers of multi-family residences and the commercial sector, in support of Goal III of the City Green Action Plan.			AB-1162 Section 1. Chapter 6.1
SW.2.h Develop policies to mandate/encourage reduction of waste and reuse in the food industry (e.g. facilities serving prepared food and prepackaged food; home meal delivery services), hospitality industry, and other commercial industries. Efforts may include developing ordinances for food service ware and a ban on single-use individual toiletry bottles in hotels/motels, grant/discount programs for switching to reusables, fast food champion pilot project, and working with home meal delivery services (e.g., Blue Apron), etc. to explore opportunities to reduce single-use packaging and encourage reuse.			
SW.2.i Encourage reusable foodware; or if reusable foodware is not a feasible option, explore opportunities to mandate/encourage a switch to more environmentally friendly alternatives for various products in the commercial industry, when relevant.			

⁶⁰ <https://www2.calrecycle.ca.gov/WasteCharacterization/>

⁶¹ <https://www.epa.gov/warm/documentation-chapters-greenhouse-gas-emission-energy-and-economic-factors-used-waste-reduction>

2.6 Carbon Sequestration Sector

Play CS.1 Increase carbon sequestration through increased tree planting and green space.

Background

The City of South Pasadena is generally considered a built-out city where a majority of new development or growth will involve the redevelopment of underutilized parcels or renovation of existing structures. However, about 4% of the existing land use in the City of South Pasadena is devoted to parks and open space that are considered “urban green-space” within California’s Natural and Working Lands Sector. There are approximately 36.6 acres devoted to parks and 44 acres of open space that includes natural open space, recreational trails and linkages, utility easements, and flood control channels.⁶² Although built-out, the City has the opportunity to engage in carbon sequestration activities through enhancing open space, urban greening, and protecting and increasing the City’s urban forest or tree stock. At this time only the carbon benefits of urban forestry can be assessed as additional research is needed to assess the benefits of vegetation and soil management. Nonetheless, over time as emissions are removed from more and more sectors, carbon sequestration will play an increasingly important role in California’s ability to achieve carbon neutrality.

Methodology and Assumptions

As stated in the City’s General Plan Land Use Element, the current urban forest stock consists of approximately 11,000 trees.⁶³ Based on the carbon sequestration potential of 0.0354 MT CO₂e per tree per year, an estimate of the total amount of GHGs that are captured in the urban forest is 389.4 MT CO₂e per year.⁶⁴ This amount is in the City’s current stock and cannot be counted as a GHG reduction measures. The goal is to maintain the amount and health of the current tree stock and then add trees to increase the carbon storage capacity of the urban forest. Assuming that the urban forest is not 100% stocked, which is typical even of communities that have well-managed forests such as South Pasadena, there is the ability to increase the size of the urban forest by 15% - 25% as summarized by American Forests, the oldest national nonprofit conservation organization in the United States, in a 2017 article titled *Why We No Longer Recommend a 40 Percent Urban Tree Canopy Goal*.^{65, 66} Based on this information it was conservatively assumed that the City of South Pasadena has the capacity to increase the City’s tree inventory by 5% in 2030 and 10% in 2045, or by 550 trees in 2030 and 1,100 trees in 2045. Annual CO₂e emissions reductions were estimated based on the number of trees to be added to the inventory and the average CO₂e accumulation factor per

⁶² City of South Pasadena General Plan, Chapter 2: Land use (<https://www.southpasadenaca.gov/government/departments/planning-and-building/general-plan>)

⁶³ <https://www.southpasadenaca.gov/government/departments/public-works/parks-division>

⁶⁴ CAPCOA. 2011. Quantifying Greenhouse Gas Mitigation Measures. <http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>

⁶⁵ <https://www.americanforests.org/blog/no-longer-recommend-40-percent-urban-tree-canopy-goal/>

⁶⁶ <https://sfgov.org/sfplanningarchive/urban-forest-plan>

tree (0.0354 MT CO₂e/tree/year).⁶⁷ The calculations and assumptions used to estimate emission reductions from Play CS.1 are provided in Table 29.

Although not quantified herein, urban greening can further reduce building carbon emissions by reducing the heat island effect in cities which reduces the need to rely on air conditioning in homes.⁶⁸ Additionally, the application of suitable composted organic material to existing opens spaces can be used to enhance the sequestration of CO₂e. The application of compost allows for carbon to be stored in the soil and, over time, to be captured in the stems, leaves, and roots of grasses, woody plants, and trees.

Table 29 Play CS.1 GHG Emission Reduction Calculations

Calculation Factor	2030	2045
Target Increase in Tree Inventory	5%	10%
Newly Planted Trees ¹	550	1,100
Tree Sequestration Factor (MT CO ₂ e/tree/year) ²	0.0354	0.0354
Total Play CS.1 GHG Emissions Reductions (MT CO₂e/year)	19.5	38.9

Notes: MT CO₂e = metric tons of carbon dioxide; kWh =-kilowatt-hour

1. The number of trees to be planted are based on the target increase in tree inventory multiplied by the existing tree inventory of about 11,000.
2. Default annual CO₂e sequestration per tree per year with a maximum lifespan of 20 years per tree is 0.0354 MT CO₂e/tree/year was obtained from CAPCOA. 2010. Quantifying Greenhouse Gas Mitigation Measures.

*Values may not add up due to rounding

Results

There is no single Move under Play CS.1 that will reduce GHG emission on its own. Instead, all of the Moves are collectively supportive towards increasing carbon sequestration. The Moves associated with Play CS.1 would result in a reduction of 19.5 MT CO₂e in 2030 and 39 MT CO₂e in 2045, as shown in Table 30.

⁶⁷ CAPCOA. 2011. Quantifying Greenhouse Gas Mitigation Measures. <http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>

⁶⁸ The Trust for Public Land (TPL). Quantifying the greenhouse gas benefits of urban parks. August 2008.

Table 30 GHG Emission Reductions Associated with Play CS.1

Moves	Emission Reductions (MT CO ₂ e)		Source
	2030	2045	
CS.1.a Identify and map public spaces that can be converted to green space, including public parking that can be converted to parklets, freeway airspace that can be made into green space, vertical walls that can be planted with vines, and rooftops of public buildings that can be developed into gardens.			CAPCOA. Quantifying Greenhouse Gas Mitigation Measures. August 2010
CS.1.b Adopt a Greenscaping Ordinance that has a street tree requirement for all zoning districts, has a shade tree requirement for new development, requires greening of parking lots, and increases permeable surfaces in new development.	19	39	City of South Pasadena. Public Works Department – Urban Forestry
CS.1.c Prepare and adopt an Urban Forest Management Plan for the City that includes an inventory of existing trees, identifies future tree planting opportunities, and a climate-ready tree palette, as well as ongoing operations and maintenance needs.			The Trust for Public Land (TPL). Quantifying the greenhouse gas benefits of urban parks. August 2008.
CS.1.d Adopt a standard policy and set of practices for expanding urban tree canopy and placing vegetative barriers between busy roadways and developments to reduce exposure to air pollutants from traffic. ⁶⁹			

2.7 Municipal Operations Sector

Play M.1 Reduce Carbon Intensity of Operations

Background

In the baseline year of 2016, City of South Pasadena operations generated approximately 2,755 MT CO₂e. Nearly 60% of these emissions were a result of natural gas and electricity consumption. Under Play M.1, South Pasadena will implement the recommendations of the 2016 *Renewable Energy Council Report*, which includes increasing the energy efficiency of City operations and reducing the reliance on fossil natural gas (Moves M.1.a through M.1.d). The Moves under Play M.1 also include development of a sustainable buildings Request for Proposals (RFP) policy (Move M.1.e) and creating a new revolving green fund, funded by the energy cost savings from efficiency projects (Move.1.f).

Methodology and Assumptions

Implementation of Moves M.1.a, M.1.d, M.1.e and M.1.f under Play M.1 will reduce the grid electricity and natural gas consumption of City facilities, with GHG reductions being attained from switching natural gas fueled equipment to electric. The installation of solar PV and increased efficiency at City facilities would not result in GHG emission reductions as energy purchased by the City is already 100% renewable under the “100% Green Power” option for the CPA.⁷⁰ Additional GHG reductions would be attained for Move M.1.b, with the use of renewable natural gas (RNG) in

⁶⁹ This Move can be tied into the complete streets work identified in Active Transportation Play (Play T.3).

⁷⁰ In an email from Arpy Kasparian on June 5th, 2020, it was indicated that the City of South Pasadena had upgraded all of its municipal accounts to the “100% Green Power” option of the Clean Power Alliance in March of 2020, meaning the City would receive 100% GHG emission free electricity for all of its accounts. The GHG emission reductions for this are accounted for under Play E.1.

City fleet vehicles that currently are fueled by natural gas. Emissions reductions associated with conversion of fleet vehicles to EV are captured under Play M.2.

In 2016, the City of South Pasadena buildings and operations consumed 20,512 therms of pipeline natural gas, generating 109 MT CO₂e. With currently available technology, it is possible to electrify nearly 100% of commercial and residential buildings.⁷¹ Considering the City of South Pasadena's operations are similar to that of the commercial sector, with facilities and offices that need to be heated and cooled, public works operations garages, as well as operation and maintenance yards, it is assumed that 100% of South Pasadena's operations can be similarly electrified. Move M.1.a would provide the City with a full assessment of the electrification potential that exists for current facilities and Move M.1.e would enact the policy requiring replacement of equipment with electric at the end of life. Under full implementation of Moves M.1.a and M.1.e by 2030, South Pasadena will have electrified its operations, eliminating the need for pipeline natural gas. This would result in an emissions reduction of 109 MT CO₂e by 2030 continuing through 2045. The increased electricity consumption needed to offset these energy needs would not generate additional GHG emissions as the City of South Pasadena purchases 100% renewable electricity for its municipal accounts. GHG emission reduction calculations for Move M.1.a are provided in Table 31.

⁷¹ Deason, Jeff. et al.. 2018. Electrification of buildings and Industry in the United States. pp. 16.
https://pdfs.semanticscholar.org/27f0/d125d5316ee10565560545c0fc17d6c447a8.pdf?_ga=2.3238896.1101123906.1590438648-1004765093.1590438648

Table 31 Move M.1.a GHG Emission Reduction Calculations

Calculation Factor	2030	2045
Baseline Municipal Natural Gas Consumption (therms) ¹	20,512	20,512
Baseline Municipal Natural Gas GHG Emissions (MT CO ₂ e) ¹	109	109
Additional GHG Emissions from Increased Electricity Consumption (MT CO ₂ e) ²	0	0
Move M.1.a GHG Emissions Reductions from Fuel Switching (MT CO₂e)	109	109

Notes: MT CO₂e = metric tons of carbon dioxide

1. Baseline Municipal Natural Gas Consumption and Baseline Municipal Natural Gas GHG Emissions are obtained from the 2016 Municipal GHG Emission Inventory, provided in Appendix C.

2. Energy consumed in equipment and appliances by natural gas equipment would be replaced by electric powered equipment. The energy consumption that would be needed to fuel the replacement electric equipment would generate no additional GHG because the City of South Pasadena obtains carbon free electricity through the “100% Green Power” option through the Clean Power Alliance.

In 2016, South Pasadena had three operational natural gas fueled fleet vehicles, that consumed 13,395 therms of natural gas, generating 79 MT CO₂e. With full implementation of Move M.1.b by 2030, based on the City’s vehicle replacement schedule or as needed based on the condition of the vehicles, these vehicles would be transitioned to either RNG or electric, resulting in a 79 MT CO₂e emissions reduction. Combustion of replacement RNG is considered to be biogenic and therefore, would not generate CO₂ emissions; however, there would be CH₄ and N₂O emissions associated with this combustion that would offset emissions reductions by less than 1 MT CO₂e.^{72, 73} Any replacement of natural gas fueled vehicles with electric would also generate no additional emissions, as the City of South Pasadena purchases 100% renewable electricity for municipal accounts. GHG emission reduction calculations for Move M.1.b are provided in Table 32.

Table 32 Move M.1.b GHG Emission Reduction Calculations

Calculation Factor	2030	2045
Baseline Municipal Fleet CNG Consumption (therms) ¹	13,395	13,395
Baseline Municipal Natural Gas GHG Emissions (MT CO ₂ e) ¹	79	79
Additional GHG Emissions from RNG Combustion - CH ₄ and N ₂ O (MT CO ₂ e) ²	<1	<1
Move M.1.b GHG Emissions Reductions from Purchasing RNG for Fleet Vehicles (MT CO₂e)	79	79

Notes: MT CO₂e = metric tons of carbon dioxide; CNG = compressed natural gas; RNG = renewable natural gas; CH₄ = methane; N₂O = nitrous oxide

1. Baseline Municipal Fleet CNG Consumption and Baseline Municipal Fleet CNG GHG Emissions are obtained from the 2016 Municipal GHG Emission Inventory, provided in Appendix C.

2. CH₄ and N₂O emission factors for gaseous biomass fuels are 3.2 and 0.63 grams per mmBtu, respectively. By converting mmBtu to therm (10 therm = 1 mmBtu), these emission factors become 0.32 g CH₄ per therm and 0.063 g N₂O per therm. Multiplying by 13,395 therms and using the appropriate Global Warming Potentials (1 g CH₄ = 28 g CO₂e equivalent and 1 g N₂O = 265 g CO₂e), this equates to an additional 0.3 MT CO₂e. https://www.epa.gov/sites/production/files/2018-03/documents/emission-factors_mar_2018_0.pdf

Results

Move M.1.a associated with Play M.1 would result in a reduction of 109 MT CO₂e in 2030, which would be consistent through 2045. Additional reductions of 79 MT CO₂e in 2030, which would be

⁷² CARB. 2018. LCFS Basics. slide 21. <https://ww2.arb.ca.gov/sites/default/files/2020-05/basics-notes.pdf>. Accessed May 25th, 2020.

⁷³ CH₄ and N₂O emission factors for gaseous biomass fuels are 3.2 and 0.63 grams per mmBtu, respectively. By converting mmBtu to therm (10 therm = 1 mmBtu), these emission factors become 0.32 g CH₄ per therm and 0.063 g N₂O per therm. Multiplying by 13,395 therms and using the appropriate Global Warming Potentials (1 g CH₄ = 28 g CO₂e equivalent and 1 g N₂O = 265 g CO₂e), this equates to an additional 0.3 MT of CO₂e. https://www.epa.gov/sites/production/files/2018-03/documents/emission-factors_mar_2018_0.pdf

consistent through 2045 would be achieved with the implementation of Move M.1.b. As provided in Table 33, total GHG emission reductions of 188 MT CO₂e in 2030, through 2045 would be achieved through full implementation of Play M.1

Table 33 GHG Emission Reductions Associated with Play M.1

Play	Emission Reductions (MT CO ₂ e)		Source
	2030	2045	
M.1.a As recommended in the 2016 Renewable Energy Council Report, complete energy audits for all City facilities and implement all feasible recommendations for fuel switching and efficiency upgrades.	109		Deason, Jeff. et al.. 2018. Electrification of buildings and Industry in the United States
M.1.b As recommended in the 2016 Renewable Energy Council Report, purchase renewable natural gas (RNG) for applicable City fleet vehicles.	79		USEPA. 2018. Emission Factors for GHG Inventories CARB. 2018. LCFS Basics
M.1.c Establish an employee rideshare program.	Supportive		N/A
M.1.d As recommended in the 2016 Renewable Energy Council Report, install PV solar systems at the City Hall and at Wilson Reservoir.	Supportive		N/A
M.1.e Adopt retrofitting policy for City owned buildings such that energy efficient and electrification retrofits are incorporated into City buildings as they become available.	Supportive		N/A
M.1.f Develop a policy for the City which would require all new building RFP's to include life cycle costing over 30 years and tie this directly to energy consumption and building electrification. This would include the buildings operational and maintenance costs and ensure that the City has the most cost effective (and sustainable) building possible.	Supportive		N/A
M.1.g As recommended in the 2016 Renewable Energy Council Report, invest all savings from City energy efficiency projects into a new revolving green fund that can be used to fund additional energy efficiency and GHG reduction projects.	Supportive		N/A

Play M.2 Electrify the municipal vehicle fleet and mobile equipment.

Background

Municipal transportation emissions for the City of South Pasadena come from two distinct sources, City-owned vehicles and equipment and employee commutes. In order to reduce these emission sources, the City will implement policies for purchasing electric vehicles where possible and utilize a lifecycle assessment for other vehicles and equipment (Moves M.2.c and M.2.d). The City will also incentivize employees to reduce the amount single occupancy vehicles (SOVs) and encourage them to adopt EVs, through transportation demand management tools (Move M.2.a), providing bicycles at City facilities for short trips (Move M.2.b), and installing EV charging stations at municipal buildings (Move M.2.e).

Methodology and Assumptions

Electrification of South Pasadena’s vehicle fleet will consist of the future replacement of gasoline- and diesel-powered light-duty passenger vehicles and light-duty trucks with vehicles having electric drivetrains. South Pasadena has a baseline vehicle fleet consisting of 32 vehicles including heavy-duty trucks, light-duty trucks, and passenger vehicles. Full electric options for heavy-duty trucks are currently limited; therefore, electrification of the vehicle fleet assumes that these trucks will remain on some type of fuel combustion through 2030, and only light-duty trucks and passenger vehicles will be converted to electric based on the City’s vehicle replacement schedule or as needed based on the condition of the vehicles.

The GHG emission reductions from electrification of South Pasadena’s vehicle fleet through implementation of Move M.2.d would reduce the emissions of the three light-duty passenger cars and eight light duty trucks in the baseline fleet to zero by 2030, through 2045. It is likely that these vehicles will have reached their end of life and be replaced by 2030, as the typical lifespan of modern vehicles is 15.6 years, and these vehicles were manufactured prior to 2014.⁷⁴ Collectively, these vehicles generated 24 MT CO₂e in the baseline inventory year; therefore, replacing them with electric vehicles will result in an equivalent emissions reduction. Any replacement vehicles with electric would also generate no additional emissions, as the City of South Pasadena purchases 100% renewable electricity. The technologies that would replace heavy-duty vehicles is uncertain; therefore, emission reductions are not calculated for the remaining vehicles in the fleet. GHG emission reduction calculations for Move M.2.d are provided in Table 34.

Table 34 Move M.2.d GHG Emission Reduction Calculations

Calculation Factor	2030	2045
Baseline Municipal Fleet Passenger and Light Duty Fuel Consumption (Gallons) ¹	2,209	2,209
Unleaded Gasoline Combustion Emission Factor (MT CO ₂ e/Gallon) ²	0.0103	0.0103
Baseline GHG Emissions Fleet Passenger and Light Duty Vehicles (MT CO ₂ e)	23	23
Additional GHG Emissions from Increased Electricity Consumption (MT CO ₂ e) ³	0	0
Move M.2.d GHG Emissions Reductions from Electrification of Fleet Vehicles (MT CO₂e)	24	24

Notes: MT CO₂e = metric tons of carbon dioxide

1. Baseline Municipal Fleet Passenger and Light Duty Vehicle Fuel Consumption was provided by the City of South Pasadena on September 11, 2019.
2. Unleaded Gasoline Combustion Emission Factor obtained from EPA Emission Factors for Greenhouse Gas Inventories, updated 3/9/2018. CO₂ emission factors from Table 2 and CH₄ and N₂O emission factors from Table 5. Emission factors were converted to CO₂e using the respective Global Warming Potentials (1 g CH₄ = 28 g CO₂e equivalent and 1 g N₂O = 265 g CO₂e) https://www.epa.gov/sites/production/files/2018-03/documents/emission-factors_mar_2018_0.pdf
3. The energy consumption that would be needed to fuel the replacement electric vehicles would generate no additional GHG because the City of South Pasadena obtains carbon free electricity through the “100% Green Power” option through the Clean Power Alliance.

GHG reductions from implementation of transportation demand management (TDM) measures to reduce commute by single occupancy vehicles for municipal employees are not quantified due to the uncertainty of voluntary actions associated with Move M.2.a. Although it is likely that measure to promote telecommuting and vanpooling will be adopted by some commuters, there is a large range of commute distances for City employee’s and it is unclear how these will affect the commute

⁷⁴ Bento, Antonio, et. al.. 2016. Vehicle Lifetime Trends and Scrapage Behavior in the U.S. Used Car Market. https://faculty.sites.uci.edu/kevinroth/files/2011/03/Scrapage_18Jan2016.pdf

patterns of individuals.⁷⁵ Therefore, even though there will likely be GHG emissions reductions associated with the program, the uncertainty of individual actions does not warrant an accurate analysis of expected reductions.

Results

Move M.2.d associated with Play M.2 would result in a reduction of 23 MT CO₂e in 2030, which would be consistent through 2045, as shown in Table 35. The additional Moves under this Play are considered supportive towards effectively implementing Move M.2.d and reaching the overall goal of Play M.2.

Table 35 GHG Emission Reductions Associated with Play M.2

Play	Emission Reductions (MT CO ₂ e)		
	2030	2045	Source
M.2.a Develop a suite of transportation demand management tools to incentivize alternative transportation methods for employees, including telecommute options.	Not Quantified		N/A
M.2.b Provide bicycles and bicycle storage for employees to use during work hours for short business or personal trips.	Supportive		N/A
M.2.c Develop and adopt a policy to apply lifecycle assessment to all new vehicle and equipment purchases.	Supportive		N/A
M.2.d Implement the City Fleet Alternative Fuel Conversion Policy developed under the City General Plan, electrifying the City vehicle fleet and using it to encourage residents to convert as well.	23		Bento, Antonio, et. al.. 2016. Vehicle Lifetime Trends and Scrappage Behavior in the U.S. Used Car Market.
M.2.e Install EV charging stations at municipal buildings.	Supportive		N/A

Play M.3 Increase City’s renewable energy production and energy resilience.

Background

Similar to Play E.4, the City of South Pasadena will take action to improve the resilience and energy independence of operations. The City will:

- Conduct a feasibility study to determine which City buildings would be ideal resilience centers with solar and battery installations (Move M.3.a)
- Convert all streetlights to LED bulbs (Move M.3.b)
- Work with utility providers to develop grid connected local solar projects (Move M.3.c)
- Install solar arrays at all municipal buildings, working with emergency services to add solar and battery storage at priority locations (Move M.3.d)
- Review options for microgrid systems in existing municipal buildings (Move M.3.d)

⁷⁵ Southern California Association of Governments (SCAG). Transportation Demand Management Strategic Plan and Final Report. <http://www.scag.ca.gov/Documents/TDMStrategicPlanFinalReportwAppendicesweb.pdf>.

While these measures will reduce the City’s reliance on grid supplied electricity, they will not achieve GHG reductions, as the City of South Pasadena already purchases 100% renewable electricity for all municipal accounts. The Moves associated with Play M.3 are provided in Table 36.

Table 36 GHG Emission Reductions Associated with Play M.3

Play	Emission Reductions (MT CO ₂ e)		Source
	2030	2045	
M.3.a Conduct a Feasibility Study to determine which City buildings would serve as ideal resilience centers including solar and battery installations.	Supportive		N/A
M.3.b Convert all streetlights to light emitting diode (LED) bulbs.	Supportive		N/A
M.3.c Work with the CPA to identify and develop local solar projects to connect to the grid.	Supportive		N/A
M.3.d Install solar arrays at facilities that currently do not have solar arrays and work with emergency services to add solar and battery storage at priority locations. Review options for potential to combine multiple buildings into micro-grid systems.	Supportive		N/A
M.3.e Explore opportunities and partnerships to develop renewable-powered fuel cell micro-grids to provide back-up or primary power for critical facilities such as facilities providing essential services (e.g. water pumping facilities) and schools as a clean alternative to diesel generators	Supportive		N/A

3 Conclusion

The Plays and Moves identified in this CAP will lead to a significant reduction in GHG emissions and provide a foundation for achieving net carbon neutrality. However, achieving carbon neutrality will require significant additional changes to the technology and systems currently in place and will require further policies and programs that build on this plan including full electrification of building and transportation systems, an increased shift to shared and active mobility, and increased waste reduction and diversion. The Moves and Plays developed to meet the 2030 goals established in SB 32 provide the foundation and establishes the trajectory for this long-term transformation. However, the 2045 GHG emissions reductions quantified in this CAP are not yet enough to meet the long-term 2045 goal of carbon neutrality. As the current Moves and Plays are implemented, the City will gain more information, new technologies will emerge, and current pilot projects and programs are anticipated to scale to the size needed to reach carbon neutrality. Furthermore, the state is expected to continue providing updated regulations and support once the 2030 target is achieved. To monitor the progress overtime, the City will conduct annual implementation monitoring of the GHG emission reduction measures and report out on this progress to City Council every third year beginning in 2023. The process for monitoring and quantifying measure implementation status relies on key target metrics identified for each of the Plays and Moves. By committing to annual monitoring of CAP implementation progress and adjusting where necessary, South Pasadena will rise to meet the local and global imperative of reducing GHG emissions.

Appendix E:

Funding Strategy

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Funding Strategy

Full implementation of the Climate Action Plan (CAP) will require investments on the part of the City of South Pasadena, local households and businesses, and property owners. In many cases, the expenditures will not only help to reduce greenhouse gas (GHG) emissions, but will also bring other valuable co-benefits such as cleaner air, water conservation, off-setting savings on energy and utility expenditures, more robust and flexible transportation systems, improved public health, and enhanced local quality of life.

Some expenditures will not represent net-cost increases, but instead will involve substituting investments on climate-friendly equipment, materials, and technologies for expenditures that would otherwise have been made on less climate-friendly options. For example, residents and businesses are encouraged to make investments in water and energy conservation improvements; the initial expenditure on the improvements will be offset by long-term savings from reduced water or energy usage. Further, the City and local partners such as Southern California Edison (SCE), Southern California Gas (SoCalGas), and/or water providers can help households and businesses make these transitions by promoting available low-cost financing programs.

In some cases, expenditures may represent net-cost increases compared to a “status quo” approach to climate change. As such, these costs represent an accounting for the costs to address the negative externalities¹ associated with current practices that are now recognized as not sustainable.

Below are general descriptions of principles that will guide the City’s approach to funding the CAP and descriptions of key funding sources that the City may use. A more detailed matching of specific CAP actions with potential funding sources and tools is included in the Climate Action Plan and Table 1 below (The Funding Matrix).

Funding Strategy Principles

The CAP will be implemented over time. Funding sources for some actions can be identified at the outset, while the best means to fund other actions will be determined at the time the City is ready to implement them, depending on the resources available at the time. Several principles will help the City to determine the best approach to funding various actions, as follows:

Equity

The costs of implementing the CAP should be spread as equitably as possible, taking care to limit the imposition of new costs on the segments of the community that have the least ability to shoulder increased costs. Where certain segments of the community will benefit disproportionately from an action, the costs should be spread accordingly. Where possible, funding options and resources have been included which target assistance to low- and moderate-income households.

¹ “A negative externality is a cost that is suffered by a third party as a result of an economic transaction. In a transaction, the producer and consumer are the first and second parties, and third parties include any individual, organization, property owner, or resource that is indirectly affected.” Accessed August 12, 2020 at: https://www.economicsonline.co.uk/Market_failures/Externalities.html

Cost-Effectiveness

The CAP prioritizes cost-effective Plays and Moves which can generate cost savings that will offset the costs to those who are required to pay for implementation. While some Plays and Moves may require some initial capital outlay, whenever possible these actions should generate long-term cost savings that will repay and even generate a return on investment (ROI). The City will prioritize the use of available local resources to implement those Moves that have the highest GHG reduction potential.

Leveraging Local Resources

Leveraging local resources will involve using outside sources of funding to augment local resources to fund implementation of the CAP. The City will leverage General Fund resources and in-kind staff time to aggressively seek grants, matching funds, in-kind contributions, and other resources from state, federal, and philanthropic sources to help pay for actions and limit the cost to the City, residents, and local businesses. The CAP also includes actions through which City staff will monitor and publicize grants and incentives that will help households and businesses make the necessary climate-friendly investments.

Types of Funding Sources

The CAP will rely on a variety of funding sources for implementation. Below are general descriptions of some key funding sources identified that can be used to pay for climate-friendly actions:

Grants

From time to time, the City is able to secure funds for specific projects through grant programs provided by state and federal agencies. This includes various grant programs funded through the State of California's Cap and Trade program, which generates money for the State's Greenhouse Gas Reduction Fund, some of which is granted to local governments. State and federal grants may be a useful source of funding to pay for the portion of mitigation programs or actions that is attributable to the City's existing residential and non-residential development, which cannot be funded through impact fees collected on new development. State and federal grants can also be used to fund climate-friendly actions and programs that have broad community benefits, or to help defray costs that might otherwise have been too burdensome for lower-income households or small businesses. Additionally, utility companies may also provide grants within their service areas through various programs designed to incentivize energy conservation.

Pros and Cons

Grants are beneficial because they represent an opportunity to reduce the cost burden for implementation programs and projects on the City itself and the burden on local residents and businesses. Grants are one funding source that the City can use to pay existing development's share of project costs when the costs must be split between new development and existing development.

The primary disadvantages of grants are that the availability of funds is not certain due to competition for limited funds, timing of funding availability may not match with necessary implementation timelines, and grants are not always available for the types of projects which need funding. Exceptions to this include the Transportation Development Act (TDA) Article 3 Bicycle and Pedestrian Funds from Metro and upcoming Senate Bill (SB) 2 allocations from the state that are allocated to cities in a formulaic manner. The City will need to prioritize the funds for CAP implementation projects from these sources along with other eligible uses that may be of community interest.

General City Funds

The City's General Fund receives the revenues over which the City Council exercises discretionary funding authority. The General Fund receives major funding sources including sales tax revenues, property tax revenues, property tax in-lieu of vehicle license fees, and many other smaller revenue streams. The City Council spends these monies on public services that broadly benefit the community at large. While balancing all of its budgetary needs, the City Council may elect to spend some General Fund money on CAP implementation, such as providing staff support for climate-friendly programs or actions.

The CAP contains numerous Moves that are likely to be implemented through in-kind City staff efforts; however, it is not likely that existing City staff will have adequate capacity to take on all the responsibilities of CAP implementation that are identified as "Staff in-kind." To leverage the available staff resources, the City will seek to partner with other agencies and/or contract out certain services (e.g. using consultants for specialized studies), when that is more cost-effective. One such potential opportunity that is not tied to any single CAP Move is to apply to host a Civic Spark fellow who could work under the direction of the City's Sustainability Staff to help with CAP implementation activities. Civic Spark Fellows are provided through an AmeriCorps program that places fellows with local governments and other entities that are engaged in sustainability projects. The Civic Spark program covers most of the cost to host a Fellow so the City's General Fund can leverage this opportunity to acquire more staff than the City could otherwise afford to support.

Pros and Cons

A benefit of using General Fund monies to fund climate-friendly actions is that the City Council already has authority to allocate General Fund monies to implement climate-friendly actions. Therefore, reallocation of General Fund dollars to such actions is not restricted by governmental approval or outside agencies. However, it must also be recognized that the General Fund supports many other critical public services, such as law enforcement and fire protection, as well as parks and roadway maintenance. The City likely has little ability to allocate General Fund monies to new programs without impacting existing programs. The COVID-19 pandemic has significantly reduced the General Fund through decreases in revenue sources such as sales tax, property tax, and increases in health-related expenses. These reductions to the City's General funds will make it more difficult to directly fund implementation of some CAP Plays and Moves.

Restricted Funds

Restricted funds are monies that the City receives, but which can only be used for specified purposes. This is often the case with funds that are passed through to the City from other governmental entities, such as state or federal agencies. Relevant examples of such restricted funds include money allocated to the City from regional funding sources such as: transportation development funds received from the Local Return Program which is administered by Los Angeles Metro from Los Angeles County sales tax Measures A, C, R, and M; the local subvention funds that the City receives from the Southern California Air Quality Management District (SCAQMD)² and from Assembly Bill (AB) 2766³ vehicle license fees for air quality improvement projects; and the TDA Article 3 funds which are distributed by Metro.⁴ For these revenue examples, the City receives

² https://www.metro.net/projects/local_return_pgm/

³ <http://www.aqmd.gov/docs/default-source/transportation/ab2766-motor-vehicle-subvention-fund-program/ab2766-resource-guide.pdf?sfvrsn=8>

⁴ <https://www.metro.net/projects/tda/>

annual allocations of funds on a per-capita basis and the City can use those funds consistent with the relevant program guidelines, which include many purposes that align with the overall CAP goals as well as the objectives of specific transportation-related Moves.

Pros and Cons

A benefit of the Local Return Program and Local Subvention funds is that they are existing funding sources which will continue to accrue annually at fairly predictable levels. Given the alignment of these two programs' goals with the goals of the CAP, many of the Moves included in the CAP could be eligible for the use of these monies. The challenge with using these funds is that they are typically fully allocated and directing funds towards CAP projects will require prioritizing CAP projects over other potentially worthy uses of the funds.

Fees for Service/User Fees

The City operates some services on a cost recovery basis. The City collects funds in the form of user fees to provide specific services to various user groups and the fees charged are designed to offset the cost of the services provided. An example of user fees that support services provided to a specific segment of the community includes building permit fees, which are charged to cover the cost of reviewing plans and conducting inspections to verify that buildings are constructed properly. To the extent that these types of services incorporate climate-friendly actions, the costs of these actions can be recovered through user fees. User fees and ratepayer charges can also be applicable to utilities such as SCE, SoCalGas, water providers, and other businesses that provide goods and services that come under the auspices of the CAP.

Pros and Cons

Implementation projects and actions that are funded via fees for service, user fees, or ratepayer charges are similar to actions that are funded directly via household or business income, in that they uphold the "user pays" principle. They are also similar in that a disadvantage is that they could disproportionately burden lower income households or small and disadvantaged businesses that have more limited resources. The City will want to be particularly careful where users of affected services have limited ability to change their behavior to limit their exposure to increased costs. For example, some utility incentive programs can be structured to provide relatively low rates for "baseline" consumption then charging higher rates for consumption above established baseline levels to incentivize the minimization of consumption.

Financing Tools

Financing tools are not funding sources per se; however, while many climate-friendly actions may generate long-term cost savings, they may also require significant up-front expenditures which could be a challenge for the City, households, or businesses to finance. There are various financing tools that can be used to essentially borrow the funds needed "up front" for CAP implementation, to be paid back over time using one or more funding sources that will generate money over time. Examples of such tools include home mortgages and equity lines, Property Assessed Clean Energy (PACE) programs, on-bill financing programs sponsored by utilities, various state or federal financing programs, "green bond" programs used in places such as San Francisco, and private financing innovations such as the Metered Energy Efficiency Transaction Structure (MEETS) pioneered in Seattle. Another option to be considered for municipal expenditures is "interfund borrowing" whereby the City could self-finance certain improvements by using money from idle fund balances, and then repay those funds over time with other revenue streams. In particular, the City should consider using financing mechanisms to pay for up-front costs of large capital projects that will yield

long-term annual budget savings that can offset the annual debt service from the financings. In this way, the City can benefit from long-term costs savings of investments such as solar power generation facilities on City property and water and energy conservation improvements. The City should consider the possibility of undertaking a “green bond” issuance to finance a package of such investments, to be repaid using annual budget expenditures that otherwise would have been spent in the absence of the cost savings created by the investments. Additionally, if the City identifies the use of Los Angeles County Measure A, C, R, and M funds (Local Return Program) to help pay for transportation-related CAP projects, the City can consider utilizing borrowing options outlined in Metro’s program guidelines⁵ to obtain up-front funds for investments, to be repaid using the City’s future Local Return Program formulaic allocations.

Pros and Cons

As described above, various financing tools can be beneficial because they can help make large expenditures achievable by providing funds up-front and then allowing the cost to be repaid over an extended period of time. The disadvantage of most financing programs is that the cost of financing (e.g., interest charged on the outstanding balance while the financing is being repaid) adds to overall project costs. It will be beneficial for the City to fund its CAP implementation activities on a pay-as-you-go basis whenever practical and to reserve financing techniques for those situations where funds are needed up-front but are not available without using financing tools, or where long-term annual operational cost savings are sufficient to offset the necessary debt service payments.

⁵ http://media.metro.net.s3.amazonaws.com/projects_studies/local_return/images/borrowing_guidelines_prop_a_c_measure_r_m.pdf

Table 1 Detailed Funding Matrix

Move	Cost	City Lead Department	Potential Funding Source	Notes
Play C.1 Engage South Pasadena youth in climate change action and provide education on ways to live a sustainable lifestyle.				
C.1.a Support South Pasadena Unified School District by providing students with information on climate change and the beneficial role of trees.	Low	Public Works and Community Services	U.S. EPA - Environmental Education Grants (Need to Partner with a qualified education agency)	Grants support environmental education projects that promote environmental awareness and stewardship and help provide people with the skills to take responsible actions to protect the environment. This grant program provides financial support for projects that design, demonstrate, and/or disseminate environmental education practices, methods, or techniques.
C.1.b Utilize South Pasadena’s historic neighborhoods to demonstrate to students the importance of mature urban trees in providing shade and reducing the urban heat island effect.	Low	Public Works and Community Services		
C.1.c Identify grant funding opportunities and engage with local nurseries and tree planting programs to identify appropriate and cost-effective California native plants/trees that can be both planted in the ground or remain potted for students living in rental/multi-family homes.	Low	Public Works and Community Services	General Fund	Staff in-kind
Play E.1. Maximize the usage of renewable power within the community, by continuing to achieve an opt-out rate lower than 4% for the Clean Power Alliance.				
E.1.a Monitor progress and perform public outreach and education campaigns highlighting the benefits of 100% renewable energy, including: <ul style="list-style-type: none"> ✓ Monitoring opt-out rates on an annual basis ✓ Tabling at community events ✓ Establishing an informational resource page on the City website ✓ Regular social media posts ✓ Energy bill inserts 	Low	Public Works	General Fund	Staff in-kind

Move	Cost	City Lead Department	Potential Funding Source	Notes
Play E.2 Electrify 100% of newly constructed buildings.				
E.2.a Develop a webpage and materials for display at City Hall promoting the benefits of electrification and resources that can assist with the fuel-switching process.	Low	Public Works and Planning and Building	General Fund	Staff in-kind or contractor
E.2.b Provide financial and technical resources, including hosting workforce development trainings for installers and building owners/operators to discuss benefits and technical requirements of electrification.	Med	Planning and Building	Foothill Workforce Development Board – job training	Possibility to recruit vendors to assist with training and provide sponsorships and seek to partner with Foothill Workforce Development Board to arrange training – Workforce Development Board partners with businesses to provide job training to upgrade employee skills.
E.2.c Perform regular internal trainings with planners and building officials on current state decarbonization goals and incentives available for electric homes.	Low	Planning and Building	General Fund	Staff in-kind or contractor
E.2.d Provide education around cooking with electric appliances, including demonstrations from chefs and/or local restaurants, as available.	Low	Planning and Building	General Fund	Staff in-kind or contractor; could charge registration fees to off-set costs
E.2.e Adopt an Electrification Readiness Reach Code per California Energy Commission (CEC) reach code requirements for all new buildings and accessory dwelling units which eliminates the piping of natural gas. In doing so the City will: <ul style="list-style-type: none"> ✓ Engage with stakeholders, both internal stakeholders, such as City staff and officials, and external stakeholders, such as local developers regarding the purpose and impact of the reach code ✓ Conduct a cost effectiveness study ✓ Develop and draft an ordinance ✓ Conduct public hearings, public notices, and formally adopt the ordinance ✓ Submit the adopted ordinance to the California Energy Commission (CEC) 	Low/ Med	Planning and Building	Grant Funding	Consultant

Move	Cost	City Lead Department	Potential Funding Source	Notes
E.2.f Adopt an ordinance that allows granting of minor allowances for certain site development standards when there is no practical ways to design a project to be all electric.	Low/ Med	Planning and Building	Grant Funding	Consultant
Play E.3 Electrify 5% of existing buildings by 2030 and 80% by 2045.				
E.3.a Develop an existing building electrification permit tracking program to track annual progress in achieving the targeted electrification goal.	Low	Planning and Building	General Fund	Staff in-kind; potentially include costs of tracking in building permit fees.
E.3.b Keep an updated list of rebates and incentives available to residents who would like to convert their buildings to electric power.	Low	Public Works and Planning and Building	General Fund	Staff in-kind; partner with SCE
E.3.c Provide education on the potential energy savings and benefits of electric heat pumps for water heating and space heating when permits for replacement are obtained.	Low	Public Works and Planning and Building	General Fund	Staff in-kind; partner with SCE
E.3.d Work with Southern California Edison (SCE) and/or the Clean Power Alliance to provide rebates for residential replacement of natural gas-powered air and water heating appliances with electric-powered.	Low	Public Works	1. General Fund 2. SCE 3. Clean Power Alliance for rebate funding	Partner with SCE and/or Clean Power Alliance
E.3.e Promote water heater, space heating, and appliance (electric stoves/dryers) replacement programs and incentives (residential) at time of construction permit.	Low	Public Works and Planning and Building	General Fund	Staff in-kind - Could partner with local contractors, retailers, and building supply companies to host a building electrification expo to educate consumers. Vendors could also provide sponsorships to defray costs.
E.3.f Perform an existing buildings analysis in order to understand the potential for electrification retrofitting in South Pasadena and establish a roadmap for eliminating natural gas from existing buildings.	Med/ High	Planning and Building	California Energy Commission – Energy Partnership Program	This would likely require consultant contract and would also likely need General Fund support. Depending on level of detail of retrofit analysis, study cost could be significantly above \$50,000. This program offers services to help identify the most cost-effective, energy-

Move	Cost	City Lead Department	Potential Funding Source	Notes
				<p>saving opportunities for buildings and new construction. The Energy Partnership Program can be used to conduct energy audits and prepare feasibility studies. The Energy Commission provides technical assistance services up to \$20,000 of a consultant's costs. The program is a continuously open with no final filing date.</p>
<p>E.3.g Establish a comprehensive, coordinated education campaign focused towards property owners, landlords, property management companies, and occupants for reducing the use of natural gas in homes and businesses. Establish a shared understanding of existing incentives for electric appliances and upgrades, and how to access them, including SCE incentive programs and rebates.</p>	<p>Med</p>	<p>Public Works and Planning and Building</p>	<p>1. Southern California Edison, SoCalGas – rebates, incentives, and financing programs or 2. U.S. EPA - Environmental Education Grants (Need to Partner with a qualified education agency)</p>	<p>Staff in-kind and/or consultant contract – would likely need General Fund support SCE and SoCalGas offer a range of incentives, rebates, and financing programs for residential and non-residential customers. Grants support environmental education projects that promote environmental awareness and stewardship and help provide people with the skills to take responsible actions to protect the environment. This grant program provides financial support for projects that design, demonstrate, and/or disseminate environmental education practices, methods, or techniques.</p>
<p>E.3.h Perform a cost-effectiveness study for electrification retrofitting, including requirements for newly permitted HVAC/hot water heaters and other appliances to be electric.</p>	<p>Low</p>	<p>Planning and Building</p>	<p>California Energy Commission</p>	<p>This program offers services to help identify the most cost-effective, energy-saving opportunities for buildings and new construction. The Energy Partnership Program can be used to conduct energy audits and prepare feasibility studies. The Energy Commission provides technical assistance services up to \$20,000 of a</p>

Move	Cost	City Lead Department	Potential Funding Source	Notes
				consultant's costs. The program is a continuously open with no final filing date. See studies completed by Sacramento Municipal Utility District and other utilities on the same topic.
E.3.i Develop a best practices model based on the progress electrifying existing buildings in South Pasadena and outside of South Pasadena to significantly increase electrification post-2030.	Low	Planning and Building	Grant Funding	Consultant
Play E.4 Develop and promote reduced reliance on natural gas through increased clean energy systems that build off of renewable energy development, production, and storage.				
E.4.a Conduct a Feasibility Study to assess cost and applicable locations for installation of battery back-up systems or generators throughout the City in support of the General Plan.	Med	Public Works	California Energy Commission - Energy Partnership Program	The Feasibility Study would likely require a consultant contract, which may need General Fund support. This program offers services to help identify the most cost-effective, energy-saving opportunities for buildings and new construction. The Energy Partnership Program can be used to conduct energy audits and prepare feasibility studies. The Energy Commission provides technical assistance services up to \$20,000 of a consultant's costs. The program is a continuously open with no final filing date.
E.4.b Promote installation of storage technology in concert with renewable energy infrastructure through educational programs, outreach, and information provided via City platforms.	Low	Public Works	General Fund	Staff in-kind

Move	Cost	City Lead Department	Potential Funding Source	Notes
E.4.c Conduct "micro-grid" Feasibility/Pilot Study in support of the General Plan.	Med	Public Works	California Energy Commission - Energy Partnership Program	<p>The Feasibility Study/Pilot Study would likely require a consultant contract, which may need General Fund support.</p> <p>This program offers services to help identify the most cost-effective, energy-saving opportunities for buildings and new construction. The Energy Partnership Program can be used to conduct energy audits and prepare feasibility studies. The Energy Commission provides technical assistance services up to \$20,000 of a consultant's costs. The program is a continuously open with no final filing date.</p>
E.4.d In support of the General Plan, develop and implement a Solar Action Plan with a goal of meeting 50% of South Pasadena's power demand through solar by 2040.	Med/High	Public Works and Planning and Building	Private Solar Dealers/Installers - End-users buy or lease systems with costs offset by long-term energy savings. Solar developers construct and manage new solar systems to supply end-users pursuant to a power purchase agreement.	<p>The Move would likely require a consultant contract, which may need General Fund support.</p> <p>Implementation of the Solar Action Plan would cost many millions of dollars; however, costs would be mostly absorbed by end users who would benefit from the renewable energy savings.</p> <p>Private companies offer their customers financing programs for purchasing and installing systems, lease programs, and power purchase agreements to convert to solar energy.</p>
E.4.e In support of the 2018-2019 City Strategic Plan, develop a strategy and implementation schedule for the Renewable Energy Plan, after completion of the feasibility study.	Med	Public Works and Planning and Building	Grant Funding	The Move would likely require a consultant contract, which may need General Fund support.
E.4.f Adopt a PV (Solar) Ordinance requiring newly constructed and majorly renovated multi-family and	Low/Med	Planning and Building	Grant Funding	Consultant

Move	Cost	City Lead Department	Potential Funding Source	Notes
commercial buildings to install PV systems with an annual output greater or equal to 25% of buildings electricity demand. Ensure consistency of ordinance with the City General Plan.				
E.4.g Require all new structures or major retrofits to be pre-wired for solar panels, consistent with the General Plan.	Low	Planning and Building	General Fund	Staff in-kind
E.4.h Work with various City departments to establish and streamline battery storage requirements to allow for easier implementation of these technologies throughout the City.	Low	Public Works and Planning and Building	General Fund	Staff in-kind
E.4.i Work with home and business owners, including those in the historic districts, to identify and promote renewable energy demonstration projects to showcase the benefits.	Low	Public Works and Planning and Building	General Fund	Staff in-kind
E.4.j Work with SCE and the CPA to develop a program and timeline for increasing resilience to power losses, including Public Safety Power Shutoffs (PSPS), and climate-driven extreme weather events for low-income, medically dependent, and elderly populations through installation of renewable energy and onsite energy storage with islanding capabilities, following appropriate project-level environmental review.	High	Public Works	1. SCE 2. CPA	Staff in-kind; work with SCE and CPA to determine if there is potential to create a program similar to Search Results Web results Low Income Home Energy Assistance Program (LIHEAP) that utilizes funds collected from ratepayers at large to fund assistance for vulnerable populations. Implementation costs could be substantially over \$50,000, depending on the number of sites served.
Play T.1 Increase use of zero-emission vehicle and equipment 13% by 2030 and 25% by 2045.				
T.1.a Develop an EV Readiness Plan to establish a path forward to increase EV infrastructure within the City and promote mode shift to EVs that is consistent with the City General Plan. In conjunction with an EV Readiness Plan, conduct a community EV Feasibility Study to assess infrastructure needs and challenges.	Med	Public Works and Planning and Building	1. Moving California, California Climate Investments - Sustainable Transportation Equity Project (STEP) 2. California Air Resources Board -	The EV Readiness Plan would likely require a consultant contract, which may need General Fund support. STEP is a new pilot with \$2 million for Clean Transportation Planning & Capacity Building Grants, and \$20 million for Implementation Grants. Eligible Planning projects include mobility plans and needs assessments. Eligible implementation

Move	Cost	City Lead Department	Potential Funding Source	Notes
			Clean Vehicle Rebate Program	<p>projects include infrastructure, capital, operations, planning, policy-making, and outreach projects.</p> <p>The Clean Vehicle Rebate Program provides rebates for income eligible-consumers. Enhanced rebates for lower-income consumers.</p>
<p>T.1.b Adopt an EV Charging Retrofits in Existing Commercial and Multifamily Buildings reach code requiring major retrofits, with either a permit value over \$200,000 or including modification of parking surfaces or electric panels, to meet CalGreen requirements for “EV Ready” charging spaces and infrastructure.</p>	Low/Med	Public Works and Planning and Building	<p>1. Moving California, California Climate Investments - Sustainable Transportation Equity Project (STEP)</p> <p>2. CAL eVIP - Southern California Incentive Project (SCIP)</p>	<p>The Southern California Incentive Project (SCIP) offers rebates for the purchase and installation of eligible public electric vehicle (EV) chargers in Los Angeles, Orange, Riverside and San Bernardino counties – with a total of \$29 million in available funds.</p> <p>Eligible rebates include up to \$70,000 per DC fast charger (DCFC) for installations at new sites and sites with stub-outs and up to \$40,000 per DC fast charger for installations at replacement and make-ready sites. Installations in designated disadvantaged communities (DACs) are eligible for rebates up to \$80,000 per DC fast charger regardless of installation site type"</p> <p>Consultant to develop reach code.</p>
<p>T.1.c Streamline permit processes (city, county, state, utility) for electric vehicle charging infrastructure and alternative fuel stations.</p>	Low	Planning and Building	General Fund	Staff in-kind
<p>T.1.d Enhance promotion of public and private conversion to zero-emission vehicles through implementation of the City General Plan; including use of City events, social media, and</p>	Low	Public Works	General Fund	Staff in-kind

Move	Cost	City Lead Department	Potential Funding Source	Notes
the City website to educate on benefits of zero-emission vehicles and available incentives.				
T.1.e Establish an ordinance that restricts use of gas-powered lawn equipment, including leaf blowers, and provide information on the City website outlining available incentives.	Low/ Med	Public Works	General Fund	Staff in-kind
T.1.f Adopt an EV Readiness Reach Code requiring new commercial construction to provide the minimum number of EV capable spaces to meet Tier 2 requirements (20% of total). In doing so the City will: <ul style="list-style-type: none"> ✓ Engage with stakeholders, both internal stakeholders, such as local government staff and officials, and external stakeholders, such as local developers regarding the purpose and impact of the reach code ✓ Conduct a cost effectiveness study ✓ Develop and draft an ordinance ✓ Conduct public hearings, public notices, and formally adopt the ordinance ✓ Submit the adopted ordinance to the California Energy Commission (CEC) 	Low/ Med	Public Works and Planning and Building	1. Grant Funding 2. AB 2766 funds	The EV Readiness Reach Code would require a consultant contract, which may need General Fund support. Funding from the South Coast Air Quality Management District (SCAQMD) to support air pollution reduction projects.
T.1.g Earmark and identify additional funding for implementation of the EV Readiness Plan to include public charging infrastructure in key locations.	Low	Public Works	1. General Fund 2. AB 2766 – local subventions 3. Funding from EV charging station companies	Staff in-kind; potential partnership with commercial EV charging station companies. Funding from the South Coast Air Quality Management District (SCAQMD) to support air pollution reduction projects.
T.2 Implement programs for public and shared transit that decrease passenger car VMT 3% by 2030 and 6% by 2045.				
T.2.a Conduct a Feasibility and Community Interest Study on the four transit improvement options of the City's General Plan.	Med	Planning and Building	1. Southern California Association of Governments (SCAG)	The Move would require a consultant contract

Move	Cost	City Lead Department	Potential Funding Source	Notes
			- Sustainable Communities Program 2. AB 2766 - Local Subventions 3. Los Angeles County Measures A, C, R, M - Local Return Program	SCAG - Non-infrastructure funding for projects that help to implement the regional SCS AB 2766 - Annual allocations of funds can be used on projects that reduce air pollution. LA Metro - Annual formulaic grants to local jurisdictions from LA County voter-approved sales tax measures. Can fund numerous transportation improvement projects, including planning, capital investments, and services.
T.2.b Pursue a community car, bike, or e-scooter "micro-transit" share pilot consistent with the City General Plan.	Low	Planning and Building	AB2766 - Local Subventions	Staff in-kind; potential partnership with commercial shared mobility provider, San Gabriel Valley Council of Governments (SVGCOG) Annual allocations of funds can be used on projects that reduce air pollution.
T.2.c Conduct local transportation surveys to better understand the community's needs and motivation for travelling by car versus other alternatives such as bus or Metro Gold Line light rail. Use survey results to inform transit expansion and improvement projects.	Low/ Med	Public Works and Planning and Building	General Fund	The Move would likely require staff in-kind time or a consultant contract, which may need General Fund support.
T.2.d Adopt a Transportation Demand Management (TDM) Plan for the City that includes a transit system focus. Provide incentives for implementation of TDM measures at local businesses and new developments.	Med/ High	Planning and Building	Los Angeles County Measures A, C, R, M – Local Return Program	Form local Transportation Management Association (TMA); potential funding from TMA dues/assessments and grant funding to offset eligible services. The Move may also require staff in-kind time Annual formulaic grants to local jurisdictions from LA County voter-approved sales tax measures. Can fund numerous transportation improvement

Move	Cost	City Lead Department	Potential Funding Source	Notes
				projects, including planning, capital investments, and services.
<p>T.2.e Facilitate transportation equity through targeted provision of programs that encourage minority, low-income, disabled, and senior populations to take transit, walk, bike, use rideshare or car share.</p>	Low	Public Works and Community Services	Los Angeles County Measures A, C, R, M – Local Return Program	<p>Staff in-kind; incorporate equity considerations into other actions.</p> <p>Annual formulaic grants to local jurisdictions from LA County voter-approved sales tax measures. Can fund numerous transportation improvement projects, including planning, capital investments, and services.</p>
<p>Play T.3 Develop and implement an Active Transportation Plan to shift 3% of passenger car VMT to active transportation by 2030, and 5% by 2045.</p>				
<p>Play T.3.a Develop and adopt an Active Transportation Plan consistent with SCAG 2016 RTP/SCS that will identify funding strategies and policies for development of pedestrian, bicycle, and other alternative modes of transportation projects. Establish citywide events, outreach, educational programs, and platforms to promote active transportation in the community in support of the General Plan.</p>	High	Public Works and Planning and Building	<p>1. California Transportation Commission (CTC) - Active Transportation Program (ATP)</p> <p>2. LA Metro - TDA Article 3</p>	<p>contractor; cost may be well over \$50,000</p> <p>CTC ATP - The goals of the ATP include increasing the proportion of trips accomplished by biking and walking and increasing the safety and mobility for nonmotorized users. Each ATP programming cycle will include four years of funding. New programming capacity for the 2021 ATP will be for state fiscal years 2021-22, 2022-23, 2023-24 and 2024-25 Funding from the ATP may be used to fund the development of community-wide active transportation plans within or, for area-wide plans, encompassing disadvantaged communities, including bicycle, pedestrian, safe routes to schools, or comprehensive active transportation plans</p> <p>LA Metro - Metro Administers Transportation Development Act Article 3 funds for cities within LA County. Funds</p>

Move	Cost	City Lead Department	Potential Funding Source	Notes
				are allocated annually on a per capita basis and can be used for bicycle and pedestrian improvement projects.
<p>Play T.3.b In conjunction with the City’s Compete Streets Policy conduct a Street/Intersection Study to identify streets and intersections that can be improved for pedestrians and bicyclists through traffic calming measures and/or where multi-use pathway opportunities exist to increase active transportation.</p>	Low/Med	Public Works	<ol style="list-style-type: none"> 1. California Transportation Commission (CTC) - Local Partnership Program (LPP) 2. Mitigation fees paid by new development projects that contribute to VMT - Local VMT-based transportation impact fee or local/regional VMT bank/exchange program 3. LA Metro - TDA Article 3 	<p>contractor; potential grant funding</p> <p>CTC LPP - The primary objective of this program is to provide funding to counties, cities, districts, and regional transportation agencies in which voters have approved fees or taxes dedicated solely to transportation improvements or that have imposed fees, including uniform developer fees, dedicated solely to transportation improvements. The Local Partnership Program provides funding to local and regional agencies to improve Aging Infrastructure, Road Conditions, Active Transportation, Transit and rail, Health and Safety Benefits. The Local Partnership Program funds are distributed through a 40% statewide competitive component and a 60% formulaic component. FY20 Funding deadline for 2020 applications was June 30, 2020.</p> <p>Development projects would pay impact fees to offset VMT impacts or pay into a VMT bank or exchange program to offset their contributions to VMT. Funds collected in this manner would be spent on VMT-reducing projects. This can be implemented in tandem with the switch from LOS-based to VMT-based mitigations for CEQA traffic impacts.</p>

Move	Cost	City Lead Department	Potential Funding Source	Notes
				Metro TDA Article 3 - Metro Administers Transportation Development Act Article 3 funds for cities within LA County. Funds are allocated annually on a per capita basis and can be used for bicycle and pedestrian improvement projects.
Play T.3.c Periodically review and update the City’s Bicycle and Pedestrian Network Map and post throughout City.	Low	Planning and Building	General Fund	Staff in-kind; additionally, potential sponsorships from local bike shops and other businesses may be pursued
Play T.3.d Work with South Pasadena Active, Active San Gabriel Valley (ActiveSGV), and/or Metro to develop programs and classes to teach and promote bicycle riding education and safety to residents of all ages and skill levels, as well as educate drivers.	Low	Public Works	General Fund	Staff in-kind
Play T.3.e Conduct a nexus study and develop an ordinance requiring payment of fees from development projects to implement safe active transportation routes and infrastructure citywide.	Low/ Med	Public Works	Mitigation fees paid by new development projects that contribute to VMT	Local VMT-based transportation impact fee or local/regional VMT bank/exchange program. Development projects would pay impact fees to offset VMT impacts or pay into a VMT bank or exchange program to offset their contributions to VMT. Funds collected in this manner would be spent on VMT-reducing projects. This can be implemented in tandem with the switch from LOS-based to VMT-based mitigations for CEQA traffic impacts.
Play T.3.f Amend zoning code to require installation of bike stalls or lockers at new developments, "mobility hubs", and during change of use of existing buildings, consistent with the General Plan.	Low	Public Works and Planning and Building	General Fund, combine with Play T.3.g	Staff in-kind New developments would incorporate costs; costs could be offset by reducing vehicle parking requirements commensurately.

Move	Cost	City Lead Department	Potential Funding Source	Notes
Play T.3.g Adopt a Trip Reduction Ordinance that includes requirements in the Zoning Code to require end-of-trip facilities for cyclists (e.g., showers, bike repair kiosks, and lockers) in new, non-residential building projects of a specified size.	Low/ Med	Public Works and Planning and Building	General Fund	Staff in-kind New developments would incorporate costs; costs could be offset by reducing vehicle parking requirements commensurately.
W.1 Reduce per capita water consumption by 10% by 2030 and 35% by 2045.				
W.1.a Continue to enforce the Model Water Efficient Landscapes Ordinance.	Low	Public Works and Planning and Building	Water Conservation Funds	Staff in-kind (existing program)
W.1.b Work with the Los Angeles County Sanitation District (LACSD) and/or the Upper San Gabriel Valley Municipal Water District to bring recycled water lines and infrastructure to the City.	High	Public Works	1. User Fees 2. Water Resources Control Board- Water Recycling Funding Program - Construction Grant	Staff in-kind; implementation costs could be in the multiple millions of dollars. User fees could potentially reimburse costs; partner with Upper San Gabriel Valley Municipal Water District to conduct the study. Integrated Water & Wastewater Resources Management Plan (currently being studied) will address recycled water feasibility. Water recycling construction projects must offset or augment state or local fresh water supplies. Eligible projects include construction of recycled water treatment facilities, storage facilities, pumping facilities, groundwater recharge facilities, and recycled water distribution systems, including onsite improvements.
W.1.c In conjunction with the Downtown Specific Plan and City General Plan actions, adopt an ordinance restricting the use of potable water for non-potable uses and requiring	Low/ Med	Public Works	Water Conservation Funds	Staff in-kind

Move	Cost	City Lead Department	Potential Funding Source	Notes
greywater capture for land uses that are excess water users (e.g. golf courses, car washes, large fields, etc.).				
W.1.d Implement Plays 1 through 4 under Goal II of the Green Action Plan on the provided implementation timeline, aiming to provide education and promotion of greywater systems. (See the City's Green Action Plan for more information).	Low	Public Works	Water Conservation Funds	Staff in-kind
W.1.e In conjunction with Move II.1.1 of the City Green Action Plan, develop a Recycled Water Use Master Plan that identifies access to recycled water and quantity of recycled water available to the City, as well as establishes an implementation plan. The implementation plan shall identify land use types (i.e., landscaping, golf courses, fields) and specific projects that will switch from potable to recycled water use allowing for a goal of 20% of City's potable water use to be replaced with recycled water.	High	Public Works	Water Resources Control Board - Water Recycling Funding Program - Planning Grant	Contractor; costs to implement could be in the multiple millions of dollars; combine with W.1.b; potentially reimburse up-front costs through user fees. WRF Planning Grants encourage Local Public Agencies to investigate the feasibility of recycling wastewater and assist them with completing planning for water recycling projects by supplementing local funds. Applications are accepted continuously.
W.1.f Implement 100% renewable power for all pumping and treatment of water.	Low	Public Works	General Fund	Marginal cost increase above current costs; incorporate costs into rate structure
Play SW.1 Implement and enforce SB 1383 organics and recycling requirements to reduce landfilled organics waste emissions 50% by 2022 and 75% by 2025.				
SW.1.a Adopt procurement policies to comply with SB 1383 requirements for jurisdictions to purchase recovered organic waste products.	Low	Public Works	General Fund	Possible marginal cost increase above standard products that are already purchased
SW.1.b Adopt an ordinance requiring compliance with SB 1383. Ensure ordinances established through the City General Plan are consistent with SB 1383 requirements; and revise ordinances if necessary.	Low/Med	Public Works	User fees for solid waste services	Staff in-kind; partner with waste hauler Costs for implementation of organics recycling could be recovered through solid waste user fees.

Move	Cost	City Lead Department	Potential Funding Source	Notes
SW.1.c Adopt an Edible Food Recovery Ordinance for edible food generators, food recovery services, or organization that are required to comply with SB 1383.	Low/ Med	Public Works	User fees for solid waste services	Staff in-kind; partner with waste hauler Costs for implementation of organics recycling could be recovered through solid waste user fees.
SW.1.d Partner with the City's waste hauler, to provide organic waste collection and recycling services to all commercial and residential generators of organic waste.	Low	Public Works	User fees for solid waste services	Staff in-kind; partner with waste hauler Costs for implementation of organics recycling could be recovered through solid waste user fees.
SW.1.e Adopt an ordinance requiring all residential and commercial customers to subscribe to an organic waste collection program and/or report self-hauling or backhauling of organics.	Low/ Med	Public Works	User fees for solid waste services	Staff in-kind; partner with waste hauler Costs for implementation of organics recycling could be recovered through solid waste user fees.
SW.1.f Conduct a Feasibility Study and prepare an action plan to ensure edible food reuse infrastructure is sufficient to accept capacity needed to recover 20% of edible food disposed or identify proposed new or expanded food recovery capacity.	Low/ Med	Public Works	CalRecycle - Food Waste Prevention and Rescue Grant Program	Staff in-kind or contractor; potential grant funding The purpose of this competitive grant program is to lower overall greenhouse gas emissions by expanding existing or establishing new food waste prevention and/or rescue projects in California to reduce the amount of food being disposed in landfills. Eligible projects include food waste prevention projects that prevent food waste and from being generated Food rescue projects that result in edible food being rescued and distributed to people Availability of application materials for fiscal year (FY) 2019-20 is to be determined
SW.1.g Establish an education and outreach program for school children and adults around food waste prevention, nutrition education, and the importance of edible food	Low	Public Works	U.S. EPA - Environmental Education Grants	Staff in-kind Grants support environmental education projects that promote environmental

Move	Cost	City Lead Department	Potential Funding Source	Notes
recovery. Support City Green Action Plan Play III identified educational goals (Move III.1.3., Move III.1.4., Move III.1.6., Move III.2.1, Move III. 3.3, and Move III.4.2) through an established educational program.				awareness and stewardship and help provide people with the skills to take responsible actions to protect the environment. This grant program provides financial support for projects that design, demonstrate, and/or disseminate environmental education practices, methods, or techniques. 2020 grant applications were announced in October 2019 and due January 6, 2020.
SW.1.h Establish an edible food recovery program supporting the City General Plan and the City Green Action Plan Move III.1.2 to minimize food waste.	Low	Public Works	CalRecycle - Food Waste Prevention and Rescue Grant Program	Staff in-kind; partner with local food bank or similar organization to implement The purpose of this competitive grant program is to lower overall greenhouse gas emissions by expanding existing or establishing new food waste prevention and/or rescue projects in California to reduce the amount of food being disposed in landfills. Eligible projects include food waste prevention projects that prevent food waste and from being generated Food rescue projects that result in edible food being rescued and distributed to people Availability of application materials for fiscal year (FY) 2019-20 is to be determined
SW.1.i Adopt an ordinance or enforceable mechanism to regulate haulers collecting organic waste, including collection program requirements and identification of organic waste receiving facilities.	Low/ Med	Public Works	General Fund, possibly incorporate costs into franchise agreement.	Staff in-kind
SW.1.j Partner with City waste services to:	Low	Public Works	User fees for solid waste services; incorporate into	Staff in-kind; incorporate costs in user fees for waste hauler

Move	Cost	City Lead Department	Potential Funding Source	Notes
<ul style="list-style-type: none"> ✓ Ensure organic waste collection from mixed waste containers are transported to a high diversion organic waste processing facility. ✓ Provide quarterly route reviews to identify prohibited contaminants potentially found in containers that are collected along route. ✓ Clearly label all new containers indicating which materials are accepted in each container, and by January 1, 2025, place or replace labels on all containers. 			agreement with Athens Services	
Play SW.2 Reduce residential and commercial waste sent to landfills by 50% by 2030 and 100% by 2045.				
SW.2.a Develop and implement a Zero Waste Plan, consistent with the General Plan, in order to reach South Pasadena’s goal of zero waste by 2040.	Low/ Med	Public Works	User fees	Contractor - Incorporate costs of study and implementation into solid waste user fees.
SW.2.b Provide ongoing education to residents, business owners, and South Pasadena School District regarding waste reduction, composting, and recycling.	Low	Public Works	U.S. EPA - Environmental Education Grants	Staff in-kind; partner with waste hauler Grants support environmental education projects that promote environmental awareness and stewardship and help provide people with the skills to take responsible actions to protect the environment. This grant program provides financial support for projects that design, demonstrate, and/or disseminate environmental education practices, methods, or techniques. 2020 grant applications were announced in October 2019 and due January 6, 2020.
SW.2.c Increase reuse, recycling, and composting at temporary public events by mandating the installation of public recycling and composting containers and collection service; and encouraging reusable food ware, when relevant, according to the California State Retail Food Code.	Low	Public Works	CalRecycle - Beverage Container Recycling Grants	Staff in-kind Provides funding to assist organizations with establishing convenient beverage container recycling and litter abatement

Move	Cost	City Lead Department	Potential Funding Source	Notes
				projects. The next application cycle is expected in Fall 2020.
SW.2.d Develop a waste department or working group to enhance recycling and composting outreach and provide technical assistance or information in support of City Green Action Plan Move III. Additionally, implement and share a Recycle and Reuse Directory through City platforms, in support of Green Action Plan Move I.2.5.	Low/ Med	Public Works	General Fund	Staff in-kind; costs would increase if new staff needed
SW.2.e Adopt an ordinance requiring compliance with Sections 4.410.2, 5.410.1, 4.408.1, and 5.408.1 of the California Green Building Standards Code related to construction of buildings with adequate space for recycling containers and construction and demolition (C&D) recycling.	Low/ Med	Planning and Building	General Fund, planning and building permit fees.	Consultant Costs for implementation could be recovered through planning and building plan review fees charged to projects subject to requirements.
SW.2.f Implement the City General Plan, requiring construction sites to separate waste for proper diversion and reuse or recycling.	Low	Public Works and Planning and Building	General Fund, planning and building permit fees.	Staff in-kind; possible cost recovery through permit surcharge Costs for implementation could be recovered through planning and building plan review fees charged to projects subject to requirements.
SW.2.g Develop and implement a Waste Stream Education Program targeting property managers of multi-family residences and the commercial sector, in support of Goal III of the City Green Action Plan.	Low	Public Works	General Fund	Staff in-kind; partner with property owner organizations and/or Chamber of Commerce for outreach and education.
SW.2.h Develop policies to mandate/encourage reduction of waste and reuse in the food industry (e.g. facilities serving prepared food and prepackaged food; home meal delivery services), hospitality industry, and other commercial industries. Efforts may include developing ordinances for food service ware and a ban on single-use individual toiletry bottles in hotels/motels, grant/discount programs for switching to reusables, fast food champion pilot project, and working with home meal delivery services (e.g., Blue Apron),	Low/ Med	Public Works	General Fund, affected businesses	Staff in-kind; partner with Chamber of Commerce to gain business input on policy and to educate affected businesses. Possible regulatory fees charged to affected businesses.

Move	Cost	City Lead Department	Potential Funding Source	Notes
etc. to explore opportunities to reduce single-use packaging and encourage reuse.				
SW.2.i Encourage reusable foodware; or if reusable foodware is not a feasible option, explore opportunities to mandate/encourage a switch to more environmentally friendly alternatives for various products in the commercial industry, when relevant.	Low	Public Works	General Fund	Staff in-kind; partner with Chamber of Commerce to gain business input on policy and to educate affected businesses.
Play CS.1 Increase carbon sequestration through increased tree planting and green space.				
CS.1.a Identify and map public spaces that can be converted to green space, including public parking that can be converted to parklets, freeway airspace that can be made into green space, vertical walls that can be planted with vines, and rooftops of public buildings that can be developed into gardens.	Low	Public Works	CalFire - Urban and Community Forestry	Staff in-kind or contractor to identify and map; implementation could be funded with combination of grants and private property owner investments Funds projects to expand and manage urban forests. 2019-20 concept proposals were due 11-27-2019. The next round of funding has not yet been announced.
CS.1.b Adopt a Greenscaping Ordinance that has a street tree requirement for all zoning districts, has a shade tree requirement for new development, requires greening of parking lots, and increases permeable surfaces in new development.	Low/Med	Public Works and Planning and Building	General Fund	Staff in-kind; property owners fund improvements Implementation costs would be covered by building permit fees charged to construction projects.
CS.1.c Prepare and adopt an Urban Forest Management Plan for the City that includes an inventory of existing trees, identifies future tree planting opportunities, and a climate-ready tree palette, as well as ongoing operations and maintenance needs.	High	Public Works	CalFire - Urban and Community Forestry	Consultant; costs for implementation and long-term maintenance would likely be in the multiple millions of dollars; possible grant funding and funding from private property owners to plant trees; maintenance costs could potentially be incorporated into a lighting and landscaping assessment district. Funds projects to expand and manage urban forests. 2019-20 concept proposals

Move	Cost	City Lead Department	Potential Funding Source	Notes
				were due 11-27-2019. The next round of funding has not yet been announced.
CS.1.d Adopt a standard policy and set of practices for expanding urban tree canopy and placing vegetative barriers between busy roadways and developments to reduce exposure to air pollutants from traffic.	Low	Public Works	General Fund	Staff in-kind
M.1 Reduce carbon intensity of City operations.				
M.1.a As recommended in the 2016 Renewable Energy Council Report, complete energy audits for all City facilities and implement all feasible recommendations for decarbonization and efficiency upgrades.	High	Public Works	California Energy Commission Energy Partnership Program	Consultant; costs for implementation could be substantially over \$50,000; offset by potential long-term savings from improvements This program offers services to help identify the most cost-effective, energy-saving opportunities for buildings and new construction. The Energy Partnership Program can be used to conduct energy audits and prepare feasibility studies. The Energy Commission provides technical assistance services up to \$20,000 of a consultant's costs. The program is continuously open with no final filing date.
M.1.b As recommended in the 2016 Renewable Energy Council Report, purchase renewable natural gas (RNG) for applicable City fleet vehicles.	Low	Public Works	General Fund	Marginal costs for substitution of fuels
M.1.c Establish an employee rideshare program.	Low	Public Works	General Fund	Staff in-kind
M.1.d As recommended in the 2016 Renewable Energy Council Report, install PV solar systems at the City Hall and at Wilson Reservoir.	High	Public Works	Grant Funding	Up-front costs are likely substantially over \$50,000, but offset by long-term electricity cost savings. Solar generation facilities would be a candidate for Green Bond financing, to be

Move	Cost	City Lead Department	Potential Funding Source	Notes
				repaid using General Fund monies that otherwise would have been spent on purchasing electricity.
M.1.e Adopt retrofitting policy for City owned buildings such that energy efficient and electrification retrofits are incorporated into City buildings as they become available.	Low	Public Works	General Fund	Staff in-kind Energy efficiency projects would be good candidates for Green Bond financing, to be repaid using General Fund monies that otherwise would have been spent on utility costs.
M.1.f Develop a policy for the City which would require all new building RFP's to include life cycle costing over 30 years and tie this directly to energy consumption and building electrification. This would include the buildings operational and maintenance costs and ensure that the City has the most cost effective (and sustainable) building possible.	Low	Public Works	General Fund	Staff in-kind to develop policy; City benefits from lifecycle savings Lifecycle costing will help the City to identify potential for long-term cost savings. Green Bond financing could be used to make the necessary up-front investment in efficient buildings.
M.1.g As recommended in the 2016 Renewable Energy Council Report, invest all savings from City energy efficiency projects into a new revolving green fund that can be used to fund additional energy efficiency and GHG reduction projects.	Low	Finance	General Fund	Calls for using energy efficiency dividends to fund new projects The Green Fund could help to repay Green Bond financings.
M.2 Electrify the municipal vehicle fleet and mobile equipment.				
M.2.a Develop a suite of transportation demand management tools to incentivize alternative transportation methods for employees, including telecommute options.	Low	Management Services	General Fund	Staff in-kind City is adapting to telecommuting for COVID-19. Develop continuing telecommuting policies for post-pandemic.
M.2.b Provide bicycles and bicycle storage for employees to use during work hours for short business or personal trips.	Low	Public Works	General Fund	Limited capital expenditure and maintenance costs

Move	Cost	City Lead Department	Potential Funding Source	Notes
M.2.c Develop and adopt a policy to apply lifecycle assessment to all new vehicle and equipment purchases.	Low	Public Works	General Fund	Staff in-kind to develop policy; City benefits from lifecycle savings Lifecycle costing will help the City to identify potential for long-term cost savings. Green Bond financing could be used to make the necessary up-front investment in efficient buildings.
M.2.d Implement the City Fleet Alternative Fuel Conversion Policy developed under the City General Plan, electrifying the City vehicle fleet and using it to encourage residents to convert as well.	Low	Public Works	Southern California Air Quality Management District (SCAQMD) - Carl Moyer Program	Long-term savings from reduced maintenance and fuel costs Replacement of older heavy duty diesel vehicles and equipment with clean technologies. Eligible equipment includes trucks, public agency utility vehicles, emergency vehicles.
M.2.e Install EV charging stations at municipal buildings.	Med	Public Works and Planning and Building	1. Moving California, California Climate Investments, CARB - Sustainable Transportation Equity Project (STEP) 2. CAL eVIP, CA Energy Commission - Southern California Incentive Project (SCIP)	Possible low to no-cost of partnered with commercial EV charging company STEP - is a new pilot with \$2 million for Clean Transportation Planning & Capacity Building Grants, and \$20 millions for Implementation Grants. Eligible Planning projects include mobility plans and needs assessments. Eligible implementation projects include infrastructure, capital, operations, planning, policy-making, and outreach projects. The Southern California Incentive Project (SCIP) offers rebates for the purchase and installation of eligible public electric vehicle (EV) chargers in Los Angeles, Orange, Riverside and San Bernardino counties – with a total of \$29 million in available funds.

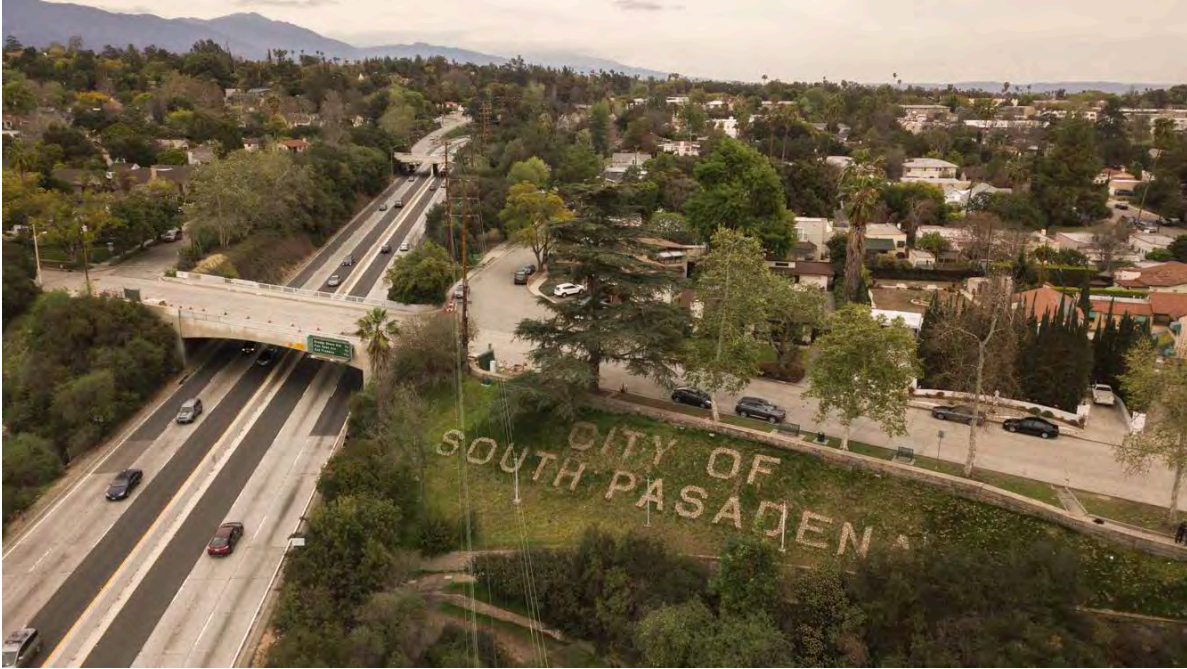
Move	Cost	City Lead Department	Potential Funding Source	Notes
				Eligible rebates include up to \$70,000 per DC fast charger (DCFC) for installations at new sites and sites with stub-outs and up to \$40,000 per DC fast charger for installations at replacement and make-ready sites. Installations in designated disadvantaged communities (DACs) are eligible for rebates up to \$80,000 per DC fast charger regardless of installation site type. Applications accepted on an ongoing basis while funds available.
M.3 Increase City's renewable energy production and energy resilience.				
M.3.a Conduct a Feasibility Study to determine which City buildings would serve as ideal resilience centers including solar and battery installations.	Low	Public Works	General Fund	Consultant
M.3.b Convert all streetlights to light emitting diode (LED) bulbs.	High	Public Works	General Fund	Up-front costs are potentially over \$1 million, but offset by long-term electricity cost savings. Energy efficiency projects would be good candidates for Green Bond financing, to be repaid using General Fund monies that otherwise would have been spent on utility costs.
M.3.c Work with SCE to identify and develop local solar projects to connect to the grid.	Low	Public Works	General Fund, possibly incorporate costs into Lighting and Landscaping Assessment District	Staff in-kind; solar development funded by sale of power generated Solar projects would be good candidates for Green Bond financing, to be repaid using General Fund monies that otherwise would have been spent on utility costs.

Move	Cost	City Lead Department	Potential Funding Source	Notes
<p>M.3.d Install solar arrays at facilities that currently do not have solar arrays and work with emergency services to add solar and battery storage at priority locations. Review options for potential to combine multiple buildings into micro-grid systems.</p>	High	Public Works	General Fund	<p>Up-front costs would be substantially over \$50,000, but offset by long-term electricity cost savings.</p> <p>Solar projects would be good candidates for Green Bond financing, to be repaid using General Fund monies that otherwise would have been spent on utility costs. Coordinate with Move E.4.c.</p>
<p>M.3.e Explore opportunities and partnerships to develop renewable-powered fuel cell micro-grids to provide back-up or primary power for critical facilities such as facilities providing essential services (e.g. water pumping facilities) and schools as a clean alternative to diesel generators.</p>	Low	Public Works	General Fund	<p>Staff in-kind</p> <p>Coordinate with Move E.4.c.</p>

Appendix F:

CEQA Document

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2020 Climate Action Plan

Draft Initial Study – Negative Declaration

prepared for

City of South Pasadena

1414 Mission Street

South Pasadena, California 91030

Contact: Shahid Abbas, Public Works Director

prepared by

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October 7, 2020



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18-255

2020 Climate Action Plan

Draft Initial Study – Negative Declaration

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Table of Contents

Initial Study.....	1
1. Proposed Plan Title	1
2. Lead Agency / Plan Sponsor Contact	1
3. Plan Location and Physical Setting.....	1
4. Existing Setting.....	4
5. General Plan Designation and Zoning.....	9
6. Description of Plan.....	9
7. Cumulative Projects Scenario	20
8. Required Approvals.....	20
Environmental Factors Potentially Affected.....	21
Determination	21
Environmental Checklist.....	23
1 Aesthetics.....	23
2 Agriculture and Forestry Resources.....	27
3 Air Quality	29
4 Biological Resources.....	33
5 Cultural Resources	39
6 Energy	43
7 Geology and Soils.....	47
8 Greenhouse Gas Emissions	53
9 Hazards and Hazardous Materials	57
10 Hydrology and Water Quality	63
11 Land Use and Planning.....	67
12 Mineral Resources	69
13 Noise	71
14 Population and Housing.....	75
15 Public Services.....	77
16 Recreation	79
17 Transportation	81
18 Tribal Cultural Resources	85
19 Utilities and Service Systems	89
20 Wildfire	95
21 Mandatory Findings of Significance.....	97
References.....	99
List of Citations	99
List of Preparers.....	102

Tables

Table 1	South Pasadena 2016 Communitywide GHG Emissions by Sector	10
Table 2	South Pasadena 2020 CAP Plays and Moves by Sector	11
Table 3	South Pasadena 2030 GHG Reduction Target by Sector	18
Figure 3	South Pasadena Future GHG Emissions Projection and CAP Reduction Target	19
Table 4	South Pasadena Future GHG Emissions Projection and Reduction Target.....	19

Figures

Figure 1	Regional Location.....	2
Figure 2	Plan Location.....	3

Appendices

Appendix A	Sources, Health Effects, and Typical Controls Associated with Criteria Pollutants
Appendix B	Description of Greenhouse Gases of California Concern

Initial Study

1. Proposed Plan Title

South Pasadena 2020 Climate Action Plan (CAP)

2. Lead Agency / Plan Sponsor Contact

Lead Agency/Plan Sponsor

City of South Pasadena
1414 Mission Street
South Pasadena, CA 91030

Contact Person

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3. Plan Location and Physical Setting

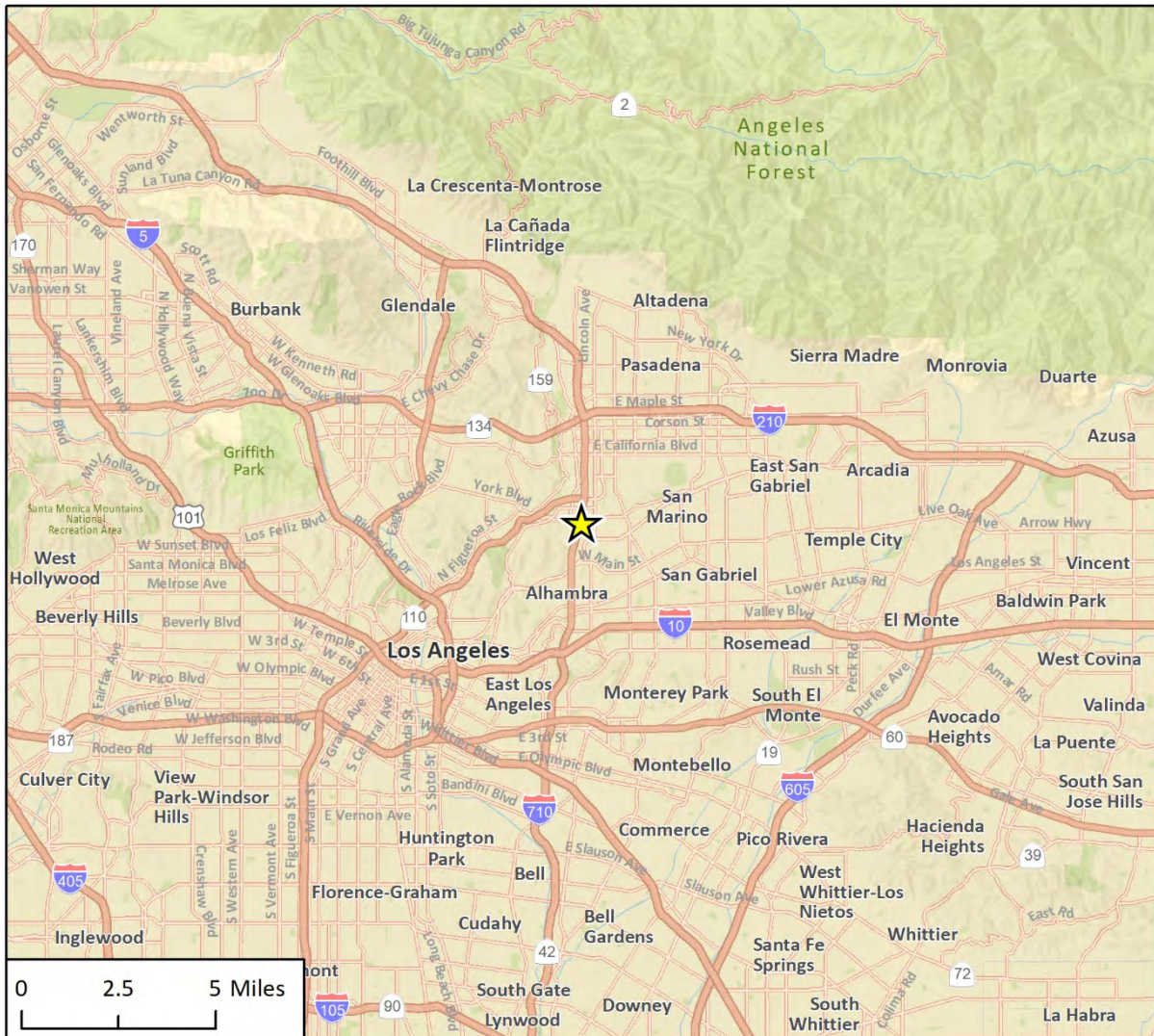
The City of South Pasadena 2020 CAP applies to all areas and plans/projects within the City of South Pasadena limits. Figure 1 shows the regional location, and Figure 2 shows the plan location. The plan location includes all of South Pasadena's incorporated lands.

Regional Location and Setting



The City of South Pasadena is located within Los Angeles County, approximately nine miles northeast of downtown Los Angeles. South Pasadena is part of the greater Los Angeles metropolitan area (see Figure 1) and occupies 3.44 square miles of central Los Angeles County (see Figure 2). South Pasadena is located in the West San Gabriel Valley, with the San Gabriel Mountains to the north, San Rafael Hills to the south, and Arroyo Seco River to the west. Surrounding communities include the Cities of Los Angeles and Alhambra to the south; Cities of San Marino and San Gabriel to the east; the City of Pasadena to the north; and the City of Los Angeles to the west.

Principal regional transportation facilities serving South Pasadena are State Route 110, State Route 710, Interstate Highway 210, Interstate Highway 10, the Los Angeles County Metropolitan Authority (Metro), and the Hollywood Burbank Airport. The Los Angeles County Metropolitan Transportation Authority (LA Metro) provides bus services in South Pasadena via six bus lines (79, 176, 256, 258, 260, and 762) and rail service in South Pasadena via the Metro L Line (formerly the Gold Line) with primary station location at the corner of Mission and Meridian Streets. The Hollywood Burbank Airport is located approximately 13 miles northwest of the City.

Figure 1 Regional Location



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 City of South Pasadena (Plan Location)
 

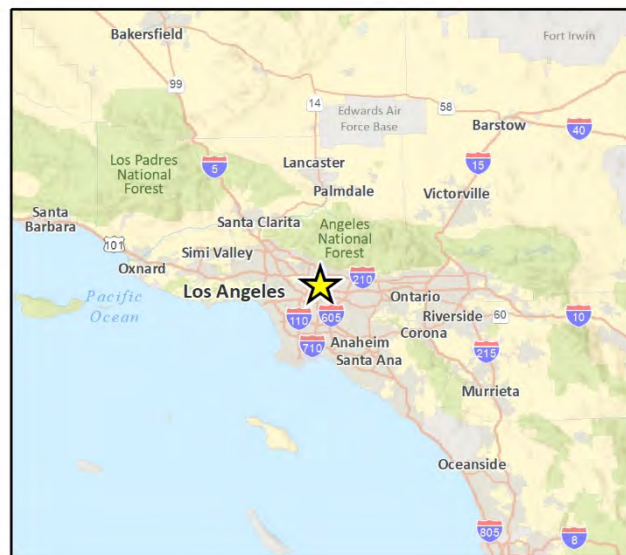
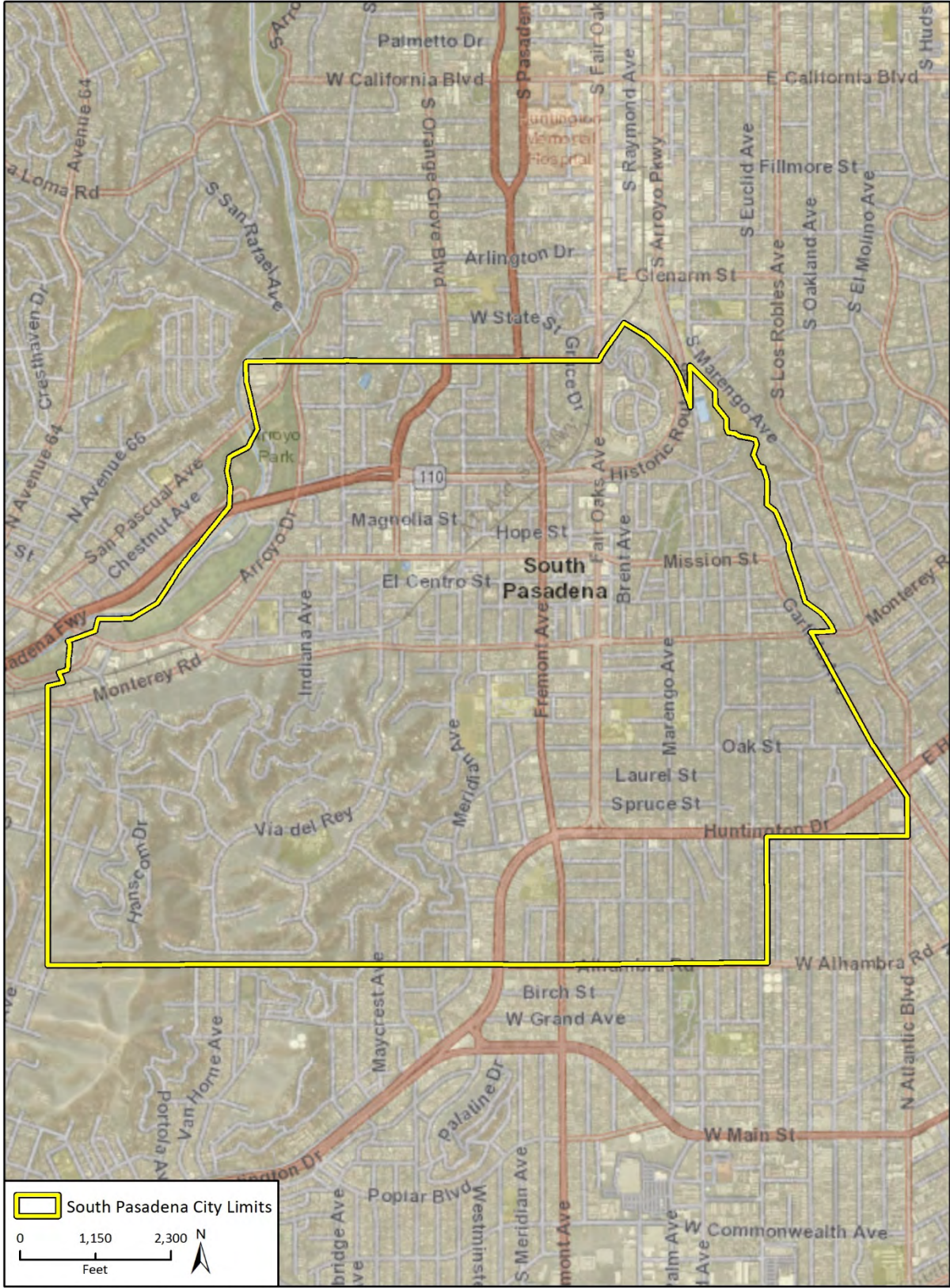


Fig. 1 Regional Location

Figure 2 Plan Location



Local Setting

The City is characterized as a suburban residential community with many mature trees as well as historic landmarks and districts. The City has a focus on continuity of its natural landscape, historic character, scale, and small-town atmosphere. Most of South Pasadena's land is occupied with residential uses, a mixture of single-family and multi-family. Commercial and office uses are primarily located along major transportation corridors such as Fair Oaks Avenue, Huntington Drive, Mission Street, and Monterey Road. The remaining portions of City land are occupied by community facilities, open space, parks, streets, highways, and transit lines.¹

South Pasadena's topography ranges from flatlands in the northern and eastern parts of the City to hills and watershed lands and hills in the southwestern and western portions of the City. The City has an average elevation of 659 feet above mean sea level. The Arroyo Seco Watershed stretches from the Angeles National Forest in the San Gabriel Mountains to the downtown Los Angeles area and is channelized through urban areas such as the City of South Pasadena and ultimately ends at the confluence with the Los Angeles River north of Dodger Stadium. South Pasadena's climate is characterized by hot, arid summers with mostly clear skies and cool, wet winters with partly cloudy skies. The Köppen-Geiger climate classification is Csa, which is a typical Mediterranean climate. As such, the average temperature ranges from 46 to 88 degrees Fahrenheit. Similar to the rest of the Los Angeles Air Basin, a temperature inversion, where warm dry air overrides cool marine air and traps air pollutants close to the ground, often occurs during late summer and autumn.

4. Existing Setting

Sustainability and (Greenhouse Gas) GHG Reduction Efforts Setting

City of South Pasadena Sustainability and GHG Reduction Efforts

The City of South Pasadena has established actions related to increasing sustainability and reducing GHG emissions and the potential impacts of climate change. These actions are outlined in the City's Green Action Plan, Draft 2020 General Plan, and Draft Downtown Specific Plan.

2019 SOUTH PASADENA GREEN ACTION PLAN

In November 2019, the City of South Pasadena adopted the South Pasadena Green Action Plan (Green Plan), which includes five main goals: work towards making South Pasadena a plastic-free City; enhance water conservation projects and programs; increase organics diversion from landfills; mitigate impacts of the urban heat island effect; and prepare for the consideration of future sustainability initiatives. The Green Plan was a collaborative effort that encompassed the values, ideas, and efforts from all City Department Staff, City Council, the City's Natural Resources and Environmental Commission, and the passionate residents of South Pasadena. This short-term plan aimed to implement essential and attainable sustainability initiatives that would set the foundation of the City's first Climate Action Plan.

2020 GENERAL PLAN UPDATE

The City's General Plan is currently being updated and a draft version was released to the public in November 2019. The General Plan is a blueprint for how the City should develop over time, and

¹ South Pasadena, City of. 2020. Land Use Policy Map. Available: <<https://www.southpasadenaca.gov/home/showdocument?id=211>>. Accessed September 18, 2020.

consists of several mandated topics called “Elements.” In general, these Elements include broad policies that identify the overall pattern of future development, determining when, where, and what type of new growth and investment may occur. The “Our Natural Community” Element of the Draft General Plan includes policies that promote alternative transportation and use of energy-efficient vehicles, and work to minimize the adverse impacts of growth and development on air quality and climate.

2020 DOWNTOWN SPECIFIC PLAN UPDATE

The 2020 Downtown Specific Plan Draft was also released in November 2019 and has policies related to energy efficiency and climate resilience. The primary goals of the Downtown Specific Plan are to leverage public transit and multimodality, focusing on responsible infill development, and preserving and rehabilitating historic buildings.

Regional Sustainability and GHG Reduction Efforts

In coordination with Los Angeles County, the Southern California Association of Governments (SCAG) the State of California, and the federal government, the City of South Pasadena has committed to implementing regional and State policies related to GHG emissions reduction. As follows is a summary of the regional GHG emissions reduction efforts, which the City of South Pasadena CAP is intended to be consistent with or exceed.

SCAG 2016-2040 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY

SCAG adopted the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), which identified how the southern California region would meet its GHG emission reduction targets.² The SCAG 2016 RTP/SCS is supported by a combination of transportation and land use strategies that help the region achieve State greenhouse gas emission reduction goals and federal Clean Air Act requirements, preserve open space areas, improve public health and roadway safety, support our vital goods movement industry and utilize resources more efficiently.³

OUR NEXT LA: DRAFT 2020 LONG RANGE TRANSPORTATION PLAN

The Los Angeles County Metropolitan Transportation Authority has prepared the Draft 2020 Long Range Transportation Plan to provide Los Angeles County (88 cities and unincorporated County) with a long-range, comprehensive transportation plan for identifying and resolving transportation issues.⁴ Transportation planning objectives and policies include improving mobility options through an equitable and sustainable approach, and reducing Los Angeles County roadway congestion.

State Sustainability and GHG Reduction Efforts

As follows is a summary of the State GHG emissions reduction efforts, which the City of South Pasadena CAP is intended to be consistent with or exceed.

² Southern California Association of Governments (SCAG). 2016. 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy. Available: <<http://scagrtpscs.net/Pages/FINAL2016RTPSCS.aspx#toc>>. Accessed September 17, 2020.

³ SCAG. 2016. 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy. What is the 2016 RTP/SCS? <<http://scagrtpscs.net/Pages/2016RTPSCS.aspx>>. Accessed September 17, 2020.

⁴ Los Angeles County Metropolitan Transportation Authority (LA Metro). 2020. Draft 2020 Long Range Transportation Plan. Available: <<https://media.metro.net/2020/LRTP-Draft-Doc-Web.pdf>>. Accessed September 17, 2020.

CALIFORNIA SENATE BILL 375

In 2008, Senate Bill 375 (SB 375) enhanced the State’s ability to reach Assembly Bill (AB) 32 targets by directing CARB to develop regional GHG emissions reduction targets to be achieved from passenger vehicles for 2020 and 2035. In addition, SB 375 directs each of the State’s 18 major Metropolitan Planning Organizations (MPO) to prepare a sustainable community’s strategy (SCS) that contains a growth strategy to meet such regional GHG emissions reduction targets for inclusion in the respective regional transportation plan (RTP).

CALIFORNIA EXECUTIVE ORDER S-3-05

In 2005, the California governor issued Executive Order (EO) S-3-05, which identifies Statewide GHG emissions reduction targets to achieve long-term climate stabilization as follows:

Reduce GHG emissions to 1990 levels by 2020

Reduce GHG emissions to 80 percent below 1990 levels by 2050

In response to EO S-3-05, California Environmental Protection Agency (CalEPA) created the Climate Action Team (CAT), which in March 2006 published the Climate Action Team Report (the “2006 CAT Report”). The *2006 CAT Report* identified a recommended list of strategies that the State could pursue to reduce GHG emissions. These are strategies that could be implemented by various State agencies to ensure that the emission reduction targets in EO S-3-05 are met and can be met with existing authority of the State agencies. The strategies include the reduction of passenger and light duty truck emissions, the reduction of idling times for diesel trucks, an overhaul of shipping technology/infrastructure, increased use of alternative fuels, increased recycling, and landfill methane capture, among others.

CALIFORNIA ASSEMBLY BILL 32

In 2006, the California legislature signed AB 32 – the Global Warming Solutions Act – into law, requiring a reduction in Statewide GHG emissions to 1990 levels by 2020 and California Air Resources Board (CARB) preparation of a Scoping Plan that outlines the main State strategies for reducing GHGs to meet the 2020 deadline. In addition, AB 32 required CARB to adopt regulations to require reporting and verification of Statewide GHG emissions. Based on this guidance, CARB approved a 1990 Statewide GHG level and 2020 limit of 427 metric tons of carbon dioxide equivalent (MTCO₂e).

CALIFORNIA CLIMATE CHANGE SCOPING PLAN

In 2008, CARB approved the original California Climate Change Scoping Plan, which included measures to address GHG emission reduction strategies related to energy efficiency, water use, and recycling and solid waste, among other measures. Many of the GHG reduction measures included in the Scoping Plan (e.g., Low Carbon Fuel Standard, Advanced Clean Car standards, and Cap-and-Trade) have been adopted and implemented since approval of the Scoping Plan.

CALIFORNIA CLIMATE CHANGE SCOPING PLAN UPDATE (2013)

In 2013, CARB approved the first update to the California Climate Change Scoping Plan. The 2013 Scoping Plan Update defined CARB climate change priorities for the next five years and set the groundwork to reach post-2020 Statewide GHG emissions reduction goals. The 2013 Scoping Plan Update highlighted California’s progress toward meeting the “near-term” 2020 GHG emission reduction goals defined in the original Scoping Plan. It also evaluated how to align the State’s

longer-term GHG reduction strategies with other State policy priorities, including those for water, waste, natural resources, clean energy, transportation, and land use.

CALIFORNIA EXECUTIVE ORDER B-30-15

In 2015, the California governor issued Executive Order B-30-15, which established a Statewide mid-term GHG reduction target of 40 percent below 1990 levels by 2030.

CALIFORNIA SENATE BILL 32

In 2016, the California legislature signed Senate Bill 32 (SB 32) into law, extending AB 32 by requiring further reduction in Statewide GHG emissions to 40 percent below 1990 levels by 2030 (the other provisions of AB 32 remain unchanged). On December 14, 2017, CARB adopted the 2017 Scoping Plan, which provides a framework for achieving the 2030 target. The 2017 Scoping Plan relies on the continuation and expansion of existing policies and regulations, such as the Cap-and-Trade Program, as well as implementation of recently adopted policies, such as SB 350 and SB 1383 (see below).

CALIFORNIA CLIMATE CHANGE SCOPING PLAN UPDATE (2017)

In 2017, CARB approved the second update to the California Climate Change Scoping Plan. The 2017 Scoping Plan put an increased emphasis on innovation, adoption of existing technology, and strategic investment to support its strategies. As with the 2013 Scoping Plan Update, the 2017 Scoping Plan Update does not provide project-level thresholds for land use development. Instead, it recommends that local governments adopt policies and locally-appropriate quantitative thresholds consistent with Statewide per-capita goals of 6 MTCO₂e by 2030 and 2 MTCO₂e by 2050.⁵ As stated in the 2017 Scoping Plan Update, these goals may be appropriate for plan-level analyses (city, county, subregional, or regional level), but not for specific individual projects, because they include all GHG emissions sectors in the State.

CALIFORNIA EXECUTIVE ORDER B-55-18

In 2018, the California governor issued Executive Order B-55-18, which established a new Statewide goal of achieving carbon neutrality by 2045 and maintaining net negative emissions thereafter. This goal is in addition to the existing Statewide GHG reduction targets established by SB 32.

For more information on the Senate and Assembly Bills, Executive Orders, and Scoping Plans discussed above, and to view reports and research referenced above, please refer to the following websites: www.climatechange.ca.gov and www.arb.ca.gov/cc/cc.htm.

ASSEMBLY BILL 197, STATE AIR RESOURCES BOARD GREENHOUSE GASES REGULATIONS

In 2016, the California legislature approved AB 197, a bill linked to SB 32, which increases legislature oversight over the California Air Resources Board and directs the California Air Resources Board to prioritize disadvantaged communities in its climate change regulations, and to evaluate the cost-effectiveness of measures it considers. AB 197 requires the CARB to “protect the State’s most impacted and disadvantaged communities [and] consider the social costs of the emissions of greenhouse gases” when developing climate change programs. The bill also adds two new legislatively appointed non-voting members to the CARB, increasing the Legislature’s role in the CARB’s decisions.

⁵ California Air Resources Board (CARB). 2017. California’s 2017 Climate Change Scoping Plan. Available: <<https://ww3.arb.ca.gov/cc/scopingplan/scopingplan.htm>>. Accessed July 13, 2020.

SENATE BILL 350, CLEAN ENERGY AND POLLUTION REDUCTION ACT OF 2015

In October 2015, SB 350 was signed into law, establishing new clean energy, clean air, and GHG reduction goals for 2030 and beyond. SB 350 codifies Governor Jerry Brown's aggressive clean energy goals and establishes California's 2030 GHG reduction target of 40 percent below 1990 levels. To achieve this goal, SB 350 increases California's renewable electricity procurement goal from 33 percent by 2020 (legislation originally enacted in 2002) to 50 percent by 2030. Renewable resources include wind, solar, geothermal, wave, and small hydroelectric power. In addition, SB 350 requires the State to double Statewide energy efficiency savings in electricity and natural gas end-uses (i.e., residential and commercial) by 2030 from a base year of 2015.

SENATE BILL 100, THE 100% CLEAN ENERGY ACT OF 2018

In September 2018, Governor Brown signed SB 100, requiring that the State's load serving entities (including energy utilities and community choice energy programs) must procure energy generated 100 percent from Renewables Portfolio Standard (RPS) for eligible renewable resources by 2045.

CALIFORNIA ENERGY EFFICIENCY STRATEGIC PLAN OF 2008

In September 2008, the California Public Utilities Commission (CPUC) adopted California's first Long Term Energy Efficiency Strategic Plan, presenting a single roadmap to achieve maximum energy savings across all major groups and sectors in California. The Strategic Plan was subsequently updated in January 2011 to include a lighting chapter. The Strategic Plan sets goals of all new residential construction and all new commercial construction in California to be zero net energy (ZNE) by 2020 and 2030, respectively. In 2018, the California Energy Commission voted to adopt a policy requiring all new homes in California to incorporate rooftop solar. This change will go into effect in January 2020 with the adoption of the 2019 Title 24 Code and is a step towards the State achieving its goal of all residential new construction being ZNE by 2020. Additionally, the Strategic Plan sets goals of 50 percent of existing commercial building to be retrofitted to ZNE by 2030 and all new State buildings and major renovations to be ZNE by 2025.

SENATE BILL 1275, CHARGE AHEAD INITIATIVE

In September 2014, Senate Bill 1275 was signed into law, establishing a State goal of one million zero-emissions and near-zero-emissions vehicles in service by 2020 and directing the Air Resources Board to develop a long-term funding plan to meet this goal. SB 1275 also established the Charge Ahead California Initiative requiring planning and reporting on vehicle incentive programs and increasing access to and benefits from zero-emissions vehicles for disadvantaged, low-income, and moderate-income communities and consumers.

ASSEMBLY BILL 1493, THE PAVLEY BILL

In 2002, the California State Legislature enacted Assembly Bill 1493 (aka "the Pavley Bill"), which directs the CARB to adopt standards that will achieve "the maximum feasible and cost-effective reduction of greenhouse gas emissions from motor vehicles," taking into account environmental, social, technological, and economic factors. In September 2009, the CARB adopted amendments to the "Pavley" regulations to reduce GHG emissions in new passenger vehicles from 2009 through 2016. The Pavley Bill is considered to be the national model for vehicle emissions standards. In January of 2012, the CARB approved a new emissions control program for vehicle model years 2017 through 2025. The program combines the control of smog, soot, and greenhouse gases and the

requirement for greater numbers of zero emission vehicles into a single package of standards called Advanced Clean Cars.

ASSEMBLY BILL 117, COMMUNITY CHOICE AGGREGATION

Assembly Bill 117 establishes the creation of Community Choice Aggregation (CCA) that fosters clean and renewable energy markets. CCA allows cities and counties to aggregate the buying power of individual jurisdictions. The California CCA markets were created as an answer to the brownouts and energy shortages of the early 2000's. AB 117 was passed in 2002 as an answer to California's increased energy independency by incorporating more alternative and renewable energy sources into its energy portfolio. With AB 117, municipalities can provide alternative energy choices to their local carrier (e.g. the Pacific Gas and Electric Company, PG&E). Marin Clean Energy was the first CCA in the State of California to go online with a 50 percent to 100 percent clean energy portfolio in 2010.

SENATE BILL 97, CEQA GUIDELINES FOR ADDRESSING GHG EMISSIONS

The California Environmental Quality Act (CEQA) requires public agencies to review the environmental impacts of proposed projects, including General Plans, Specific Plans, and specific kinds of development projects. In February 2010, the California Office of Administrative Law approved the recommended amendments to the State CEQA Guidelines for addressing GHG emissions. The amendments were developed to provide guidance to public agencies regarding the analysis, mitigation, and effects of GHG emissions in draft CEQA documents.

5. General Plan Designation and Zoning

The CAP would be implemented throughout the City and would occur in all South Pasadena General Plan designations and zoning designations. The plan would not alter any existing designations.

6. Description of Plan

The 2020 CAP incorporates the many climate protection programs noted above that the City has in place and will continue to reduce GHG emissions. While the City has implemented GHG emission-reduction policies and programs, the 2020 CAP is the first official climate action plan for the City. The City, in partnership with SCAG, has developed the 2020 CAP in order to achieve a number of objectives, including a demonstration of environmental leadership, saving money and promoting green jobs, showing compliance with State environmental initiatives, and promoting sustainable development.

In 2020, the City is actively engaged in addressing climate change, sustainability, and reductions in GHG emissions. The 2020 CAP addresses municipal and communitywide GHG emissions and includes a goal of reducing communitywide GHG emissions output to 75,161 metric tons of carbon dioxide equivalent (MT CO₂e) by 2030 (consistent with California Senate Bill 32 target for 2030). The 2020 CAP assessed herein is based upon the 2016 baseline GHG emissions inventory and formulates a list of measures and actions or "Plays and Moves" to achieve the City's sustainability goals.

The State of California uses 1990 as a reference year to remain consistent with Assembly Bill (AB) 32, which codified the State's 2020 GHG emissions target by directing CARB to reduce Statewide emissions to 1990 levels by 2020. However, cities and counties throughout California typically elect to use years later than 1990 as baseline years because of the increased reliability of recordkeeping

from those years and the large amount of growth that has occurred since 1990. The year 2016 was selected as the baseline year for South Pasadena’s GHG inventory due to the availability of reliable data. Additionally, it is important to note that California achieved its 2020 goal of reaching the 1990 emissions level in 2016,⁶ and it is assumed that South Pasadena likewise is currently at 1990 levels.⁷ Therefore, the 2016 baseline emissions were reduced by 40 percent to establish a 2030 target for the City.

The 2016 GHG emissions inventory provides an important foundation for the CAP, providing 2016 as the baseline year against which progress toward the City goal of reducing GHG emissions of 40 percent by 2030 can be measured. In 2016, approximately 126,268 MT CO₂e were emitted in South Pasadena from the energy, transportation, solid waste, water, and municipal sectors. The municipal sector is a subset of the community emission sectors, which consist of energy, transportation, solid waste, and water, and is developed to establish metrics that allow the City to lead by example and reduce emissions at the municipal level. The energy sector represents emissions that result from electricity and natural gas used in both private and public sector buildings and facilities. The transportation sector includes emissions from private, commercial, and fleet vehicles driven within the City as well as the emissions from transit vehicles, the City-owned fleet, and off-road equipment such as lawnmowers/ garden equipment and construction equipment. Emissions generated from water usage and wastewater generation are due to the indirect electricity use to distribute water and collect and treat wastewater. Burning fossil fuels associated with vehicle use (transportation) and buildings/facility energy use are the largest contributors of South Pasadena GHG emissions. Table 1 includes total South Pasadena (i.e., community and municipal) GHG emissions in 2016 by sector as well as percentage of total City emissions.

Table 1 South Pasadena 2016 Communitywide GHG Emissions by Sector

Sector	(MT of CO₂e)	Percentage of GHG Emissions
Energy	49,301	39
Electricity	23,987	19
Natural Gas	24,287	19
Electricity Transmission and Distribution Losses	1,027	1
Transportation	67,228	54
On-road Transportation	65,351	52
Off-road Equipment	829	1
Transit ²	1,048	1
Water	1,026	1
Water transport, distribution and treatment	700	1
Wastewater collection and treatment	326	<1

6 CARB. 2018. Climate pollutants fall below 1990 levels for the first time. Available: <<https://ww2.arb.ca.gov/news/climate-pollutants-fall-below-1990-levels-first-time>>. Accessed September 28, 2020.

7 Although there may have been GHG emission reductions between 2016 and 2017 at the state and local level, the most recent state inventory that is available was completed in 2016; therefore, 2017 emissions are conservatively assumed to be the same as they were in 2016 as this methodology is the most conservative pathway to calculate South Pasadena’s 1990 baseline.

Sector	(MT of CO ₂ e)	Percentage of GHG Emissions
Solid Waste	7,713	6
Waste Sent to Landfills	7,509	6
Process Emissions	203	<1
<i>Transportation & Collection Emissions³</i>	<i>465</i>	<i>0</i>
Combustion Emissions	1	<1
Total	125,268	100 %

Notes:

MT: Metric tons

1. Emissions have been rounded and therefore sums may not match.

2. Transit in South Pasadena is provided by Los Angeles Metro.

3. Waste transportation and collection emissions are accounted for in the on-road transportation sector of the inventory and are included here only for informational purposes.

Source: Emissions were calculated following ICLEI LGOP and using data provided and approved by the City.

As shown in Table 1, the largest sectors of GHG emissions are related to energy and transportation, followed by solid waste and water. The City is preparing the 2020 CAP to include Plays and Moves (i.e., measures and actions) addressing communitywide and municipal GHG emissions. Per the 2020 CAP, South Pasadena is committed to an emissions reduction target of 40 percent below 2016 levels by 2030 and reaching a longer-term goal of carbon neutrality by 2045. This 2030 GHG emissions goal is selected to be consistent with SB 32 State emissions targets and CEQA Guidelines § 15183.5 for a qualified GHG emissions reduction strategy as well as to be achievable by City-supported Plays identified in the 2020 CAP. The CAP includes a business-as-usual (BAU) forecast of GHG emissions that will enable the City to estimate the amount of emissions reductions needed to meet its goal.

The 2020 CAP includes Plays to educate the community regarding ways to live a sustainable lifestyle, increase use of renewable power, electrify buildings, and reduce use of natural gas. It also includes Plays to increase use of zero-emission vehicles; increase use of public, active, and shared transportation; reduce water consumption and waste generation; increase recycling and composting; and increase tree planting and green space. Finally, it includes Plays that will continue to allow the City to lead by example. Table 2 includes a complete list of 2020 CAP Plays and descriptions of respective supporting Moves.

Table 2 South Pasadena 2020 CAP Plays and Moves by Sector

ID #	Plays and Respective Supportive Moves
Cornerstone (i.e., Education) Sector	
Play C.1	Engage South Pasadena youth in climate change action and provide education on ways to live a sustainable lifestyle.
Move C.1.a	Support South Pasadena Unified School District by providing students with information on climate change and the beneficial role of trees.
Move C.1.b	Utilize South Pasadena's historic neighborhoods to demonstrate to students the importance of mature urban trees in providing shade and reducing the urban heat island effect.
Move C.1.c	Identify grant funding opportunities and engage with local nurseries to identify appropriate and cost-effective California native plants/trees that can be both planted in the ground or remain potted for students living in rental/multi-family homes.

ID #	Plays and Respective Supportive Moves
Energy Sector	
Play E.1	Maximize the usage of renewable power within the community, by continuing to achieve an opt-out rate lower than 4% for the CPA 100% renewable power.
Move E.1.a	<p>Monitor progress and perform public outreach and education campaigns highlighting the benefits of 100% renewable energy, including:</p> <ul style="list-style-type: none"> ▪ Monitoring opt-out rates on an annual basis ▪ Tabling at community events ▪ Establishing an informational resource page on the City website ▪ Regular social media posts ▪ Energy bill inserts
Play E.2	
Electrify of 100% of newly constructed buildings.	
Move E.2.a	Develop a webpage and materials for display at City Hall promoting the benefits of electrification and resources that can assist with the fuel-switching process.
Move E.2.b	Provide financial and technical resources, including hosting workforce development trainings for installers and building owners/operators to discuss benefits and technical requirements of electrification.
Move E.2.c	Perform regular internal trainings with planners and building officials on current state decarbonization goals and incentives available for electric homes.
Move E.2.d	Provide education around cooking with electric appliances, including demonstrations from chefs and/or local restaurants, as available.
Move E.2.e	<p>Adopt an Electrification Readiness Reach Code per California Energy Commission (CEC) reach code requirements for all new buildings and accessory dwelling units which eliminates the piping of natural gas. In doing so the City will:</p> <ul style="list-style-type: none"> ▪ Engage with stakeholders, both internal stakeholders, such as City staff and officials, and external stakeholders, such as local developers regarding the purpose and impact of the reach code ▪ Conduct a cost effectiveness study ▪ Develop and draft an ordinance ▪ Conduct public hearings, public notices, and formally adopt the ordinance ▪ Submit the adopted ordinance to the California Energy Commission (CEC)
Move E.2.f	Adopt an ordinance that allows granting of minor allowances for certain site development standards when there is no practical ways to design a project to be all electric.
Play E.3	
Electrify 5% of existing buildings by 2030 and 80% by 2045.	
Move E.3.a	Develop an existing building electrification permit tracking program to track progress in achieving the targeted electrification goal.
Move E.3.b	Keep an updated list of rebates and incentives available to residents who would like to convert their buildings to electric power.
Move E.3.c	Provide education on the potential energy savings and benefits of electric heat pumps for water heating and space heating when permits for replacement are obtained.
Move E.3.d	Work with Southern California Edison (SCE) and/or the Clean Power Alliance to provide rebates for residential replacement of natural gas-powered air and water heating appliances with electric-powered.
Move E.3.e	Promote water heater, space heating, and appliance (electric stoves/dryers) replacement programs and incentives (residential) at time of construction permit.
Move E.3.f	Perform an existing buildings analysis in order to understand the potential for electrification retrofitting in South Pasadena and establish a roadmap for eliminating natural gas from existing buildings.

ID #	Plays and Respective Supportive Moves
Move E.3.g	Establish a comprehensive, coordinated education campaign focused towards property owners, landlords, property management companies, and occupants for reducing the use of natural gas in homes and businesses. Establish a shared understanding of existing incentives for electric appliances and upgrades, and how to access them, including SCE incentive programs and rebates.
Move E.3.h	Perform a cost-effectiveness study for electrification retrofitting, including requirements for newly permitted HVAC/hot water heaters and other appliances to be electric.
Move E.3.i	Develop a best practices model based on the progress electrifying existing buildings in South Pasadena and outside of South Pasadena to significantly increase electrification post-2030.
Play E.4	Develop and promote reduced reliance on natural gas through increased clean energy systems that build off of renewable energy development, production, and storage.
Move E.4.a	Conduct a Feasibility Study to assess cost and applicable locations for installation of battery back-up systems or generators throughout the City in support of the General Plan.
Move E.4.b	Promote installation of storage technology in concert with renewable energy infrastructure through educational programs, outreach, and information provided via City platforms.
Move E.4.c	Conduct "micro-grid" Feasibility/Pilot Study in support of the General Plan.
Move E.4.d	In support of the General Plan, develop and implement a Solar Action Plan with a goal of meeting 50% of South Pasadena's power demand through solar by 2040.
Move E.4.e	In support of the 2018-2019 City Strategic Plan, develop a strategy and implementation schedule for the Renewable Energy Plan, after feasibility study.
Move E.4.f	Adopt a PV (Solar) Ordinance requiring newly constructed and majorly renovated multi-family and commercial buildings to install PV systems with an annual output greater or equal to 25% of buildings' electricity demand. Ensure consistency of ordinance with the City General Plan.
Move E.4.g	Require all new structures or major retrofits to be pre-wired for solar panels, consistent with the General Plan.
Move E.4.h	Work with various City departments to establish and streamline battery storage requirements to allow for easier implementation of these technologies throughout the City.
Move E.4.i	Work with home and business owners, including those in the historic districts, to identify and promote renewable energy demonstration projects to showcase the benefits.
Move E.4.j	Work with SCE and the CPA to develop a program and timeline for increasing resilience to power losses, including Public Safety Power Shutoffs (PSPS), and climate-driven extreme weather events for low-income, medically dependent, and elderly populations through installation of renewable energy and onsite energy storage with islanding capabilities, following appropriate project-level environmental review.

ID #	Plays and Respective Supportive Moves
Transportation Sector	
Play T.1 Increase use of zero-emission vehicle and equipment 13% by 2030 and 25% by 2045.	
Move T.1.a	Develop an EV Readiness Plan to establish a path forward to increase EV infrastructure within the City and promote mode shift to EVs that is consistent with the City General Plan. In conjunction with an EV Readiness Plan, conduct a community EV Feasibility Study to assess infrastructure needs and challenges.
Move T.1.b	Adopt an EV Charging Retrofits in Existing Commercial and Multifamily Buildings reach code requiring major retrofits, with either a permit value over \$200,000 or including modification of parking surfaces or electric panels, to meet CalGreen requirements for “EV Ready” charging spaces and infrastructure.
Move T.1.c	Streamline permit processes (city, county, state, utility) for electric vehicle charging infrastructure and alternative fuel stations.
Move T.1.d	Enhance promotion of public and private conversion to zero-emission vehicles through implementation of the City General Plan; including use of City events, social media, and the City website to educate on benefits of zero-emission vehicles and available incentives.
Move T.1.e	Establish an ordinance that restricts use of gas-powered lawn equipment, including leaf blowers, and provide information on the City website outlining available incentives.
Move T.1.f	Adopt an EV Readiness Reach Code requiring new commercial construction to provide the minimum number of EV capable spaces to meet Tier 2 requirements (20% of total). In doing so the City will: <ul style="list-style-type: none"> ▪ Engage with stakeholders, both internal stakeholders, such as local government staff and officials, and external stakeholders, such as local developers regarding the purpose and impact of the reach code ▪ Conduct a cost effectiveness study ▪ Develop and draft an ordinance ▪ Conduct public hearings, public notices, and formally adopt the ordinance ▪ Submit the adopted ordinance to the California Energy Commission (CEC)
Move T.1.g	Earmark and identify additional funding for implementation of the EV Readiness Plan to include public charging infrastructure in key locations.
Play T.2 Implement programs for public and shared transit that decrease passenger car vehicle miles traveled 2% by 2030 and 4% by 2045.	
Move T.2.a	Conduct a Feasibility and Community Interest Study on the four transit improvement options of the City's General Plan.
Move T.2.b	Pursue a community car, bike, or e-scooter "micro-transit" share pilot consistent with the City General Plan.
Move T.2.c	Conduct local transportation surveys to better understand the community's needs and motivation for traveling by car versus other alternatives such as bus or Metro Gold Line light rail. Use survey results to inform transit expansion and improvement projects.
Move T.2.d	Adopt a Transportation Demand Management (TDM) Plan for the City that includes a transit system focus. Provide incentives for implementation of TDM measures at local businesses and new developments.
Move T.2.e	Facilitate transportation equity through targeted provision of programs that encourage minority, low-income, disabled, and senior populations to take transit, walk, bike, use rideshare or car share.

ID #	Plays and Respective Supportive Moves
Play T.3	Develop and implement an Active Transportation Plan to shift 3% of passenger car vehicle miles traveled to active transportation by 2030, and 6% by 2045.
Move T.3.a	Develop and adopt an Active Transportation Plan consistent with Southern California Association of Governments (SCAG) 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) that will identify funding strategies and policies for development of pedestrian, bicycle, and other alternative modes of transportation projects. Establish citywide events, outreach, educational programs, and platforms to promote active transportation in the community in support of the General Plan.
Move T.3.b	In conjunction with the City's Complete Streets Policy, conduct a Street/Intersection Study to identify streets and intersections that can be improved for pedestrians and bicyclists through traffic calming measures and/or where multi-use pathway opportunities exist to increase active transportation.
Move T.3.c	Periodically review and update the City's Bicycle and Pedestrian Network Map and post throughout City.
Move T.3.d	Work with the South Pasadena Active, Active San Gabriel Valley (ActiveSGV), and/or Metro to develop programs and classes to teach and promote bicycle riding education and safety to residents of all ages and skill levels, as well as educate drivers.
Move T.3.e	Conduct a nexus study and develop an ordinance requiring payment of fees from development projects to implement safe active transportation routes and infrastructure citywide.
Move T.3.f	Amend zoning code to require installation of bike stalls or lockers at new developments, "mobility hubs", and during change of use of existing buildings, consistent with the General Plan.
Move T.3.g	Adopt a Trip Reduction Ordinance that includes requirements in the Zoning Code to require end-of-trip facilities for cyclists (e.g., showers, bike repair kiosks, and lockers) in new, non-residential building projects of a specified size.
Water Sector	
Play W.1	Reduce per capita water consumption by 10% by 2030 and 35% by 2045.
Move W.1.a	Continue to enforce the Model Water Efficient Landscapes Ordinance.
Move W.1.b	Work with the Los Angeles County Sanitation District (LACSD) and/or the Upper San Gabriel Valley Municipal Water District to bring recycled water lines and infrastructure to the City.
Move W.1.c	In conjunction with the Downtown Specific Plan and City General Plan actions, adopt an ordinance restricting the use of potable water for non-potable uses and requiring greywater capture for land uses that are excess water users (e.g. golf courses, car washes, large fields, etc.).
Move W.1.d	Implement Plays 1 through 4 under Goal II of the Green Action Plan on the provided implementation timeline, aiming to provide education and promotion of greywater systems. (See the City's Green Action Plan for more information).
Move W.1.e	In conjunction with Move II.1.1 of the City Green Action Plan, develop a Recycled Water Use Master Plan that identifies access to recycled water and quantity of recycled water available to the City, as well as establishes an implementation plan. The implementation plan shall identify land use types (i.e., landscaping, gold courses, fields) and specific projects that will switch from potable to recycled water use allowing for a goal of 20% of City's potable water use to be replaced with recycled water.
Move W.1.f	Implement 100% renewable power for all pumping and treatment of water.

ID #	Plays and Respective Supportive Moves
Solid Waste Sector	
Play SW.1	Implement and enforce SB 1383 organics and recycling requirements to reduce landfilled organics waste emissions 50% by 2022 and 75% by 2025.
Move SW.1.a	Adopt procurement policies to comply with SB 1383 requirements for jurisdictions to purchase recovered organic waste products.
Move SW.1.b	Adopt an ordinance requiring compliance with SB 1383. Ensure ordinances established through the City General Plan are consistent with SB 1383 requirements; and revise ordinances if necessary.
Move SW.1.c	Adopt an Edible Food Recovery Ordinance for edible food generators, food recovery services, or organization that are required to comply with SB 1383.
Move SW.1.d	Partner with the City's waste hauler, to provide organic waste collection and recycling services to all commercial and residential generators of organic waste.
Move SW.1.e	Adopt an ordinance requiring all residential and commercial customers to subscribe to an organic waste collection program and/or report self-hauling or backhauling of organics.
Move SW.1.f	Conduct a Feasibility Study and prepare an action plan to ensure edible food reuse infrastructure is sufficient to accept capacity needed to recover 20% of edible food disposed or identify proposed new or expanded food recovery capacity.
Move SW.1.g	Establish an education and outreach program for school children and adults around food waste prevention, nutrition education, and the importance of edible food recovery. Support City Green Action Plan Play III identified educational goals (Move III.1.3., Move III.1.4., Move III.1.6., Move III.2.1, Move III. 3.3, and Move III.4.2) through an established educational program.
Move SW.1.h	Establish an edible food recovery program supporting the City General Plan and the City Green Action Plan Move III.1.2 to minimize food waste.
Move SW.1.i	Adopt an ordinance or enforceable mechanism to regulate haulers collecting organic waste, including collection program requirements and identification of organic waste receiving facilities.
Move SW.1.j	Partner with City waste services to: <ul style="list-style-type: none"> ▪ Ensure organic waste collection from mixed waste containers are transported to a high diversion organic waste processing facility. ▪ Provide quarterly route reviews to identify prohibited contaminants potentially found in containers that are collected along route. ▪ Clearly label all new containers indicating which materials are accepted in each container, and by January 1, 2025, place or replace labels on all containers.
Play SW.2	Reduce residential and commercial waste sent to landfills by 50% by 2030 and 100% by 2045.
Move SW.2.a	Develop and implement a Zero Waste Plan, consistent with the General Plan, in order to reach South Pasadena's goal of zero waste by 2040.
Move SW.2.b	Provide ongoing education to residents, business owners, and South Pasadena School District regarding waste reduction, composting, and recycling.
Move SW.2.c	Increase reuse, recycling, and composting at temporary public events by mandating the installation of public recycling and composting containers and collection service; and encouraging reusable food ware, when relevant, according to the California State Retail Food Code.
Move SW.2.d	Develop a waste department or working group to enhance recycling and composting outreach and provide technical assistance or information in support of City Green Action Plan Move III. Additionally, implement and share a Recycle and Reuse Directory through City platforms, in support of Green Action Plan Move I.2.5.
Move SW.2.e	Adopt an ordinance requiring compliance with Sections 4.410.2, 5.410.1, 4.408.1, and 5.408.1 of the California Green Building Standards Code related to construction of buildings with adequate space for recycling containers and construction and demolition (C&D) recycling.
Move SW.2.f	Implement the City General Plan, requiring construction sites to separate waste for proper diversion and reuse or recycling.

ID #	Plays and Respective Supportive Moves
Move SW.2.g	Develop and implement a Waste Stream Education Program targeting property managers of multi-family residences and the commercial sector, in support of Goal III of the City Green Action Plan.
Move SW.2.h	Develop policies to mandate/encourage reduction of waste and reuse in the food industry (e.g. facilities serving prepared food and prepackaged food; home meal delivery services), hospitality industry, and other commercial industries. Efforts may include developing ordinances for food service ware and a ban on single-use individual toiletry bottles in hotels/motels, grant/discount programs for switching to reusables, fast food champion pilot project, and working with home meal delivery services (e.g., Blue Apron), etc. to explore opportunities to reduce single-use packaging and encourage reuse.
Move SW.2.i	Encourage reusable foodware; or if reusable foodware is not a feasible option, explore opportunities to mandate/encourage a switch to more environmentally friendly alternatives for various products in the commercial industry, when relevant.
Carbon Sequestration Sector	
Play CS.1 Increase carbon sequestration through increased tree planting and green space.	
Move CS.1.a	Identify and map public spaces that can be converted to green space, including public parking that can be converted to parklets, freeway airspace that can be made into green space, vertical walls that can be planted with vines, and rooftops of public buildings that can be developed into gardens.
Move CS.1.ab	Adopt a Greenscaping Ordinance that has a street tree requirement for all zoning districts, has a shade tree requirement for new development, requires greening of parking lots, and increases permeable surfaces in new development.
Move CS.1.c	Prepare and adopt an Urban Forest Management Plan for the City that includes an inventory of existing trees, identifies future tree planting opportunities, and a climate-ready tree palette, as well as ongoing operations and maintenance needs.
Move CS.1.d	Adopt a standard policy and set of practices for expanding urban tree canopy and placing vegetative barriers between busy roadways and developments to reduce exposure to air pollutants from traffic.
Municipal Sector	
Play M.1 Reduce carbon intensity of City operations.	
Move M.1.a	As recommended in the 2016 Renewable Energy Council Report, complete energy audits for all City facilities and implement all feasible recommendations for decarbonization and efficiency upgrades.
Move M.1.b	As recommended in the 2016 Renewable Energy Council Report, purchase renewable natural gas (RNG) for applicable City fleet vehicles.
Move M.1.c	Establish an employee rideshare program.
Move M.1.d	As recommended in the 2016 Renewable Energy Council Report, install PV solar systems at the City Hall and at Wilson Reservoir.
Move M.1.e	Adopt retrofitting policy for City owned buildings such that energy efficient and electrification retrofits are incorporated into City buildings as they become available.
Move M.1.f	Develop a policy for the City which would require all new building RFP's to include life cycle costing over 30 years and tie this directly to energy consumption and building electrification. This would include the buildings operational and maintenance costs and ensure that the City has the most cost effective (and sustainable) building possible.
Move M.1.g	As recommended in the 2016 Renewable Energy Council Report, invest all savings from City energy efficiency projects into a new revolving green fund that can be used to fund additional energy efficiency and GHG reduction projects.
Play M.2 Electrify the municipal vehicle fleet and mobile equipment.	
Move M.2.a	Develop a suite of transportation demand management tools to incentivize alternative transportation methods for employees, including telecommute options.
Move M.2.b	Provide bicycles and bicycle storage for employees to use during work hours for short business or personal trips.
Move M.2.c	Develop and adopt a policy to apply lifecycle assessment to all new vehicle and equipment purchases.

ID #	Plays and Respective Supportive Moves
Move M.2.d	Implement the City Fleet Alternative Fuel Conversion Policy developed under the City General Plan, electrifying the City vehicle fleet and using it to encourage residents to convert as well.
Move M.2.e	Install EV charging stations at municipal buildings.
Play M.3	Increase City's renewable energy production and energy resilience.
Move M.3.a	Conduct a Feasibility Study to determine which City buildings would serve as ideal resilience centers including solar and battery installations.
Move M.3.b	Convert all streetlights to light emitting diode (LED) bulbs.
Move M.3.c	Work with the CPA to identify and develop local solar projects to connect to the grid.
Move M.3.d	Install solar arrays at facilities that currently do not have solar arrays and work with emergency services to add solar and battery storage at priority locations. Review options for potential to combine multiple buildings into micro-grid systems.
Move M.3.e	Explore opportunities and partnerships to develop renewable-powered fuel cell micro-grids to provide back-up or primary power for critical facilities such as facilities providing essential services (e.g. water pumping facilities) and schools as a clean alternative to diesel generators.

Source: South Pasadena, City of. 2020. South Pasadena Draft Climate Action Plan.

The CAP Plays combined with Statewide legislation and initiatives and regional transportation programs will enable the City to meet its emissions reduction target of 40 percent below 1990 levels by 2030. Table 3 shows the contribution of the Statewide initiatives along with the CAP measures. The City needs to achieve a 18,578 MT CO₂e of GHG emissions reduction by 2030 to meet its goal. The total estimated GHG reductions accounted for in the CAP total 23,386 MT CO₂e by 2030.

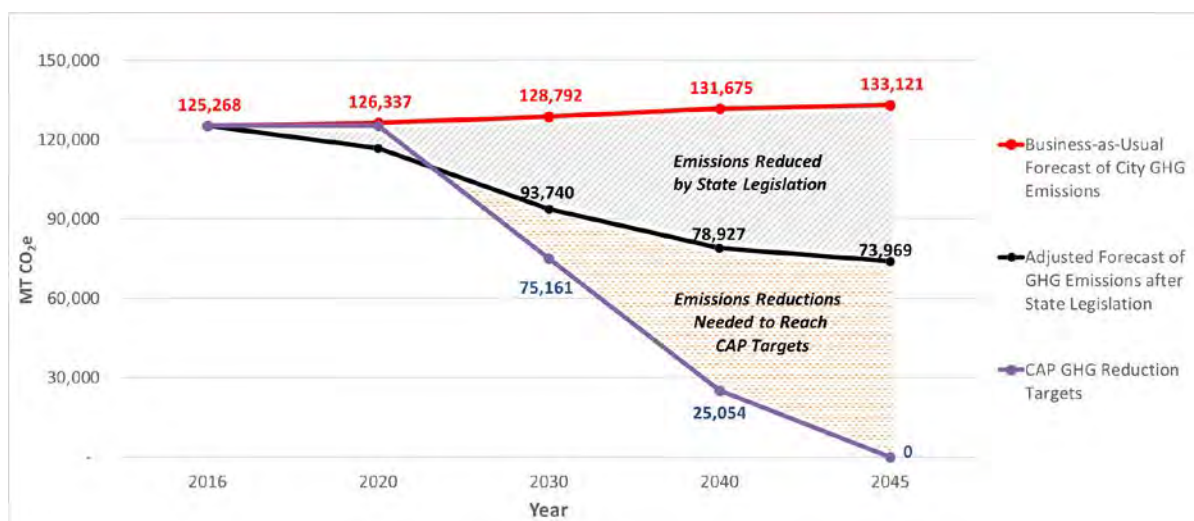
Table 3 South Pasadena 2030 GHG Reduction Target by Sector

State Initiative	Sector	2030 Reduction in City Emissions (MTCO ₂ e)
Advanced Clean Cars Program, Paveley Standards, Zero Emissions Vehicles Program, Clean Transit)	On-road Transportation	22,671
SB 100 and Renewable Portfolio Standard	Electricity	12,035
Title 24	Residential/Nonresidential Electricity and Natural Gas	346
A. Total State Initiative Emissions Reductions		35,052
B. Total City CAP Emissions Reductions		23,386
C. Total Expected Emissions Reductions (A+B)		58,438
D South Pasadena Emissions Reduction Requirement		53,625
E. Meets/exceeds State Goals? (C > D)		Yes

Source: South Pasadena, City of. 2020. Draft Climate Action Plan.

Figure 3 and Table 4 illustrate how the BAU emissions are estimated to increase, thus widening the emissions reductions needed by 2030. Figure 3 also shows emissions reductions expected from State level actions as well as the reductions needed to reach the South Pasadena emissions target.

Figure 3 South Pasadena Future GHG Emissions Projection and CAP Reduction Target



Source: South Pasadena, City of. 2020. Draft Climate Action Plan.

Table 4 South Pasadena Future GHG Emissions Projection and Reduction Target

Description	Emissions (MTCO ₂ e)
2016 Base Year Emissions	125,268
2030 BAU Emissions	128,792
2030 Target Emissions at 40% below 2016	75,161
2030 Required Reduction	53,631

Source: South Pasadena, City of. 2020. Draft Climate Action Plan

Implementation of the 2020 CAP Plays (listed in Table 2) could result in physical changes to the environment that could potentially have a significant impact. While individual projects resulting from these measures have not been identified for the purposes of this document, the types of actions that could result from realization of the CAP measures are taken into account in considering potential environmental impacts that could occur through implementation of the 2020 CAP. For example, projects or actions requiring ministerial approval, such as installation of electric vehicle charging stations and supporting infrastructure, as well as new bicycle or pedestrian facilities, would introduce physical changes related to the temporary presence and operation of construction vehicles and equipment during installation of required facilities and the long-term presence of new facilities such as bike and pedestrian facilities, solar arrays, and electric vehicle charging stations, which could alter pedestrian and vehicular traffic patterns.

Additionally, electrification retrofits may change the physical environment through the need for upgraded service and electrical panels, branch circuit upgrades, and installation of condensate drains to facilitate the installation of electric heat pumps for water and space heating. The physical changes these upgrades and additions would entail are dependent on the year of building construction and location of electrical and service panels and plumbing for connection of condensate drains; which in some cases may include modifications to the interior and/or exterior of buildings for wiring and panel replacement, and minor excavation for connection of drainage to

sewer systems. Future plans or projects requiring discretionary approval would be subject to environmental review under CEQA, and individual impact analyses will identify required plan- or project-specific mitigation measures where applicable.

7. Cumulative Projects Scenario

For purposes of CEQA cumulative impacts analysis of the South Pasadena 2020 CAP, the cumulative projects scenario is the total projected population growth, and the anticipated cumulative development to accommodate that growth, for South Pasadena in 2030. The South Pasadena General Plan Housing Element only projects City population through 2021,⁸ and thus SCAG-projected total South Pasadena population of 26,649 persons in 2030⁹ is utilized in this CEQA document.

8. Required Approvals

City of South Pasadena

Required approvals include:

- Adoption of the 2020 CAP Initial Study-Negative Declaration; and
- Adoption of the 2020 CAP.

Although individual plans or projects may be implemented later under the umbrella of the CAP, each individual plan or project would be subject to separate environmental review under CEQA.

Other Public Agencies

The City of South Pasadena has sole approval authority over the CAP. There are no other public agencies whose approval is required.

⁸ South Pasadena, City of. 2014. South Pasadena General Plan Housing Element. Available:

<<https://www.southpasadenaca.gov/government/departments/planning-and-building/general-plan>>. Accessed September 17, 2020.

⁹ SCAG. 2014. 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy. Demographics and Growth Forecast Appendix. Available: <http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS_DemographicsGrowthForecast.pdf>. Accessed September 17, 2020.

Environmental Factors Potentially Affected

This project would potentially affect the environmental factors checked below, involving at least one impact that is “Potentially Significant” or “Less than Significant with Mitigation Incorporated” as indicated by the checklist on the following pages.

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

Determination

Based on this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions to the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a “potentially significant impact” or “less than significant with mitigation incorporated” impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

- I find that although the proposed project could have a significant effect on the environment, because all potential significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

Date

Printed Name

Title

Environmental Checklist

1 Aesthetics

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

Except as provided in Public Resources Code Section 21099, would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. Have a substantial adverse effect on a scenic vista? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

a. *Would the project have a substantial adverse effect on a scenic vista?*

or

b. *Would the project substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*

Within the City of South Pasadena, State Route 110 is a designated Federal Byway according to the California Scenic Highway System.¹⁰ The portion of State Route 110 with this designation connects East Colorado Boulevard on the northern end within adjacent City of Pasadena to the State Route 110/U.S. Highway 101 interchange on the southern end within adjacent City of Los Angeles. While the City of South Pasadena General Plan has not identified scenic vistas or scenic roadways, it states that the hillsides and ridgelines provide a scenic backdrop for the entire community and that viewsheds to and from these hillsides should be protected. In addition, General Plan Open Space and Resource Conservation Element Policies 5 and 6 as well as the Hillside Ordinance require scenic

¹⁰ California Department of Transportation (Caltrans). 2020. California State Scenic Highway System Map. Available: <<https://www.arcgis.com/apps/webappviewer/index.html?id=2e921695c43643b1aaf7000dfcc19983>>. Accessed September 27, 2020.

resource and landform preservation and regulate new development proposed within the hillside areas.¹¹ The CAP would promote infrastructure development and redevelopment that is complimentary to existing development, natural features, and land uses. The South Pasadena Municipal Code Chapter 34 (Trees and Shrubs) as well as General Plan Goals 16 and 17 require preservation and protection of trees and other natural constraints, including ridgelines geologic features, and open space, from unnecessary encroachment or destruction.¹² Furthermore, City Ordinance 2315 (Cultural Heritage Commission to Protect the City's Cultural Resources) and General Plan Open Space and Resource Conservation Element Policy 11 require the preservation of the natural landscape and historic character of districts, neighborhoods, and landmarks.

As a policy document, the CAP would not result in impacts related to scenic vistas and scenic highways. However, implementation of the following CAP Plays may promote infrastructure development and redevelopment through policies and programs. CAP Plays E.2 and E.3 promote electrification of newly constructed and existing buildings, and CAP Play E.4 promotes installation of battery back-up systems or generators and solar panels to facilitate the switching of building fuel away from natural gas within the City. CAP Play T.1 encourages the installation of electric vehicle charging stations and supporting infrastructure, and CAP Plays T.2 and T.3 involve the installation of new bicycle, electric bicycle/scooter, and pedestrian facilities. In addition, Play M.2 requires electrification of the municipal fleet and mobile equipment. Additionally, CAP Play CS.1, promotes the increased planting of trees and provision of green space. The physical changes these installations and enhancements would entail are dependent on the location of construction for the electric vehicle charging connections, active transportation pathways, and trees/green spaces.

However, it is anticipated that CAP projects would avoid alterations to historic buildings, mature trees, and other distinguishing scenic characteristics; adhere to City development zoning and regulations that require retention of City character and minimization of environmental and community setting impacts; and, if warranted, be reviewed by the City's Design Review Board. As such, the CAP would not result in adverse impacts related to scenic vistas, viewing corridors, or scenic roadways within the City. Furthermore, due to intervening development typical of an urban setting, proposed CAP projects would not likely be visible from the designated Federal Byway (State Route 110). Thus, scenic resources such as trees, rock outcroppings, and historic buildings would not be damaged within a State scenic highway. Therefore, the CAP would result in a less-than-significant impact related to scenic vistas and related to scenic resources within scenic highways.

LESS THAN SIGNIFICANT IMPACT

11 South Pasadena, City of. 1998. General Plan Open Space and Resource Conservation Element. Available: <<https://www.southpasadenaca.gov/government/departments/planning-and-building/general-plan> >. Accessed September 23, 2020.

12 South Pasadena, City of. 2020. Municipal Code Chapter 34 (Trees and Shrubs). Available: <<https://www.codepublishing.com/CA/SouthPasadena/>>. Accessed September 23, 2020.

- c. *Would the project, in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?*

The City of South Pasadena is an urbanized area with visual character/quality goals and policies from the City General Plan Open Space and Resource Conservation Element to preserve and protect the scenic and visual quality of the community. The CAP would not involve land use or zoning changes, but would instead promote infrastructure development and redevelopment through policies and programs. Implementation of the following CAP Plays may promote infrastructure development and redevelopment that may impact visual character, as described below.

CAP Play E.4 promotes installation of battery back-up systems or generators and solar panels. CAP Play T.1 encourages installation of electric vehicle charging stations and supporting infrastructure, and CAP Plays T.2 and T.3 involve installation of new bicycle, electric bicycle/scooter, and pedestrian facilities. In addition, Play M.2 requires electrification of the municipal fleet and mobile equipment. Furthermore, CAP Play CS.1, promotes increased planting of trees and provision of green space. Planting trees, implementation of solar panels and electric vehicle charging stations, and introduction of active transportation infrastructure may slightly change visual character in the City. However, CAP projects would be located and designed to be complimentary to existing development and land uses in a manner consistent with applicable zoning and other regulations governing visual character and quality within the City of South Pasadena. In addition, CAP projects would be reviewed for consistency with the General Plan and other applicable regulatory land use actions prior to approval. Therefore, the CAP would result in a less-than-significant impact related to regulations of visual character and quality.

LESS THAN SIGNIFICANT IMPACT

- d. *Would the project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?*

The CAP would not involve land use or zoning changes. Rather the CAP would promote infrastructure development and redevelopment that is complimentary to existing development and land uses. As a policy document, the CAP would not directly result in impacts related to light and glare. However, implementation of the following CAP Plays may promote infrastructure development and redevelopment. CAP Play E.4 promotes installation of solar panels to facilitate the switching of building fuel away from natural gas within the City. CAP Play T.1 encourages the installation of electric vehicle charging stations and supporting infrastructure, and CAP Plays T.2 and T.3 involve the installation of new bicycle, electric bicycle/scooter, and pedestrian facilities. In addition, CAP Play M.2 requires electrification of the municipal fleet and mobile equipment. Furthermore, CAP Play CS.1, promotes the increased planting of trees and provision of green space.

CAP projects would be reviewed for consistency with the City Municipal Code to minimize environmental impacts related to light and glare through limitations of materials and shielding light structures. Presumably design and location of proposed solar infrastructure would be complimentary to existing development in the City. In addition, CAP projects would be reviewed for consistency with the General Plan and other applicable land use regulations prior to approval. Thus, the CAP would result in a less-than-significant impact related to light and glare.

LESS THAN SIGNIFICANT IMPACT

Cumulative Impacts

The cumulative projects scenario is total projected population growth for South Pasadena (26,649 persons) in 2030. Cumulative impacts related to scenic resources, visual character, and increased light and glare would generally be site-specific, and cumulative projects are not anticipated to contribute to cumulative aesthetic impacts with adherence to General Plan policies and the Municipal Code. Because of the developed nature of South Pasadena, future infrastructure projects under the CAP, in combination with other cumulative projects, would not adversely impact the visual character of the City. In addition, future development in the City would be required to comply with the City's Design Review process and be reviewed against applicable General Plan policies and City's design standards for design quality and compatibility with adjacent land uses. Therefore, implementation of the CAP would result in a less-than-significant cumulative impact related to aesthetics.

LESS THAN SIGNIFICANT IMPACT

2 Agriculture and Forestry Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Conflict with existing zoning for agricultural use or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)); timberland (as defined by Public Resources Code Section 4526); or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Result in the loss of forest land or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

a. *Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*

or

b. *Would the project conflict with existing zoning for agricultural use or a Williamson Act contract*

The City of South Pasadena does not contain farmland or lands used for agricultural purposes.¹³ The CAP does not involve projects that would result in impacts related to conversion or loss of farmland. Therefore, the CAP would result in no impact related to degradation of agricultural resources or

¹³ South Pasadena, City of. 1998. General Plan Land Use Element. Available: <<https://www.southpasadenaca.gov/government/departments/planning-and-building/general-plan>>. Accessed September 24, 2020.

conversion of agricultural land to non-agriculture uses, nor would there be a conflict with existing zoning or general plan land use designations.

NO IMPACT

c. *Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)); timberland (as defined by Public Resources Code Section 4526); or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?*

or

d. *Would the project result in the loss of forest land or conversion of forest land to non-forest use?*

The City does not contain forest or timberland resources. The South Pasadena Municipal Code Chapter 34 (Trees and Shrubs), establishes policies, regulations and standards necessary to ensure tree protection and manage an urban forestry program. And CAP Play CS.1 facilitates increased tree planting and green space. As such, the CAP would increase planting of trees as part of new development within the City and be consistent with the tree protection and urban forestry program requirements of the City Municipal Code. Therefore, the CAP would result in no impact related to degradation of forestry resources or conversion of forest land to non-forest uses, nor would there be a conflict with existing zoning or general plan land use designations.

NO IMPACT

e. *Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?*

See impact discussions above under Topics 2a through 2d. The CAP would not result in other changes to the existing environment which, due to their location or nature, would result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use. No impact would occur.

NO IMPACT

Cumulative Impacts

The cumulative projects scenario is total projected population growth for South Pasadena (26,649 persons) in 2030. The City does not contain farmland or lands used for agricultural purposes. Additionally, the City does not contain forest or timberland resources. Cumulative projects are not anticipated to contribute to cumulative forestry impacts with adherence to General Plan policies. In addition, the CAP would not involve land use or zoning changes that could result in cumulative impacts related to conversion or loss of farmland or forest land. Therefore, implementation of the CAP would result in no cumulative impact related to agricultural and forestry resources.

NO IMPACT

3 Air Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a. *Would the project conflict with or obstruct implementation of the applicable air quality plan?*

South Pasadena is located within the South Coast Air Basin (the Air Basin), which includes all of Orange County and the non-desert regions of Los Angeles County, Riverside County, and San Bernardino County. The Air Basin is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). As the local air quality management agency, SCAQMD is required to monitor air pollutant levels to ensure that State and federal air quality standards are met and, if they are not met, to develop strategies to meet the standards. Depending on whether or not the standards are met or exceeded, the South Coast Air Basin is classified as being in “attainment” or “nonattainment.” Under State law, air districts are required to prepare a plan for air quality improvement for pollutants for which the district is in non-attainment. SCAQMD is in non-attainment for the State and federal ozone standards, the State and federal PM_{2.5} (particulate matter up to 2.5 microns in size) standards, and the State PM₁₀ (particulate matter up to 10 microns in size) standards, and the federal lead standards and is required to prepare a plan for improvement.¹⁴ The sources, health effects, and typical controls associated with criteria pollutants are described in Appendix A.

The SCAQMD Clean Air Plan (Air Quality Management Plan [AQMP]) provides a plan to improve South Coast Air Basin air quality and protect public health as well as the climate. The most recent (2016) AQMP complies with State air quality planning requirements as codified in the California Health and Safety Code. The 2016 AQMP seeks to achieve multiple goals promoting reductions in criteria pollutant, greenhouse gases, and toxic risk, as well as efficiencies in energy use,

¹⁴ South Coast Quality Management District (SCAQMD). 2018. National and California Ambient Air Quality Standards Attainment Status for South Coast Air Basin. Available: <<http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/naaqs-caaqs-feb2016.pdf?sfvrsn=14>>. Accessed September 28, 2020.

transportation, and goods movement. The most effective way to reduce air pollution impacts on the health of the approximately 17 million residents in the South Coast Air Basin, including those in disproportionately impacted and environmental justice communities that are concentrated along our transportation corridors and goods movement facilities, is to reduce emissions from mobile sources, the principal contributor to our air quality challenges. Thus, AQMD worked closely with California Air Resources Board (CARB) and the United States Environmental Protection Agency (U.S. EPA) who have primary responsibility for these sources. The 2016 AQMP also includes transportation control measures developed by the Southern California Association of Governments (SCAG) from the 2016 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS).¹⁵

The Federal Clean Air Act Amendments (CAAA) mandate that states submit and implement a State Implementation Plan (SIP) for areas not meeting air quality standards. The SIP includes pollution control measures to demonstrate how the standards will be met through those measures. The SIP is established by incorporating measures established during the preparation of Air Quality Management Plans (AQMP) and adopted rules and regulations by each local APCD and AQMD, which are submitted for approval to CARB and the U.S. EPA.¹⁶ The goal of an AQMP is to reduce pollutant concentrations below the National Ambient Air Quality Standards (NAAQS) through the implementation of air pollutant emissions controls.

The CAP would not involve land use or zoning changes, but would rather promote infrastructure development and redevelopment. Implementation of proposed measures would be beneficial by helping South Pasadena meet applicable air quality plan goals and generally reducing sensitive receptor exposure to pollutant concentrations. Although the purpose and intended effect of the CAP is to reduce GHG emissions generated in the City to help reduce the effects of climate change, many of its Plays and supporting Moves would also reduce criteria pollutant (i.e., air quality) emissions. CAP Plays E.1 through E.4 propose revisions to and new City ordinances requiring electrification of 100 percent new buildings and incremental portion of existing buildings as well as maximum usage of renewable energy and installation of solar systems, battery storage, and potential microgrids within the City to help meet community energy demand. In addition, CAP Plays M.1 through M.3 require reduced carbon intensity of municipal operations, electrification of the municipal fleet and mobile equipment, and increased municipal renewable energy production. This would decrease the use of non-renewable fuel sources for residential and non-residential land use operations. Additionally, CAP Plays T.2, T.3, and M.2 facilitate and incentivize bike lanes, bike parking, and public and shared transit, which would increase active transportation and decrease the vehicle miles traveled in South Pasadena. Furthermore, CAP Move W.1.f requires use of 100-percent renewable power for all pumping and treatment of water. These energy- and transportation-related measures would reduce air quality emissions as well as GHG emissions. Therefore, the CAP is consistent with the 2016 AQMP and would have no impact related to a conflict with or obstruction of the applicable air quality plan.

NO IMPACT

15 SCAQMD. 2016. Final SCAQMC Air Quality Management Plan. Available: <<http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan/final-2016-aqmp>>. Accessed September 28, 2020.

16 CARB. 2016. State Strategy for the State Implementation Plan for Federal Ozone and PM2.5 Standards. Available: <<https://ww3.arb.ca.gov/planning/sip/2016sip/2016sip.htm>>. Accessed September 28, 2020.

- b. *Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?*

City Municipal Code Chapter 4 (Air Pollution) identifies discharge of certain air pollutants as illegal within the City.¹⁷ The CAP would not involve land use or zoning changes but would instead promote infrastructure development and redevelopment. As a policy document, the CAP would not result in impacts related to criteria pollutants. However, implementation of the following CAP Plays may promote infrastructure development and redevelopment. CAP Play E.4 promotes installation of solar PV systems and battery storage to provide greener renewable electricity within the City. CAP Play T.1 encourage the installation of electric vehicle charging stations and infrastructure, and CAP Plays T.2 and T.2 involve the installation of new bicycle, electric bicycle/scooter, and pedestrian facilities. In addition, CAP Play M.2 requires electrification of the municipal fleet and mobile equipment. Furthermore, CAP Play CS.1, facilitates increased trees and open space. Construction-related air quality impacts are generally associated with fugitive dust (PM₁₀ and PM_{2.5}) and exhaust emissions from heavy construction vehicles and soil-hauling trucks, in addition to Reactive Organic Gas (ROG) that would be released during architectural coatings drying. However, CAP projects would not entail large-scale construction and, thus, would result in low-level criteria pollutant emissions and negligible impacts to air quality. CAP projects would also be reviewed for consistency with SCAQMD air quality regulations and other applicable local, State, and federal regulations once project details and locations are known. Thus, construction associated with CAP implementation would result in a less-than-significant impact related to net increase of criteria pollutants. With respect to operational emissions, many CAP Plays would have the secondary benefit of reducing criteria pollutant emissions. CAP Plays aim to increase building renewable energy use, promote electric vehicles, reduce building natural gas use, reduce on-road gasoline fuel use, and reduce vehicle miles traveled. Implementation of such CAP Plays would be beneficial by helping South Pasadena meet applicable air quality plan goals. In addition, future CAP projects would be required to comply with local, regional, and State air quality regulations. Therefore, the CAP would result in a less-than-significant impact related to criteria pollutant emissions.

LESS THAN SIGNIFICANT IMPACT

- c. *Would the project expose sensitive receptors to substantial pollutant concentrations?*

Implementation of the following CAP Plays may promote infrastructure development and redevelopment. CAP Plays E.2 and E.3 promote electrification of newly constructed and existing buildings, and CAP Play E.4 promotes installation of battery back-up systems or generators and solar panels to facilitate the switching of building fuel away from natural gas. Such electrification and renewable energy retrofits may change the physical environment through the need for upgraded service and electrical panels, branch circuit upgrades, solar panels, and installation of condensate drains to facilitate the installation of electric heat pumps for water and space heating. Additionally, CAP Play T.1 encourages the installation of electric vehicle charging stations and infrastructure, and CAP Plays T.2 and T.3 involve the installation of new bicycle, electric bicycle/scooter, and pedestrian facilities. CAP Play M.2 requires electrification of the municipal fleet and mobile equipment and incentivizes alternative transportation methods for municipal employees. Furthermore, CAP Play CS.1, promotes the increased planting of trees and provision of green space, and CAP Play W.1 aims to bring recycled water lines and infrastructure to the City. Construction-related air quality impacts

¹⁷ South Pasadena, City of. 2020. Municipal Code Chapter 4 (Air Pollution). Available: <<https://www.codepublishing.com/CA/SouthPasadena/>>. Accessed September 28, 2020.

are generally associated with fugitive dust (PM10 and PM2.5) and exhaust emissions from heavy construction vehicles and soil hauling trucks, in addition to ROG that would be released during the drying phase upon application of architectural coatings. However, implementation of proposed CAP measures would not include large-scale construction within South Pasadena. As such, it would result in low-level toxic air contaminant emissions. While the CAP could result in construction-related impacts related to toxic air contaminants and exposure to sensitive receptors, CAP projects would be reviewed for consistency to comply with SCAQMD air quality regulations and other applicable local, State, and federal regulations once project details and locations are known. Thus, the construction associated with implementation of the CAP would not result in substantial emissions of toxic air contaminants and exposure to sensitive receptors. No operational toxic air contaminant emissions are anticipated with implementation of the CAP. Therefore, the CAP would have a less-than-significant impact related to exposure of sensitive receptors to toxic air contaminants.

LESS THAN SIGNIFICANT IMPACT

- d. *Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?*

The CARB 2005 Air Quality Land Use Handbook: A Community Health Perspective identifies land uses associated with odor complaints which include: sewage treatment plants, landfills, recycling facilities, waste transfer stations, petroleum refineries, biomass operations, auto body shops, coating operations, fiberglass manufacturing, foundries, rendering plants, and livestock operations. CAP Plays SW.1 and SW.2 promote participation in recycling and organic waste programs and reducing such waste going to landfills to achieve 75 percent reduction in waste-related GHG emissions by 2025. And CAP Play SW.2 encourages use of reusable foodware, reduction of waste in the food industry, and food waste being compostable. Also, CAP Plays SW.1 and SW.2 requires all new buildings to subscribe to recycling and organic waste collection services and provide adequate space for recycling and compost containers, in accordance with SB 1383 and AB 1826. As such, the CAP could result in minor odors related to compost. However, green waste collection bins and compost application are not identified on the list of “Sources of Odor Complaints” (Table 1-4) as provided in the CARB Air Quality Land Use Handbook and would not be anticipated to result in other emissions, such as those leading to odors, adversely affecting a substantial number of people. Therefore, the CAP would not facilitate development that could create adverse odors, and there would be a less-than-significant impact related to odors exposure.

LESS THAN SIGNIFICANT IMPACT

Cumulative Impacts

The cumulative projects scenario is total projected population growth for South Pasadena (26,649 persons) in 2030. The cumulative projects could exceed applicable SCAQMD thresholds or be inconsistent with the Clean Air Plan. However, implementation of the CAP would have a less-than-significant contribution related to potential cumulative air quality impacts within the air basin and on sensitive receptors within the City of South Pasadena, given that the CAP would result in Citywide reduction of GHG emissions, energy use, single-occupancy vehicle travel, water use, and waste generation. As such, implementation of the CAP would not result in adverse impacts related to contribution of criteria pollutants to the air basin and exposure of sensitive receptors to toxic air contaminants. Therefore, implementation of the CAP would result in a less-than-significant cumulative impact related to air quality.

LESS THAN SIGNIFICANT IMPACT

4 Biological Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a. *Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*

South Pasadena is a primarily urbanized community with parks and recreational and open spaces incorporated throughout the City. The City's Municipal Code Chapter 34 (Trees and Shrubs), as well as the General Open Space and Resource Conservation Element incorporate goals and policies to protect biological resources, such as trees and other plant habitats, wildlife habitats, and connecting wildlife corridors in the City.

The CAP would not involve land use or zoning changes, but would instead promote infrastructure development and redevelopment. As a policy document, the CAP would not directly result in impacts related to wildlife species identified as candidate, sensitive, or special status. However, implementation of the following CAP Plays may promote infrastructure development and redevelopment and may result in impacts to species through habitat modification for purposes of infrastructure installation.

CAP Play E.4 promotes installation of solar panels to facilitate the switching of building fuel away from natural gas within the City. CAP Play T.1 encourages the installation of electric vehicle charging stations and supporting infrastructure, and CAP Plays T.2 and T.3 involve the installation of new bicycle, electric bicycle/scooter, and pedestrian facilities. In addition, CAP Play M.2 requires electrification of the municipal fleet and mobile equipment, requiring installation of electric vehicle charging stations at municipal buildings. Furthermore, CAP Play CS.1, promotes the increased planting of trees and provision of green space. Planting new trees may slightly increase the City urban forestry canopy for use by migratory and nesting birds.

These CAP Plays would not conflict with the Municipal Code or goals/policies of the General Plan Open Space and Resource Conservation Element but would rather be consistent with and promote those plans. The CAP Plays would generally apply to the urbanized areas of the City, with little application to open space area or other locations where sensitive habitat and related species may be present. As such, the CAP itself would not have a substantial adverse effect on special-status wildlife species either directly through individual take or indirectly through species habitat modification. Therefore, the CAP would result in a less-than-significant impact related to special-status wildlife species.

LESS THAN SIGNIFICANT IMPACT

b. *Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*

or

c. *Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

The CAP would not involve land use or zoning changes, but would instead promote infrastructure development and redevelopment. As a policy document, the CAP could result in impacts related to habitat whether riparian, wetland, or other sensitive natural community. According to the General Plan Open Space and Resource Conservation Element, opportunities for wildlife (e.g., birds and mammals) habitat protection in South Pasadena include the following undeveloped or primarily undisturbed opens space areas:

- The canyons, hillsides and steep topography in the Monterey Hills, and the primarily City-owned vacant, undeveloped lands in the southwest corner of the Monterey Hills;
- The Arroyo Seco and adjacent areas;
- Lot 117 in the Altos de Monterey residential tract;
- The drainage wash east of Garfield;
- The vacated railway easement (between Marengo and Fair Oaks); and
- Upper slopes in the Monterey Road/Pasadena Avenue/Kolle Avenue/Brunswick Avenue/Oak Hill Avenue residential areas.¹⁸

CAP Play CS.1 promotes the increased planting of trees and provision of green space, which may slightly change the City's urban forestry program. As such, the CAP would be required to adhere to City development regulations and General Plan policies, including the City of South Pasadena Tree Preservation Ordinance, to retain urban forestry and minimize environmental impacts. CAP Play E.4 promotes installation of solar panels to facilitate the switching of building fuel away from natural gas within the City. CAP Play T.1 encourages the installation of electric vehicle charging stations and supporting infrastructure, and CAP Plays T.2 and T.3 involve the installation of new bicycle, electric bicycle/scooter, and pedestrian facilities. In addition, CAP Play M.2 requires electrification of the municipal fleet and mobile equipment, requiring installation of electric vehicle charging stations at municipal buildings. Installation of new active transportation and electrical and renewable energy infrastructure may result in disturbance of habitat areas.

However, the CAP Plays and supporting Moves would generally apply to the urbanized areas of the City, with little application to parks, open spaces area, or other locations where sensitive habitat and related species may be present. CAP projects would be reviewed for consistency with applicable local, regional, and State regulations, once project details and locations are known. These CAP Plays and Moves would not conflict with the Municipal Code or objectives and policies of the General Plan or Conservation Guidelines but would rather be consistent with and promote those plans. As such, the CAP would not have a substantial adverse effect on riparian habitat or sensitive natural

¹⁸

outh Pasadena, City of. 1998. General Plan Open Space and Resource Conservation Element. Available: <<https://www.southpasadenaca.gov/government/departments/planning-and-building/general-plan> >. Accessed September 23, 2020.

community, such as wetlands. Therefore, the CAP would have a less-than-significant impact related to sensitive natural plant communities.

LESS THAN SIGNIFICANT IMPACT

- d. *Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*

The CAP would not involve land use or zoning changes, but would instead promote infrastructure development and redevelopment. As a policy document, the CAP would not result in impacts related to interference with species movement. However, implementation of the following CAP Plays may promote infrastructure development and redevelopment. According to the General Plan Open Space and Resource Conservation Element, the primary wildlife corridors in South Pasadena include the Arroyo Seco riparian corridor on the northeast and east sides of the City and the undeveloped or primarily undisturbed open space areas listed above under Topic c that contain natural resources, such as steep slopes, canyons, hillside vegetation (both native and introduced), drainage courses, and vegetation associated with rainfall runoff.¹⁹

CAP Play E.4 promotes installation of solar panels to facilitate the switching of building fuel away from natural gas within the City. CAP Play T.1 encourages the installation of electric vehicle charging stations and supporting infrastructure, and CAP Plays T.2 and T.3 involve the installation of new bicycle, electric bicycle/scooter, and pedestrian facilities. In addition, CAP Play M.2 requires electrification of the municipal fleet and mobile equipment, requiring installation of electric vehicle charging stations at municipal buildings. Furthermore, CAP Play CS.1, promotes the increased planting of trees and provision of green space. As such, the CAP would be required to adhere to City development regulations and General Plan policies, including the City of South Pasadena Tree Preservation Ordinance, to retain urban forestry and minimize environmental and community setting impacts. Installation of new active transportation and renewable energy infrastructure may result in disturbance of habitat areas. However, the CAP Plays would generally apply to the urbanized areas of the City with little application to parks, open spaces area, or other locations where wildlife corridors or native wildlife nursery sites may be present.

Furthermore, CAP projects would be reviewed for consistency with applicable local, regional, and State regulations, once project details and locations are known. The CAP Plays and supporting Moves would not conflict with the Municipal Code or objectives and policies of the General Plan but would rather be consistent with and promote those plans. Therefore, the CAP would result in a less-than-significant impact related to interference with species movement.

LESS THAN SIGNIFICANT IMPACT

¹⁹ South Pasadena, City of. 1998. General Plan Open Space and Resource Conservation Element. Available: <<https://www.southpasadenaca.gov/government/departments/planning-and-building/general-plan>>. Accessed September 23, 2020.

- e. *Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

South Pasadena is a primarily urbanized community with neighborhood parks, community parks, and recreational spaces throughout the City.²⁰ The South Pasadena Municipal Code Chapter 34 (Trees and Shrubs) as well as the General Plan Open Space and Resource Conservation Element incorporate goals and policies related to natural resources protection in the City. Additionally, the South Pasadena Tree Preservation Ordinance was established to preserve the trees and plantings on City property and enhance the ecological benefit to the community by providing for the regulation of planting, management, maintenance, preservation and, where necessary, the removal of public trees. The City is not located within the jurisdiction of an adopted habitat conservation plan, natural community plan, or other approved local, regional, or State habitat conservation plan.

The CAP would not involve land use or zoning changes but would rather promote infrastructure development and redevelopment. The purpose and intended effect of the CAP is to reduce GHG emissions generated within the South Pasadena community, including related to City municipal operations, to help reduce the effects of climate change. Implementation of proposed CAP Plays and supporting Moves would be beneficial by helping South Pasadena meet applicable local policies and ordinances for protecting natural and biological resources. The CAP would not conflict with or obstruct implementation of the applicable policies for preserving biological resources and would not affect the City's ability to attain goals and policies that protect biological resources. Therefore, the CAP would result in no impact related to consistency with local biological resources protection policies.

NO IMPACT

- f. *Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?*

The South Pasadena General Plan Open Space and Resource Conservation Element includes an inventory of open space resources as well as goals and policies to preserve natural resources, such as plant and wildlife habitats in the City. However, the City is not located within the jurisdiction of an adopted habitat conservation plan, natural community plan, or other approved local, regional, or State habitat conservation plan. As such, the CAP would not facilitate specific development projects, nor would it add or enable new development that would conflict with the adopted Municipal Code, General Plan, or other approved local, regional, or State habitat conservation plan. Therefore, the CAP would have no impact related to consistency with an adopted habitat or natural community conservation plan.

NO IMPACT

Cumulative Impacts

The cumulative projects scenario is total projected population growth for South Pasadena (26,649 persons) in 2030. Implementation of cumulative projects could result in impacts to biological resources during infrastructure and building construction. The CAP would promote infrastructure development and redevelopment that is already accounted for in the General Plan. However, infrastructure development or redevelopment resulting from implementation of the CAP would be

²⁰ South Pasadena, City of. 1998. General Plan Open Space and Resource Conservation Element. Available: <<https://www.southpasadenaca.gov/government/departments/planning-and-building/general-plan>>. Accessed September 23, 2020.

required to comply with applicable General Plan policies and State and federal regulatory requirements regarding avoidance of special wildlife species and habitat. Therefore, implementation of the CAP would result in a less-than-significant cumulative impact related to biological resources.

LESS THAN SIGNIFICANT IMPACT

5 Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a. *Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?*

The City of South Pasadena has identified 2,718 properties that are both individually eligible resources and contributors to historic districts within its City limits.^{21 22} The CAP would not involve land use or zoning changes but would promote building energy retrofits as well as infrastructure development and redevelopment that would be complimentary to existing development. CAP projects in South Pasadena would be required to comply with City Ordinance 2315 (Cultural Heritage Ordinance) and General Plan Open Space and Resource Conservation Element purpose that require the identification and preservation of sites and structures of architectural, historical, archaeological, and cultural significance. This includes sites, structures, and areas that are associated with a historic event, activity, or persons that contribute to the historic character of districts, neighborhoods, landmarks, historic structures, and artifacts. CAP projects within the City would also be required to comply with General Plan Historic Preservation Element Policies 9.2 (promote historic districts and landmark designations), 9.4 (encourage and promote the adaptive reuse of historic resources), 2.5 (apply Secretary of Interior’s Standards and alternative buildings codes, such as the Uniform Code for Building Conservation and/or the State Historic Building Code, to qualified historic properties), and 3.1 (maintain landscape elements that contribute to the attractiveness and historic character of designated historic districts and landmarks).²³

Implementation of the following CAP Plays may promote infrastructure development and redevelopment. CAP Plays E.2 and E.3 promote electrification of newly constructed and existing buildings and CAP Play E.4 promotes installation of battery back-up systems or generators and solar panels to facilitate the switching of building fuel away from natural gas within the City.

21 South Pasadena, City of. 2020. Historic Resources Survey Overview. Available: <<https://www.southpasadenaca.gov/government/departments/planning-and-building/historic-resources-survey>>. Accessed September 24, 2020.

22 South Pasadena, City of. 2017. Historic Resources Survey prepared by HRG Consultants.

23 South Pasadena, City of. 1998. General Plan Historic Preservation Element. Available: <<https://www.southpasadenaca.gov/government/departments/planning-and-building/general-plan>>. Accessed September 25, 2020.

Electrification retrofits may change the physical environment through the need for upgraded service and electrical panels, branch circuit upgrades, and installation of condensate drains to facilitate the installation of electric heat pumps for water and space heating. The physical changes these upgrades and additions would entail are dependent on the year of building construction and location of electrical and service panels and plumbing for connection of condensate drains, which in some cases may include modifications to the interior and/or exterior of buildings for wiring and panel replacement and minor excavation for connection of drainage to sewer systems. However, it is anticipated that retrofit activities would avoid alterations to the historic materials and distinguishing character (e.g., overall shape of the building, its materials, craftsmanship, decorative details, interior spaces and features, and aspects of its site and environment) of identified historic resources and, if warranted, be reviewed by the City's Cultural Heritage Commission.

CAP projects would be reviewed for consistency with applicable local, regional, and State regulations, including City Ordinance 2315 and General Plan Open Space and Resource Conservation Element purpose that require the identification and protection of sites and structures of, architectural and historical significance, in order to avoid impacts related to unknown historical resources. As such, implementation of the CAP would not conflict with or obstruct the City's ability to comply with applicable historical resources preservation policies. Therefore, the CAP would result in a less-than-significant impact related to historical resources.

LESS THAN SIGNIFICANT IMPACT

- b. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?*

The City of South Pasadena has not identified known archeological sites within its City limits.^{24,25} However, as-yet to be discovered or unknown sites or resources may exist. The CAP would not involve land use or zoning changes but would promote building energy retrofits as well as infrastructure development and redevelopment. For example, CAP Play T.1 encourages the installation of electric vehicle charging stations and supporting infrastructure, and CAP Plays T.2 and T.3 involve the installation of new bicycle, electric bicycle/scooter, and pedestrian facilities. In addition, CAP Play M.2 requires electrification of the municipal fleet and mobile equipment, requiring installation of electric vehicle charging stations at municipal buildings. Furthermore, CAP Play CS.1, promotes the increased planting of trees and provision of green space, and CAP Play W.1 aims to bring recycled water lines and infrastructure to the City. The physical changes these installations and enhancements would entail are dependent on the location of construction for the electric vehicle charging connections, active transportation pathways, and trees/green spaces, which in some cases may include minor temporary excavation.

These CAP Plays and supporting Moves would result in ground disturbance that could result in an impact on unknown archeological resources during construction. CAP projects would be reviewed for consistency with applicable local, regional, and State regulations, including City Ordinance 2315 that requires the identification and protection of sites and structures of, archaeological and cultural significance, in order to avoid impacts related to unknown archaeological resources. Therefore, the CAP would result in a less-than-significant impact related to unknown archaeological resources.

²⁴ South Pasadena, City of. 1998. General Plan Land Use Element. Available:

<<https://www.southpasadenaca.gov/government/departments/planning-and-building/general-plan> >. Accessed September 24, 2020.

²⁵ South Pasadena, City of. 1998. General Plan Open Space and Resource Conservation Element. Available:

<<https://www.southpasadenaca.gov/government/departments/planning-and-building/general-plan> >. Accessed September 23, 2020.

LESS THAN SIGNIFICANT IMPACT

- c. *Would the project disturb any human remains, including those interred outside of formal cemeteries?*

There are no known burial points or burial sensitivity areas within the City.^{26,27} However, there is the possibility of encountering unknown buried archaeological deposits and human remains throughout South Pasadena. Impacts to historic and archaeological resources are generally site-specific. The CAP would not involve land use or zoning changes but would promote building energy retrofits as well as infrastructure development and redevelopment. For example, CAP Play T.1 encourages the installation of electric vehicle charging stations and supporting infrastructure, and CAP Plays T.2 and T.3 involve the installation of new bicycle, electric bicycle/scooter, and pedestrian facilities. In addition, CAP Play M.2 requires electrification of the municipal fleet and mobile equipment, requiring installation of electric vehicle charging stations at municipal buildings. Furthermore, CAP Play CS.1, promotes the increased planting of trees and provision of green space, and CAP Play W.1 aims to bring recycled water lines and infrastructure to the City. The physical changes these installations and enhancements would entail are dependent on the location of construction for the electric vehicle charging connections, active transportation pathways, and trees/green spaces, which in some cases may include minor temporary excavation.

These CAP Plays would result in ground disturbance that could result in an impact on unknown human remains during construction. However, implementation of CAP projects would be required to comply with City Ordinance 2315 and General Plan Open Space and Resource Conservation Element purpose that require the identification and protection of sites of archaeological and cultural significance, in order to avoid impacts related to unknown human remains. In addition, CAP projects would be required to comply with State coroner requirements related to burial findings, including assessment and mitigation incorporation once project details and locations are known. Therefore, the CAP would result in a less-than-significant impact related to unknown human remains.

LESS THAN SIGNIFICANT IMPACT

Cumulative Impacts

The cumulative projects scenario is total projected population growth for South Pasadena (26,649 persons) in 2030. There is the possibility of encountering buried archaeological deposits and human remains throughout South Pasadena. Implementation of the cumulative projects would include infrastructure and building development that could have an impact on cultural resources during construction. Impacts to historic and archaeological resources are generally site-specific. Accordingly, as required under applicable laws and regulations, potential impacts associated with cumulative developments would be addressed on a case-by-case basis. No known cultural resources would be removed, modified, or otherwise affected by the implementation of the CAP. In addition, future projects in South Pasadena, including those associated with implementation of the CAP, would be required to comply with City Ordinance 2315 that requires the identification and protection of sites and structures of architectural, historical, archaeological and cultural significance,

26 South Pasadena, City of. 1998. General Plan Land Use Element. Available:

<<https://www.southpasadenaca.gov/government/departments/planning-and-building/general-plan>>. Accessed September 24, 2020.

27 South Pasadena, City of. 1998. General Plan Open Space and Resource Conservation Element. Available:

<<https://www.southpasadenaca.gov/government/departments/planning-and-building/general-plan>>. Accessed September 23, 2020.

in order to avoid impacts related to unknown cultural resources. Therefore, implementation of the CAP would result in a less-than-significant cumulative impact related to cultural resources.

LESS THAN SIGNIFICANT IMPACT

6 Energy

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a. *Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?*

California is one of the lowest per-capita energy users in the United States, ranked 48th in the nation, due to its energy efficiency programs and mild climate.²⁸ California consumed 292,039 gigawatt-hours (GWh) of electricity and 2,110,829 cubic feet of natural gas in 2017.^{29,30} The single largest end-use sector for energy consumption in California is transportation (39.8 percent), followed by industry (23.7 percent), commercial (18.9 percent), and residential (17.7 percent).³¹ Adopted in 2018, SB 100 accelerates the State’s Renewable Portfolio Standards Program, codified in the Public Utilities Act, by requiring electricity providers to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020, 60 percent by 2030, and 100 percent by 2045.

The City of South Pasadena has demonstrated its commitment to energy efficiency and renewable energy, as described in the Sustainability and GHG Reduction Efforts Setting section above. And City Municipal Code Chapter 9 (Buildings) specifies electrical code details by land use type within the City.³² As part of CAP Move E.2e and per the California Green Building Standards Code, the City will adopt an Electrification Readiness reach code for all new buildings and accessory dwelling units that bans the piping of natural gas to support fuel -switching and ultimate decarbonization purposes.³³ The City has also completed a total (i.e., community and municipal) GHG emissions inventory for

28 United States Energy Information Administration (USEIA). 2018. California Profile Overview. Available: <<https://www.eia.gov/state/?sid=CA>>. Accessed September 28, 2020.

29 California Energy Commission (CEC). 2019. Environmental Health and Equity Impacts from Climate Change and Mitigation Policies in California: A Review of the Literature. Accessed July 24, 2020.

30 USEIA. 2018. Natural Gas Consumption by End Use. Available: <https://www.eia.gov/dnav/ng/ng_cons_sum_dcu_SCA_a.htm>. Accessed September 28, 2020.

31 USEIA. 2018. California Profile Overview. Available: <<https://www.eia.gov/state/?sid=CA>>. Accessed September 28, 2020.

32 South Pasadena, City of. 2020. Municipal Code Chapter 9 (Buildings). Available: <<https://www.codepublishing.com/CA/SouthPasadena/>>. Accessed September 28, 2020.

33 A reach code is a local building energy code that “reaches” beyond State minimum requirements for energy use in building design and construction, creating opportunities for local governments to lead the way on clean air, climate solutions, and the renewable energy economy.

2016, which is summarized in Table 1. The largest sectors of GHG emissions are related to energy and transportation, followed by solid waste and water. According to the California Energy Commission (CEC), Los Angeles County consumed approximately 69,448.67 GWh in 2016.³⁴

The CAP is a policy document containing climate action Plays and supporting Moves to reduce South Pasadena GHG emissions. The CAP would not involve land use or zoning changes, but would promote infrastructure development and redevelopment. Furthermore, the purpose and intended effect of the CAP is to reduce GHG emissions generated in the City to help reduce the effects of climate change, including those emissions generated by energy demand and supply. The CAP encourages electrification, use of renewable energy, and energy efficiency in existing residential and commercial building stock as well as proposed new residential and commercial buildings. CAP Plays E.1 through E.4 propose revisions to and new City ordinances requiring electrification of 100 percent new buildings and incremental portion of existing buildings as well as maximum usage of renewable energy and installation of solar systems, battery storage, and potential microgrids within the City to help meet community energy demand. In addition, CAP Plays M.1 through M.3 require reduced carbon intensity of municipal operations, electrification of the municipal fleet and mobile equipment, and increased municipal renewable energy production. As such, the CAP would not result in the use of non-renewable resources in a wasteful or inefficient manner. Therefore, the CAP would result in a less-than-significant impact related to the wasteful, inefficient, or unnecessary consumption of energy. Rather, the CAP would assist in reducing use of non-renewable energy resources.

LESS THAN SIGNIFICANT IMPACT

b. Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

As part of CAP Move E.2e and per the California Green Building Standards Code, the City would adopt an Electrification Readiness reach code for all new buildings and accessory dwelling units construction that bans the piping of natural gas. Therefore, construction and operation associated with infrastructure projects stemming from the CAP would be designed to comply with the energy source standards of the California Green Building Standard Code. Likewise, CAP projects would be reviewed for consistency with the energy efficiency standards in the 2016 California Energy Code, Part 6 of the California Building Standards Code (Title 24). And CAP Plays E.1 through E.4 propose revisions to and new City ordinances requiring electrification of 100 percent new buildings and incremental portion of existing buildings as well as maximum usage of renewable energy and installation of solar systems, battery storage, and potential microgrids in a manner involving ongoing adoption of the latest standards of the California Green Building Standards Code. In addition, CAP Plays M.1 through M.3 require reduced carbon intensity of municipal operations, electrification of the municipal fleet and mobile equipment, and increased municipal renewable energy production.

Thus, the CAP would revise but would not conflict with adopted renewable energy or energy conservation plans. Therefore, the CAP would result in a less-than-significant impact related to consistency with State and local renewable energy and energy efficiency plans. Rather, the CAP would be consistent with State and local plans for renewable energy and energy efficiency.

LESS THAN SIGNIFICANT IMPACT

³⁴ California Energy Commission. 2016. Electricity Consumption by County. Available: <<http://ecdms.energy.ca.gov/elecbycounty.aspx>>. Accessed September 28, 2020.

Cumulative Impacts

The cumulative projects scenario is total projected population growth for South Pasadena (26,649 persons) in 2030. Implementation of the CAP would result in reducing use of non-renewable energy resources across the community and in particular with remodels and new construction. And implementation of solar infrastructure and implementation of active transportation infrastructure would require small-scale construction. As such, construction of the cumulative projects within the City could result in temporary energy consumption impacts. Therefore, implementation of the CAP would result a less-than-significant cumulative impact related to energy.

LESS THAN SIGNIFICANT IMPACT

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7 Geology and Soils

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
▪ Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
▪ Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
▪ Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
▪ Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a. *Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:*

- *rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault;*
- *strong seismic ground shaking;*
- *seismic-related ground failure, including liquefaction; or*
- *landslides?*

South Pasadena is located in a seismically active region in an area of potential fault rupture, strong ground shaking, and slope instability. These geologic and seismic hazards can affect the structural integrity of structures and utilities, and in turn can cause severe property damage and potential loss of life. Primary seismic faults located near the City are the Sierra Madre Fault system, the Whittier Fault, and the San Andreas Fault. An earthquake anywhere along these faults could trigger secondary seismic hazard impacts within South Pasadena. Three other faults influence the City of South Pasadena: the Raymond Hill Fault, the York Boulevard Fault, and the Elysian Park Fault. Between these three faults, much of the City is subject to earthquake seismic hazards but is at low risk for liquefaction. Landslide areas exist in the Repetto Hills just inside the western City boundary, and there is the Monterey Road Landslide area in the southwest portion of the City that is extremely unstable in certain portions. The City General Plan Safety and Noise Element establishes policies and standards (see Policies 1 and 3) related to minimizing personal and property damage resulting from seismic hazards, including earthquakes and landslides.³⁵ Projects are required to conform to applicable provisions of the current California Building Code. The CAP is a policy document containing climate Plays and supporting Moves to reduce GHG emissions and is consistent with the South Pasadena General Plan and other regional regulations. The CAP does not propose habitable development that could result in exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, including liquefaction, or landslides. Therefore, the CAP would result in no impact related to seismic- and landslide-related hazards.

NO IMPACT

b. *Would the project result in substantial soil erosion or the loss of topsoil?*

The CAP would not involve land use or zoning changes, but it would promote infrastructure development and redevelopment. As a policy document, the CAP would not directly require ground-disturbing activities. However, implementation of the following CAP Plays may promote infrastructure development and redevelopment. CAP Play T.1 encourages the installation of electric vehicle charging stations and supporting infrastructure, and CAP Plays T.2 and T.3 involve the installation of new bicycle, electric bicycle/scooter, and pedestrian facilities. In addition, CAP Play M.2 requires electrification of the municipal fleet and mobile equipment, requiring installation of electric vehicle charging stations at municipal buildings. Additionally, CAP Play CS.1, promotes the increased planting of trees and provision of green space, and CAP Play W.1 aims to bring recycled water lines and infrastructure to the City. The physical changes these installations and enhancements would entail are dependent on the location of construction for the electric vehicle charging connections, active transportation pathways, and trees/green spaces, which in some cases

³⁵ South Pasadena, City of. 1998. General Plan Safety and Noise Element. Available: <<https://www.southpasadenaca.gov/government/departments/planning-and-building/general-plan> >. Accessed September 28, 2020.

may include minor temporary excavation. As such, the CAP could result in construction-related soil erosion and topsoil loss impacts associated with such installations and plantings. However, CAP projects would be reviewed for consistency with South Pasadena General Plan policies and other local and State geology and soils regulations prior to final siting and construction. Therefore, the CAP would result in a less-than-significant impact related to soil erosion, loss of topsoil, and the presence of unstable soils.

LESS THAN SIGNIFICANT IMPACT

c. *Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?*

or

d. *Would the project be located on expansive soil, as defined in Table 1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?*

Most of the steeper developed and undeveloped land in the western and southwestern portions of South Pasadena have been identified as susceptible to landslides. Therefore, the General Plan Safety and Noise Element regulates development and structures in terms of hazards minimization.³⁶ The CAP is a policy document containing programs that are consistent with the General Plan. Some of the proposed CAP Play and supporting Moves promote small-scale construction projects, such as electric vehicle charging station construction. However, CAP projects would be reviewed for consistency with local and State geotechnical regulations prior to final siting and construction. Therefore, the CAP would result in a less-than-significant impact related to risks associated with location on unstable geologic unit or soil or on expansive soils.

LESS THAN SIGNIFICANT IMPACT

e. *Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?*

The CAP would not involve the development of habitable structures and, thus, no use of septic tanks or alternative wastewater disposal systems. Therefore, no impact would occur related to soil capability support of alternative wastewater disposal systems.

NO IMPACT

f. *Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

The City of South Pasadena has not identified unique paleontological resources or sites within City limits.^{37 38} The City lies within the northeastern block of the Los Angeles Basin, part of the Transverse Range Geomorphic Province. The northeast block is a deep synclinal basin of mostly marine Cenozoic rocks. The City is underlain by six mapped geologic units: middle to late Holocene

36 South Pasadena, City of. 1998. General Plan Safety and Noise Element. Available: <<https://www.southpasadenaca.gov/government/departments/planning-and-building/general-plan> >. Accessed September 28, 2020.

37 South Pasadena, City of. 1998. General Plan Land Use Element. Available: <<https://www.southpasadenaca.gov/government/departments/planning-and-building/general-plan> >. Accessed September 24, 2020.

38 South Pasadena, City of. 1998. General Plan Open Space and Resource Conservation Element. Available: <<https://www.southpasadenaca.gov/government/departments/planning-and-building/general-plan> >. Accessed September 23, 2020.

alluvium (Qa); middle to late Holocene alluvial clay and sand (Qg); Pleistocene to early Holocene alluvial fan deposits (Qof); Pliocene Fernando Formation (Tfsc); Miocene Monterey Formation (Tmsl); and Miocene Topanga Formation (Ttqdc).^{39,40} The Fernando, Monterey, and Topanga formations are comprised of marine sediment with an abundant and diverse marine invertebrate and vertebrate fossil record. Early Holocene and Pleistocene alluvial units throughout the Los Angeles Basin have a robust and diverse terrestrial vertebrate fossil record. The Society of Vertebrate Paleontology (SVP) has established standards for classifying paleontological sensitivity of geologic units based on the known or inferred fossil records of each geologic unit,⁴¹ and classifies paleontological sensitivity as one of four classes: No; Low; Moderate; and High. Early Holocene and Pleistocene alluvium, the Fernando Formation, the Monterey Formation and the Topanga Formation are all classified as having a High Paleontological Sensitivity. Middle to Late Holocene alluvium is classified as having Low Paleontological Sensitivity.

As a policy document, the CAP would not directly result in impacts related to paleontological resources or unique geologic features. However, implementation of the following CAP Plays and supporting Moves may promote infrastructure development and redevelopment. For example, CAP Play T.1 encourages the installation of electric vehicle charging stations and supporting infrastructure, and CAP Plays T.2 and T.3 involve the installation of new bicycle, electric bicycle/scooter, and pedestrian facilities. In addition, CAP Play M.2 requires electrification of the municipal fleet and mobile equipment, requiring installation of electric vehicle charging stations at municipal buildings. Furthermore, CAP Play CS.1, promotes the increased planting of trees and provision of green space, and CAP Play W.1 aims to bring recycled water lines and infrastructure to the City. The physical changes these installations and enhancements would entail are dependent on the location of construction for the electric vehicle charging connections, active transportation pathways, and trees/green spaces, which in some cases may include minor temporary excavation. These small-scale construction projects may expose paleontological resources during ground disturbing activities. However, CAP projects would be reviewed for consistency with geotechnical and paleontological regulations prior to final siting and construction. In addition, CAP projects would be located and designed strategically to reduce ground disturbance to the maximum extent possible. Therefore, the CAP would result in a less-than-significant impact related to paleontological resources or unique geologic features.

LESS THAN SIGNIFICANT IMPACT

Cumulative Impacts

The cumulative projects scenario is total projected population growth for South Pasadena (26,649 persons) in 2030. Cumulative projects could expose additional people and property to seismic and geologic hazards that are present in the region. The magnitude of geologic hazards for individual projects, including those associated with implementation of the CAP, would depend upon the location, type, and size of development and the specific hazards associated with individual sites. Specific geologic hazards associated with individual project sites would be limited to those sites without affecting other areas. Similarly, potential impacts to paleontological resources associated with each individual site would be limited to that site without affecting other areas, and impacts

39 Dibblee, T.W., and Ehrenspeck, H.E., ed. 1989. Geologic map of the Los Angeles quadrangle, Los Angeles County, California. Dibblee Geological Foundation, Dibblee Foundation Map DF-22, Map Scale:1:24,000.

40 Dibblee, T.W., and Ehrenspeck, H.E., ed. 1989. Geologic map of the Pasadena quadrangle, Los Angeles County, California. Dibblee Geological Foundation, Dibblee Foundation Map DF-23, Map Scale:1:24,000.

41 Society of Vertebrate Paleontology (SVP). 2010. Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources. Unpublished technical guidelines.

related to these resources would be minimized on a case-by-case basis. Compliance with existing regulations, including California Building Code requirements, City-issued permit requirements, and construction general permit requirements, would minimize potential cumulative seismic and geologic impacts. Seismic and geologic hazards would be addressed on a case-by-case basis and would not result in cumulative impacts. Therefore, implementation of the CAP would result in a less-than-significant cumulative impact related to geology and soils.

LESS THAN SIGNIFICANT IMPACT

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8 Greenhouse Gas Emissions

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a. *Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?*

The greenhouse effect is a natural occurrence that helps regulate the temperature of the Earth. The majority of radiation from the Sun hits Earth's surface and warms it. The surface in turn radiates heat back towards the atmosphere, known as infrared radiation. Gases and clouds in the atmosphere trap and prevent some of this heat from escaping into space and re-radiate it in all directions. This process is essential to support life on Earth, because it warms the planet by approximately 60°F. Emissions from human activities since the beginning of the industrial revolution (approximately 270 years ago) have been adding to the natural greenhouse effect by increasing the gases in the atmosphere that trap heat and contribute to an average increase in Earth's temperature. Global warming is the observed increase in the average temperature of the Earth's surface, and climate change is the resultant change in wind patterns, precipitation, and storms over an extended period.

GHGs produced by human activities include CO₂, methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorinated compound (PFC), and sulfur hexafluoride (SF₆) (see Appendix B for more details related to these GHG gases).⁴² Combustion of fossil fuels (gasoline, natural gas, and coal), deforestation, and decomposition of waste release carbon into the atmosphere that had been locked underground and stored in oil, gas, and other hydrocarbon deposits or in the biomass of surface vegetation. Since 1750, estimated concentrations of CO₂, CH₄, and N₂O in the atmosphere have increased by over 36 percent, 148 percent, and 18 percent respectively, primarily due to human activity. Emissions of GHGs affect the atmosphere directly by changing its chemical composition.

Changes to the land surface also indirectly affect the atmosphere by changing the way in which Earth absorbs gases from the atmosphere. Potential impacts in California due to climate change

⁴² The proposed CAP only considers emissions of CO₂, CH₄, and N₂O because these are the GHGs most relevant to local government policymaking. These gases comprise a large majority of GHG emissions at the community level. The remaining gases (HFCs, PFC, and SF₆) are emitted primarily in private sector manufacturing and electricity transmission and are the subject of regulation at the state level. Therefore, these gases were omitted from the CAP.

include sea level rise, more extreme-heat days and high-ozone days, larger and more frequent forest fires, and more drought years.⁴³ Although GHG emissions do not typically cause direct health impacts at a local level, GHG emissions can result in indirect health impacts by contributing to climate change, which can have public health implications. The primary public health impacts of climate change include the following:⁴⁴

- Increased incidences of hospitalization and deaths due to increased incidences of extreme heat events;
- Increased incidences of health impacts related to ground-level ozone pollution due to increased average temperatures that facilitate ozone formation;
- Increased incidences of respiratory illnesses from wildfire smoke due to increased incidences of wildfires;
- Increased vector-borne diseases due to the growing extent of warm climates; and
- Increased stress and mental trauma due to extreme events and disasters, economic disruptions, and residential displacement.

The City of South Pasadena has completed a total South Pasadena (i.e., community and municipal) GHG emissions inventory for the year 2016, which is summarized in Table 1. The largest sectors of GHG emissions are related to energy and transportation, followed by solid waste and water. The CAP Plays and Moves (i.e., measures and actions) address municipal and communitywide GHG emissions. As part of the CAP, South Pasadena is committed to an emissions reduction target of 40 percent below 2016 levels by 2030 and reaching a longer-term goal of carbon neutrality by 2045. This 2030 GHG emissions goal is selected to be consistent with SB 32 State emissions targets and CEQA Guidelines § 15183.5 for a qualified GHG emissions reduction strategy as well as to be achievable by City-supported Plays identified in the 2020 CAP. The CAP includes a business-as-usual (BAU) forecast of GHG emissions that will enable the City to estimate the amount of emissions reductions needed to meet its goal.

The 2020 CAP includes Play C.1 to educate the community regarding ways to live a sustainable lifestyle, increase use of renewable power, electrify buildings, and reduce use of natural gas. It also includes Plays to increase use of zero-emission vehicles; increase use of public, active, and shared transportation; reduce water consumption and waste generation; increase recycling and composting; and increase tree planting and green space. Finally, it includes Plays M.1 through M.3 related to reduced carbon intensity of municipal operations, electrification of the municipal fleet and mobile equipment, and increased municipal renewable energy production that will continue to allow the City to lead by example. Table 2 includes a complete list of 2020 CAP Plays and descriptions of respective supporting Moves. The Plays included in the CAP combined with Statewide legislation and initiatives and regional transportation programs will enable the City to meet its emissions reduction target of 40 percent below 1990 levels by 2030. Table 3 shows the contribution of the Statewide initiatives along with the CAP Plays and Moves. The City needs to achieve a 18,578 MT CO₂e of GHG emissions reduction by 2030 to meet its goal. The total estimated GHG reductions accounted for in the CAP total 23,386 MT CO₂e by 2030.

Figure 3 and Table 4 illustrate how the BAU emissions are estimated to increase, thus widening the emissions reductions needed by 2030. Figure 3 also shows emissions reductions expected from State level actions as well as the reductions needed to reach the South Pasadena emissions target.

43 California Energy Commission (CEC). 2009. Environmental Health and Equity Impacts from Climate Change and Mitigation Policies in California: A Review of the Literature. Accessed July 24, 2020.

44 California Natural Resources Energy. 2018. California's Fourth Climate Change Assessment Statewide Summary Report. Available: <<http://www.climateassessment.ca.gov/state/>>. Accessed July 24, 2020.

The CAP Plays and Supporting Moves combined with Statewide legislation and initiatives and Countywide transportation programs will enable the City of South Pasadena to meet its 2030 emissions reduction target.

The CAP includes a list of 15 Plays intended to reduce South Pasadena GHG emissions. Implementation of the CAP would result in the reduction of community and municipal operational GHG emissions, with only generating temporary GHG emissions during construction of infrastructure development and redevelopment such as electric vehicle charging stations, bicycle paths, etc. Additionally, the CAP would serve as a pathway to reduce GHG emissions and introduce other beneficial environmental and sustainability effects. These benefits include reduction in building energy consumption and vehicle miles traveled (and thus air pollution), water consumption, and solid waste generation. Therefore, the CAP would result in a less-than-significant impact related to generation of GHG emissions.

LESS THAN SIGNIFICANT IMPACT

b. Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

The CAP is a policy-level document that sets strategies to reduce GHG emissions within the City in an effort to also comply with State regulations. As discussed under Topic 8a above, the CAP includes Plays and Moves to reduce City GHG emissions from forecasted business-as-usual levels by approximately 23,386 MT CO₂e by 2030. The purpose of the CAP is to meet South Pasadena's proportionate fair share of the Statewide GHG emissions reduction target set by AB 32 and SB 32 and work toward the State's longer-term target of carbon neutrality identified in Executive Order B-55-18.

The CAP would not conflict with any applicable GHG reduction plans, including the California Climate Change Scoping Plan and the California Climate Change Scoping Plan Updates. The CAP identifies how the City would achieve consistency with the Statewide GHG emissions limit. The CAP would serve as a pathway to reduce GHG emissions and introduce other beneficial environmental and sustainability effects. These benefits include reduction in building energy consumption and vehicle miles traveled (and thus air pollution), water consumption, and solid waste generation. Therefore, the CAP would result in a less-than-significant impact related to consistency with applicable GHG emissions reduction plans, policies, and regulations.

LESS THAN SIGNIFICANT IMPACT

Cumulative Impacts

The cumulative projects scenario is total projected population growth for South Pasadena (26,649 persons) in 2030. Analyses of GHG emissions and climate change are cumulative in nature, as they affect the accumulation of GHG emissions in the atmosphere. Cumulative projects that exceed the thresholds discussed above would have a significant impact related to GHG emissions and climate change, both individually and cumulatively. The CAP creates a GHG emissions reduction strategy (consistent with Section 15183.5 of the CEQA Guidelines) for the City of South Pasadena. The CAP also includes a series of Plays and Moves that are intended to reduce community and municipal GHG emissions by approximately 40 percent below 2016 levels by 2030, which provides substantial progress toward the City meeting State goals. As such, the CAP would result in the reduction of GHG emissions rather than generating GHG emissions. However, some GHG emissions would occur

during construction of CAP-specific infrastructure projects. Therefore, implementation of the CAP would result in a less-than-significant cumulative impact related to GHG emissions.

LESS THAN SIGNIFICANT IMPACT

9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. For a project located in an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a. *Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*
- b. *Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

Hazardous materials are utilized by a number of businesses in South Pasadena, and several facilities are actual hazardous waste generators. Any number of common household products - motor oil, old paints, cleaners, aerosols, and pesticides - contain hazardous materials, potentially destined for disposal in landfills where they could leach through the soil and contaminate groundwater. Current truck routes pass over streets on which are located schools, hospitals and residential areas, perhaps not the most suitable routes for the transport of hazardous materials. The City of South Pasadena has hazardous waste storage and hazardous materials transport goals and policies in the City General Plan Safety and Noise Element. Specifically, Policy 4 aims to protect citizens and property from use, transport, and disposal of hazardous materials. Furthermore, South Pasadena has adopted the Los Angeles County Hazardous Waste Management Plan into its plans and processes by reference.⁴⁵

The CAP is a policy document containing Plays and Moves to reduce GHG emissions. The proposed CAP does not involve identified site-specific development, nor would it facilitate new development. Implementation of the CAP would not involve the routine transport, use, or disposal of hazardous materials and would not create reasonably foreseeable upset and/or accidental conditions involving the release of hazardous materials into the environment.

Implementation of some of the CAP Plays and supporting Moves, such as the installation of bicycle lanes, energy retrofits, and electric vehicle charging stations, may involve the use and transport of fuels, lubricating fluids, and solvents, among other activities. These types of materials are not considered acutely hazardous, and all storage, handling, and disposal of these materials are regulated by the California Department of Toxic Substances Control (CDTSC), United States Environmental Protection Agency (USEPA), Occupational Safety & Health Administration (OSHA). Additionally, CAP projects would be reviewed for consistency with the General Plan and Municipal Code and applicable local, State, and federal regulations. Therefore, the CAP would result in a less-than-significant impact related to creating a significant hazard.

LESS THAN SIGNIFICANT IMPACT

⁴⁵ South Pasadena, City of. 1998. General Plan Safety and Noise Element. Available: <<https://www.southpasadenaca.gov/government/departments/planning-and-building/general-plan> >. Accessed September 28, 2020.

- c. *Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?*

The CAP is a policy document containing Plays and Moves to reduce GHG emissions. The proposed CAP does not include site-specific proposals and development, nor would it emit or handle hazardous materials. Implementing some CAP Plays and Moves may require future development or improvements, such as bike paths, solar panels, electric vehicle charging stations, or building improvements related to electrification. However, CAP projects would be reviewed for consistency with the General Plan and Municipal Code and applicable local, State, and federal regulations. Therefore, the CAP would result in a less-than-significant impact related to handling of hazardous materials in proximity to an existing or proposed school.

LESS THAN SIGNIFICANT IMPACT

- d. *Would the project be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

The CAP is a policy document containing Plays and supporting Moves to reduce GHG emissions. The CAP does not include site-specific proposals and development, but the CAP Plays and Moves could result in projects that could be located on listed hazardous materials site. However, CAP projects would be reviewed for consistency with the General Plan and Municipal Code and would be required to comply with applicable local, State, and federal regulations. Therefore, the CAP would result in a less-than-significant impact related to location on a listed hazardous materials site.

LESS THAN SIGNIFICANT IMPACT

- e. *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?*

There are no airports or private airstrips within South Pasadena. The Hollywood Burbank and San Gabriel Airports are located approximately 13 miles northwest and eight miles east of the City, respectively. The CAP is a policy document that would not increase airport activity or result in additional habitable development that could increase potential exposure of persons to aircraft-related hazards. CAP projects would also be reviewed for consistency with the City General Plan Safety and Noise Element and other applicable local and State regulations. Therefore, the CAP would result in no impact related to risks associated with location proximate to a public airport.

NO IMPACT

- f. *Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

The South Pasadena emergency management program works in coordination with all the City Departments to strengthen the City's ability to prepare for, mitigate, respond to, and recover from any type of disaster. The South Pasadena Fire Department is the lead department to coordinate all emergency management activities for the City. The City has an Emergency Management Program that includes the following elements necessary to respond quickly and effectively to major emergencies: an Emergency Operations Plan, Emergency Operations Center (EOC), Emergency Response Program, Public Education Program, and trained Community Emergency Response Team (CERT). In addition, a variety of activities, programs, and projects designed to enhance the City's

preparedness are conducted regularly such as training, drills, and disaster exercises. Furthermore, the City of South Pasadena is a member of Disaster Management Area C, a partnership between Los Angeles County and ten cities to promote the coordination of disaster management, planning and preparedness efforts.⁴⁶ The CAP is a policy document intended to reduce GHG emissions generated within South Pasadena. The proposed CAP does not involve site-specific development, nor would it facilitate new development that would interfere with adopted emergency plans. Therefore, the CAP would result in no impact related to impairment or interference with implementation of an emergency response or evacuation plan.

NO IMPACT

- g. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?*

The major potential sources of wildland fire in South Pasadena are the Monterey and Repetto Hills and natural brushlands of the Arroyo Seco. The steeper slopes of the San Gabriel Mountains located further north and the vegetated Puente Hills slopes located further south pose a secondary threat to the City in that windborne embers may travel long distances in the wind and ignite rooftops and/or areas of dry grasses. According to California Department of Forestry and Fire Protection (CalFIRE), South Pasadena is not located in designated California Fire Hazard Severity Zones,⁴⁷ or in a State Responsibility Area.⁴⁸ However, California Fire Hazard Severity Zones are located immediately west of South Pasadena in Los Angeles City limits.⁴⁹ Per the South Pasadena General Plan Safety Element, the threat of wildland fire to the City is generally low.⁵⁰ A small portion of the southwestern corner of the City is identified in the Los Angeles County General Plan as having a high wildland fire hazard potential.⁵¹ Furthermore, City Municipal Code Chapter 14 (Fire Prevention) provides regulations related to fire prevention within the City.⁵² The CAP is a policy-level document that does not propose specific or other physical changes such as habitable development that could be put at risk in the case of a wildfire, nor does it grant entitlements for development that would have the potential to directly cause wildfire. Rather, the CAP would aim to reduce natural gas infrastructure that poses wildfire risk if damaged during seismic events and to underground new or restructured electric power lines that pose wildfire risk if damaged during high-wind events. Thus, the CAP would result in no impact related to wildfire.

NO IMPACT

46 South Pasadena, City of. 2020. Disaster Preparedness Overview. Available: <<https://www.southpasadenaca.gov/residents/disaster-preparedness>>. Accessed September 28, 2020.

47 California Department of Forestry and Fire Protection (CalFIRE). 2020. Fire Hazard Severity Zone Viewer. Available: <<https://egis.fire.ca.gov/FHSZ/>>. Accessed September 25, 2020.

48 California Department of Forestry and Fire Protection (CalFIRE). 2020. California State Responsibility Areas. Available: <<https://www.arcgis.com/home/webmap/viewer.html?layers=5ac1dae3cb2544629a845d9a19e83991>>. Accessed September 25, 2020.

49 California Department of Forestry and Fire Protection (CalFIRE). 2020. Fire Hazard Severity Zone Viewer. Available: <<https://egis.fire.ca.gov/FHSZ/>>. Accessed September 25, 2020.

50 South Pasadena, City of. 1998. General Plan Safety and Noise Element. Available: <<https://www.southpasadenaca.gov/government/departments/planning-and-building/general-plan>>. Accessed September 28, 2020.

51 Los Angeles, County of. 2015. General Plan 2035 Safety Element. Available: <<http://planning.lacounty.gov/generalplan/generalplan>>. Accessed September 25, 2020.

52 South Pasadena, City of. 2020. Municipal Code Chapter 14 (Fire Prevention). Available: <<https://www.codepublishing.com/CA/SouthPasadena/>>. Accessed September 25, 2020.

Cumulative Impacts

The cumulative projects scenario is total projected population growth for South Pasadena (26,649 persons) in 2030. Hazards and hazardous materials impacts are typically site specific in nature. Cumulative projects, including the CAP, are not anticipated to contribute to cumulative hazards and hazardous materials impacts with adherence to applicable General Plan policies, applicable regional and County regulations (e.g., Los Angeles County Hazardous Waste Management Plan), and applicable State and federal regulatory requirements. Therefore, implementation of the CAP would result in a less-than-significant cumulative impact related to hazards and hazardous materials.

LESS THAN SIGNIFICANT IMPACT

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10 Hydrology and Water Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
(i) Result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iv) Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a. *Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?*

The CAP is a policy document containing Plays and Moves intended to reduce GHG emissions in the City. CAP projects would be reviewed for consistency with local and State regulations, including the implementation of stormwater pollution prevention plans (SWPPPs). As such, the CAP's related infrastructure changes would not utilize or alter water supply or result in new or different wastewater discharge. Additionally, proposed infrastructure would be small in scale and not result in substantial, adverse impacts related to surface or groundwater quality. Therefore, the CAP would result in no impact related to surface or groundwater water quality in South Pasadena.

NO IMPACT

- b. *Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?*

The CAP is a policy document containing Plays and supporting Moves that are consistent with the City's General Plan. CAP Play W.1 would continue enforce the State Model Water Efficient Landscape Ordinance, promote use of recycled water, and promote reduced consumption of potable water. In addition, implementation of the CAP Plays and supporting Moves related to infrastructure development and redevelopment would not substantially degrade groundwater quality or groundwater recharge. As a result, no adverse impacts related to groundwater water quality or resources would occur.

CAP Play CS.1 facilitates increased trees and open space. Encouragement of tree planting and open space areas and, thus provision of pervious areas in the City would increase groundwater recharge. As such, implementing the CAP would have a beneficial effect related to local groundwater recharge as well as support groundwater management in South Pasadena. Therefore, the CAP would result in no impact related to impedance of sustainable groundwater management in the Main San Gabriel Groundwater Basin.

NO IMPACT

- c. *Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:*
- i. *result in substantial erosion or siltation on- or off-site;*
 - ii. *substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;*
 - iii. *create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or*
 - iv. *impede or redirect flood flows?*

Implementation of the following CAP Plays may promote infrastructure development and redevelopment. CAP Play T.1 promotes public and shared transit as well as active transportation via provision of bike facilities and parking to encourage walking and biking, and CAP Play M.2 requires electrification of the municipal fleet and mobile equipment, requiring installation of electric vehicle charging stations at municipal buildings. CAP Play CS.1 also facilitates increase trees and open space. Providing new active transportation infrastructure and planting new trees and providing additional open space may slightly change the City's existing drainage pattern and amount of impervious surface. Construction of infrastructure development and redevelopment could also result in erosion and potential redirect of flood flows or drainage patterns; however, implementation of CAP projects would not include large-scale construction within South Pasadena.

Additionally, CAP projects would be reviewed for consistency with applicable local and State regulations, including the implementation of a SWPPP, once project details and locations are known. And given the associated small footprints, the CAP-related infrastructure changes would not result in substantial additional erosion or runoff or impede/redirect flood flows. Therefore, the CAP would result in a less-than-significant impact related to drainage flows and polluted runoff.

LESS THAN SIGNIFICANT IMPACT

- d. *In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?*

The City is not located within designated seiche or tsunami zones. The entirety of the City is located within Flood Zone C (areas of minimal flooding) defined by Federal Emergency Management Agency (FEMA).⁵³ Devils Gate Dam is located approximately five miles north of the northwesterly City boundary and is part of the Los Angeles County Flood Control District with a capacity of 2,709 acres feet and representing potential risk of dam inundation in the Arroyo Seco Valley in the event of dam failure. In addition, homes below should the City's water tower and reservoirs could be damaged by flood waters in a seismic event. In South Pasadena, construction, including infrastructure projects associated with implementation of the CAP, must comply with City General Plan Safety and Noise Element goals/policies related to hazards, including flooding hazards.

Elevation in South Pasadena averages 659 feet above mean sea level. The areas below the Devils Gate Dam and City water tower and reservoirs are at potential risk for flood inundation hazards related to infrastructure failure that could occur during a seismic event. However, the CAP does not propose habitable development and, thus, would not increase flooding or inundation risks to

⁵³ Federal Emergency Management Agency (FEMA).2020. FEMA Flood Map Service Center. Available: <<https://msc.fema.gov/portal/search?AddressQuery>>. Accessed September 28, 2020.

persons and habitable structures related to sea level rise. Therefore, the CAP would result in a less-than-significant impact related to flooding and inundation resulting in release of pollutants.

LESS THAN SIGNIFICANT IMPACT

- e. *Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?*

The CAP Plays would not include direct extraction of groundwater and rather encourages water savings through conservation. The CAP would not interfere with or obstruct implementation of water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. Therefore, the CAP would result in no impact related to consistency with a water quality control plan or sustainable groundwater management plan.

NO IMPACT

Cumulative Impacts

The cumulative projects scenario is total projected population growth for South Pasadena (26,649 persons) in 2030. Cumulative projects, including the CAP, are not anticipated to contribute to cumulative hydrology and water quality impacts with adherence to applicable General Plan policies and applicable State and federal regulatory requirements. Implementation of the CAP would not contribute to an increase in growth and development in South Pasadena but could result in infrastructure development or redevelopment projects, including renewable energy facilities and alternative transportation thoroughfares. As such, implementation of the CAP and other cumulative projects could have incremental impacts related to hydrology and water quality, with potential minor alterations to existing drainage patterns in the City. Therefore, implementation of the CAP would result in a less-than-significant cumulative impact related to hydrology and water quality.

LESS THAN SIGNIFICANT IMPACT

11 Land Use and Planning

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a. Would the project physically divide an established community?

The CAP is a policy document containing Plays and Moves that are consistent with the South Pasadena General Plan and does not include specific development projects that would divide an established community. CAP Play T.1 encourages the installation of electric vehicle charging stations and supporting infrastructure, and CAP Plays T.2 and T.3 involve the installation of new bicycle, electric bicycle/scooter, and pedestrian facilities. These Plays are aimed at increasing active transportation and decreasing vehicle miles traveled within the City. Such Plays and supporting Moves would help to increase connectivity within the South Pasadena community. Therefore, the CAP would result in no impact related to division of an established community.

NO IMPACT

b. Would the project 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 CAP is a policy document containing Plays and Moves that are consistent with the South Pasadena General Plan and that are designed to reduce adverse environmental impacts associated with climate change. Nonetheless, implementing the CAP would require some modification of existing policies, including developing and implementing new programs, and projects, or modifying existing ones. For example, CAP Plays E.2, E.4, M.2, M.3, T.1, SW.1, SW.2, and CS.1 call for the adoption of new codes/ordinances related to building electrification, solar and electric vehicle charging infrastructure installation, natural gas ban, organic waste collection and recovery, and recycling containers, shade trees, and open space provision. In addition, CAP Play T.3 calls for the amendment of the zoning code to require installation of bike stalls and lockers at new developments.

Implementation of the following CAP Plays may promote infrastructure development and redevelopment. CAP Plays E.2 and E.3 promote electrification of newly constructed and existing buildings and CAP Play E.4 promotes installation of battery back-up systems or generators and solar panels to facilitate the switching of building fuel away from natural gas within the City. Electrification retrofits may change the physical environment through the need for upgraded service

and electrical panels, branch circuit upgrades, and installation of condensate drains to facilitate the installation of electric heat pumps for water and space heating. The physical changes these upgrades and additions would entail are dependent on the year of building construction and location of electrical and service panels and plumbing for connection of condensate drains, which in some cases may include modifications to the interior and/or exterior of buildings for wiring and panel replacement and minor excavation for connection of drainage to sewer systems.

CAP Play T.1 encourage the installation of electric vehicle charging stations and supporting infrastructure, and CAP Plays T.2 and T.3 involve the installation of new bicycle, electric bicycle/scooter, and pedestrian facilities. In addition, CAP Play M.2 requires electrification of the municipal fleet and mobile equipment, requiring installation of electric vehicle charging stations at municipal buildings. Furthermore, CAP Play CS.1, promotes the increased planting of trees and provision of green space, and CAP Play W.1 aims to bring recycled water lines and infrastructure to the City. The physical changes these installations and enhancements would entail are dependent on the location of construction for the electric vehicle charging connections, active transportation pathways, and trees/green spaces, which in some cases may include minor temporary excavation. In order to implement these Plays and supporting Moves, the City Municipal Code, General Plan, and other applicable documents may need to be amended to reflect new or modified requirements.

However, where modifications of existing policies are needed, such as updates to policies related to energy and active transportation, the CAP Plays would result in greater avoidance or reduction of environmental effects. Therefore, the CAP would result in no impact related to consistency with current land use plans or policies.

NO IMPACT

Cumulative Impacts

The cumulative projects scenario is total projected population growth for South Pasadena (26,649 persons) in 2030. The CAP is a policy document containing Plays and Moves that are consistent with the City's General Plan. Nonetheless, implementing the CAP would require some modification of existing policies and ordinances, including developing and implementing new programs, and projects, or modifying existing ones. The proposed policy changes are consistent with the intent of the goals and policies established within the City General Plan and Zoning Regulations and would not cumulatively contribute to population growth or the loss of housing. Cumulative projects, including the CAP, would be required to adhere to City development regulations and General Plan policies to retain land use character and minimize environmental impacts. And CAP projects would be reviewed for consistency with the General Plan and other applicable regulatory land use actions prior to approval. Therefore, implementation of the CAP would result in a less-than-significant cumulative impact related to land use.

LESS THAN SIGNIFICANT IMPACT

12 Mineral Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a. *Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?*

b. *Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?*

The City of South Pasadena General Plan does not identify any mineral resources or mineral resources recovery sites within the City.⁵⁴ The CAP would not facilitate infrastructure development projects within the City that could result in the loss of availability of known mineral resources. Therefore, the CAP would result in no impact related to mineral resource.

NO IMPACT

Cumulative Impacts

The cumulative projects scenario is total projected population growth for South Pasadena (26,649 persons) in 2030. The City of South Pasadena General Plan does not identify any mineral resources or mineral resources recovery sites within the City limits. As such, no cumulative impact related to mineral resources could occur. Therefore, implementation of the CAP would result in no cumulative impact related to mineral resources.

NO IMPACT

⁵⁴ South Pasadena, City of. 1998. General Plan Open Space and Conservation Element. Available: <<https://www.southpasadenaca.gov/government/departments/planning-and-building/general-plan>>. Accessed September 24, 2020.

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13 Noise

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a. *Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

Noise is unwanted sound that disturbs human activity. Environmental noise levels typically fluctuate over time, and different types of noise descriptors are used to account for this variability. Noise level measurements include intensity, frequency, and duration, as well as time of occurrence. Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). Because of the way the human ear works, a sound must be about 10 dBA greater than the reference sound to be judged as twice as loud. In general, a 3 dBA change in community noise levels is noticeable, while 1-2 dBA changes generally are not perceived. Quiet suburban areas typically have noise levels in the range of 40-50 dBA, while arterial streets are in the 50-60+ dBA range. Normal conversational levels are in the 60-65 dBA range, and ambient noise levels greater than 65 dBA can interrupt conversations.

Noise levels typically attenuate (or drop off) at a rate of 6 dBA per doubling of distance from point sources (such as construction equipment). Noise from lightly traveled roads typically attenuates at a rate of about 4.5 dBA per doubling of distance. Noise from heavily traveled roads typically attenuates at about 3 dBA per doubling of distance; while noise from a point source typically attenuates at about 6 dBA per doubling of distance. Noise levels may also be reduced by the introduction of intervening structures. For example, a single row of buildings between the receptor

and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm that breaks the line-of-sight reduces noise levels by 5 to 10 dBA.

The Safety and Noise Element of the South Pasadena General Plan aims to ensure appropriate noise levels considered compatible for community noise environments. Noise in South Pasadena is primarily generated by vehicular traffic. Traffic noise comes from traffic on surface streets, from truck traffic on truck routes through town and from the Pasadena Freeway. Land uses adjacent to these roadways in the City are affected by motor vehicle generated noise. Secondary sources of noise in the City are generated by construction and maintenance activities associated with both public and private works and development projects. The “ambient environment” includes noise emanating from the Pasadena Freeway (SR-110) and the local roadway network. Existing ambient noise levels range from 63.4 dBA to 70.6 dBA. Noise levels exceed 65 dBA, a typical standard for “sensitive locations,” in some locations throughout the City. The City’s normally acceptable exterior noise exposure standard is 65 dBA community noise equivalent level (CNEL) or less for residential and other sensitive land uses.

The CAP is a policy document containing programs that are consistent with the General Plan. Some of the CAP Plays and Moves would support small scale construction projects, such as electric vehicle charging station construction that may result in a temporary increase in noise levels. However, CAP projects would be reviewed for consistency with the General Plan Safety and Noise Element and Municipal Code Chapter 19a (Noise Regulation) and would be required to comply with applicable local, State, and federal regulations.⁵⁵

The South Pasadena General Plan identifies noise-sensitive land uses and noise sources and policies to provide for the protection of the community from the adverse effects of excessive noise. The CAP encompasses a suite of GHG-reduction opportunities that affect the transportation sector. For example, CAP Plays T.2 and T.3 facilitate bike facilities and parking and increased transit use and active transportation. These Plays would not only reduce vehicle miles traveled but also reduce traffic-related noise in South Pasadena. Therefore, the CAP would not generate excessive noise levels and, therefore, would result in a less-than-significant impact related to noise exposure.

LESS THAN SIGNIFICANT IMPACT

b. Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

While people have varying sensitivities to vibrations at different frequencies, in general they are most sensitive to low-frequency vibration. Vibration in buildings, such as from nearby construction activities, may cause windows, items on shelves, and pictures on walls to rattle. Vibration of building components can also take the form of an audible low-frequency rumbling noise, referred to as groundborne noise.⁵⁶ Although groundborne vibration is sometimes noticeable in outdoor environments, it is almost never annoying to people who are outdoors. The primary concern from vibration is that it can be intrusive and annoying to building occupants and vibration-sensitive land uses.

Vibration amplitudes are usually expressed in peak particle velocity (PPV) or Root Mean Square (RMS) vibration velocity. The PPV and RMS velocity are normally described in inches per second

⁵⁵ South Pasadena, City of. 2020. Municipal Code Chapter 19a (Noise Regulation). Available: <<https://www.codepublishing.com/CA/SouthPasadena/>>. Accessed September 28, 2020.

⁵⁶ California Department of Transportation (Caltrans). 2013. Transportation and Construction Vibration Guidance Manual (CT-HWANP-RT-13-069.25.3). Available: <http://www.dot.ca.gov/hq/env/noise/pub/TCVGM_Sep13_FINAL.pdf>. Accessed September 28, 2020.

(in/sec). PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal. PPV is often used in monitoring of blasting vibration because it is related to the stresses that are experienced by buildings.⁵⁷ Vibration significance ranges from approximately 50 vibration decibels (VdB), which is the typical background vibration-velocity level, to 100 VdB, the general threshold where minor damage can occur in fragile buildings.⁵⁸ The general human response to different levels of groundborne vibration velocity levels is described in Table 6.

Table 5 Human Response to Different Levels of Groundborne Vibration

Vibration Velocity Level	Human Reaction
65 VdB	Approximate threshold of perception for many people
75 VdB	Approximate dividing line between barely perceptible and distinctly perceptible. Many people find that transportation-related vibration at this level is unacceptable.
85 VdB	Vibration acceptable only if there are an infrequent number of events per day

VdB = vibration decibels
Source: Federal Transit Administration. Transit Noise and Vibration Impact Assessment Manual. 2018.⁵⁹

The CAP is a policy document containing Plays that are consistent with the General Plan. Some of the CAP Play and Moves would support small-scale construction projects, such as electric vehicle charging station construction that may result in a temporary increase in groundborne vibration. However, CAP projects would be reviewed for consistency with the General Plan and Municipal Code and would be required to comply with applicable local, State, and federal regulations. Therefore, the CAP would result in a less-than-significant impact related to groundbourne vibration.

LESS THAN SIGNIFICANT IMPACT

- c. *For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?*

There are no airports or private airstrips within the South Pasadena City limits. As such, there are no City noise goals and policies associated with airport noise.⁶⁰ The CAP does not propose land use or zoning changes related to airports, airstrips, or heliports, nor does it include new habitable development that could increase exposure of persons to excessive noise levels associated with operation of airports, airstrips, or heliports. Therefore, the CAP would result in no impact related to aviation-related noise exposure.

NO IMPACT

57 Federal Highway Administration (FHWA). 2006. Highway Construction Noise Handbook. (FHWAHEP-06-015; DOT-VNTSC-FHWA-06-02). Available: <http://www.fhwa.dot.gov/environment/construction_noise/handbook>. Accessed September 28, 2020.
58 Federal Transit Administration (FTA). 2018. Transit Noise and Vibration Impact Assessment Manual. Available: <https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf>. Accessed September 28, 2020.
59 Federal Transit Administration. 2018. Transit Noise and Vibration Impact Assessment Manual. <https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf>. Accessed September 2020.
60 South Pasadena, City of. 1998. General Plan Safety and Noise Element. Available: <<https://www.southpasadenaca.gov/government/departments/planning-and-building/general-plan>>. Accessed September 28, 2020.

Cumulative Impacts

The cumulative projects scenario is total projected population growth South Pasadena (26,649 persons) in 2030. The CAP is a policy document containing Plays and Moves that are consistent with the City of South Pasadena General Plan. Some of the CAP Plays and Moves would support small-scale construction projects, such as electric vehicle charging station construction, which may result in a temporary increase in groundborne vibration or noise levels. However, cumulative projects, including the CAP, would be subject to review by the City for compliance with the General Plan and Municipal Code and would be required to comply with applicable State and federal regulations. Additionally, the CAP encompasses a suite of GHG-reduction opportunities that would decrease traffic and traffic-related noise. As such, implementation of the CAP would not generate excessive groundborne vibration or noise levels. Therefore, the CAP would result in a less-than-significant cumulative impact related to noise.

LESS THAN SIGNIFICANT IMPACT

14 Population and Housing

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a. *Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*

or

b. *Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?*

The CAP does not include Plays and Moves that would increase the population or induce additional population growth that would displace people or housing. Therefore, the CAP would result in **no impact** related to population and housing.

NO IMPACT

Cumulative Impacts

The cumulative projects scenario is total projected population growth for South Pasadena (26,649 persons) in 2030. Cumulative projects, including the CAP, are not anticipated to displace people or housing nor induce substantial unplanned population growth in the City. Specifically, the CAP would not contribute to person or housing displacement in the City of South Pasadena nor result in population growth beyond that already assumed and planned for in the General Plan. Therefore, the CAP would result in no cumulative impact related to population and housing.

NO IMPACT

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15 Public Services

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

▪ Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
▪ Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
▪ Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
▪ Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
▪ Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered facilities, or the need for new or physically altered facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for:*

- *Fire protection;*
- *Police protection;*
- *Schools;*
- *Parks; or*
- *Other public facilities?*

The CAP is a policy document containing Plays and Moves that are consistent with the South Pasadena General Plan. Implementation of the CAP would not result in increases in population or induce additional population growth. As such, the CAP would not require the construction of new or physically altered governmental facilities to serve additional population, the construction of which could cause significant environmental impacts. Furthermore, CAP projects would be reviewed for consistency with the South Pasadena General Plan and other applicable local and State regulations.

Nonetheless, implementing the CAP would require some modification of existing policies, including developing and implementing new programs and projects, or modifying existing ones. The CAP is designed to reduce adverse environmental impacts associated with climate change. While modifications of existing policies are needed, the CAP Plays and Moves would not result in increases in population or induce additional population growth that would result in the provision of new or physically altered governmental facilities or the need for new or physically altered governmental facilities. Therefore, the CAP would result in no impact related to public services in terms of need for the construction of new or altered governmental facilities.

NO IMPACT

Cumulative Impacts

The cumulative projects scenario is total projected population growth for South Pasadena (26,649 persons) in 2030. Implementation of cumulative projects, including the CAP, would not result in increases in population or induce additional population growth beyond that assumed under the South Pasadena General Plan. Therefore, implementation of the CAP would not result in substantial cumulative need to expand public services facilities. Therefore, the CAP would result in a less-than-significant cumulative impact related to public services.

LESS THAN SIGNIFICANT IMPACT

16 Recreation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a. *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?*

or

b. *Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?*

South Pasadena is a primarily urbanized community with 92.2 total acres of parks and recreational spaces incorporated throughout the City, including 73.9 acres of the Arroyo Seco Park within the western portion of the City and five City parks (Garfield Park, Eddie Park, Library Park, Orange Grove Park, and War Memorial Park) encompassing 18.1 acres.⁶¹ The General Plan Open Space and Conservation Element and Municipal Code Parks Chapter incorporate goals and policies to protect open space and recreational resources in the City, including prohibiting the removal of trees within parks.^{62, 63} And City Municipal Code Chapter 21 (Parks) regulates park provision, services, and maintenance within the City.

61 South Pasadena, City of. 2020. Parks and Facilities Overview., Available: <<https://www.southpasadenaca.gov/government/departments/community-services/administration/parks-and-facilities/>>. Accessed September 24, 2020.

62 South Pasadena, City of. 1998. General Plan Open Space and Resource Conservation Element. Available:

<<https://www.southpasadenaca.gov/government/departments/planning-and-building/general-plan/>>. Accessed September 23, 2020.

63 South Pasadena, City of. 2020. Municipal Code Chapter 21 (Parks). Available: <<https://www.codepublishing.com/CA/SouthPasadena/>>. Accessed September 23, 2020.

The CAP is a policy document containing programs that are consistent with the South Pasadena General Plan. Additionally, the CAP would not result in substantial population growth or direct land use changes. As such, implementation of the CAP would not result in a substantial physical deterioration of parks or other recreational facilities or result in the need to expand recreational facilities. Therefore, the CAP would result in no impact related to the need for construction of new or altered recreational facilities.

NO IMPACT

Cumulative Impacts

The cumulative projects scenario is total projected population growth for South Pasadena (26,649 persons) in 2030. Implementation of cumulative projects, including the CAP, would not result in increases in population or induce additional population growth beyond that assumed under the General Plan. In addition, the CAP would not result in population growth or direct land use change. Therefore, implementation of the CAP would not result in substantial cumulative physical deterioration of parks or other recreational facilities or result in the cumulative need to expand recreational facilities. Therefore, implementation of the CAP would result in no cumulative impact related to recreation.

NO IMPACT

17 Transportation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a. *Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*
- or
- b. *Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?*

The City embraces a policy direction to make South Pasadena a place where bicycling and walking are encouraged and fostered, and where safety, education and facilities are provided as an ongoing part of transportation and recreational planning and programs. While allowing people to circulate without cars is an emphasis of the Circulation & Accessibility Element, another emphasis is getting people to share rides and reduce the number of vehicular trips. In order to accomplish this, the City aims to take specific actions that will assist people in finding ways to share a ride, give priority to vehicles with more than a single occupant, or even eliminate the need for the trip totally.⁶⁴

The City of South Pasadena General Plan Circulation and Accessibility Element includes the following applicable active transportation and transit with goal of reducing vehicle miles traveled policies:

- 1.5: Develop circulation system standards for roadway classifications, right-of-way width, design speed, capacity, maximum grades and associated features such as medians and bicycle lanes.
- 2.1: Develop efficient city-wide local public transportation servicing all segments of the population.

⁶⁴ South Pasadena, City of. 2001. General Plan Circulation and Accessibility Element. Available: <<https://www.southpasadenaca.gov/government/departments/planning-and-building/general-plan>>. Accessed September 22, 2020.

- 2.2: Develop and promote increased use of alternative modes of transportation, including but not limited to: walking, bicycling, ridesharing, transit, telecommuting, paratransit, and shuttles.
- 2.3: Promote the reduction of drive-alone trips and vehicular trips generally.
- 2.4: Support the development of additional regional public (mass) transportation facilities and services.
- 2.5: Encourage the provision of preferential parking for high occupancy vehicles (HOV's).
- 2.6: Develop and promote community-based public transit.
- 3.1: Coordinate with applicable regional, state and federal agencies in the development of transportation improvements.
- 4.2: Require developers to maximize the potential for transit use and other alternative modes of transportation by residents, employees and visitors.
- 4.3: Allow mixed-use zoning which includes housing, residential and commercial to encourage living, working, and shopping in the same area and the associated reduction of trips.
- 4.4: Encourage convenient access between affordable housing and affordable transportation.
- 4.7: Maintain existing pedestrian facilities and encourage new development to provide pedestrian walkways between developments.

In addition, the City Bicycle Master Plan and Municipal Code Chapter 7 (Bicycles) regulate the development and implementation of a bicycle and pedestrian network in order to provide a viable transportation alternative to the automobile, improves safety for bicyclists and pedestrians, and provides residents with access and good connections to parks, open space, trails and other recreational opportunities.⁶⁵ Furthermore, the SCAG 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) identifies how the southern California region would meet its GHG emission reduction targets.⁶⁶ The SCAG 2016 RTP/SCS is supported by a combination of transportation and land use strategies that help the region achieve State GHG emission reduction goals and federal Clean Air Act requirements, preserve open space areas, improve public health and roadway safety, support the vital goods movement industry, and utilize resources more efficiently.

The CAP is a policy document containing Plays and Moves that are consistent with the City General Plan Circulation and Accessibility, City Bicycle Master Plan, Municipal Code Chapter 7 (Bicycles), and the SCAG 2016 RTP/SCS with many that are aimed at facilitating the implementation of the local transportation programs and improvements. For example, CAP Plays T.2 and T.3 facilitate bike facilities and parking and public and shared transit to increase active transportation and decrease vehicle miles traveled within the City.

⁶⁵ South Pasadena, City of. 2020. Municipal Code Chapter 7 (Bicycles). Available: <<https://www.codepublishing.com/CA/SouthPasadena/>>. Accessed September 22, 2020.

⁶⁶ Southern California Association of Governments (SCAG). 2016. 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy. Available: <<http://scagrtpscsc.net/Pages/FINAL2016RTPSCS.aspx#toc>>. Accessed September 17, 2020.

The CAP Plays and supporting Moves would be consistent with and promote the General Plan Circulation and Accessibility Element, including the Bicycle Master Plan, and the Municipal Code Chapter 7 (Bicycles). Implementation of some of the CAP transportation Plays and Moves may require future infrastructure development or improvements, such as bike paths and lockers. However, CAP projects would be reviewed for consistency with the General Plan and Municipal Code and be required to comply with applicable local, State, and federal regulations. Therefore, the CAP would result in no impact related to consistency with plans addressing the transportation circulation system.

NO IMPACT

c. *Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?*

or

d. *Would the project result in inadequate emergency access?*

The CAP is a policy document containing Plays and supporting Moves that are consistent with the City General Plan and would not facilitate development beyond that allowed under the General Plan. As such, it would not create transportation hazards or result in inadequate emergency access. For example, CAP Plays T.2 and T.3 facilitate bike lanes and bike parking to increase active transportation and decrease vehicle miles traveled within the City. These CAP Plays and supporting Moves would promote active transportation, ridership, and sustainable transportation practices within the community to enhance bicycle, pedestrian, and transit connectivity, which in turn would reduce potential transportation hazards and would provide adequate emergency access.

The CAP does not include Plays and Moves that would substantially increase transportation hazards due to a design feature or incompatible land uses. Furthermore, CAP projects would be reviewed for consistency with the South Pasadena General Plan and other applicable local and State regulations. Therefore, the CAP would result in a less-than-significant impact related to transportation hazards and emergency access.

LESS THAN SIGNIFICANT IMPACT

Cumulative Impacts

The cumulative projects scenario is total projected population growth for South Pasadena (26,649 persons) in 2030. The CAP is a policy document containing Plays and Moves that are consistent with the City's General Plan, and, similar to the other cumulative projects, the CAP does not propose development beyond that anticipated under the General Plan that would require transportation facilities. The CAP Plays and Moves included promote alternative modes of transportation and reduction of the amount of vehicle miles traveled throughout the City. In addition, the CAP Plays and Moves would not conflict with the objectives and policies of the General Plan or Bicycle Master Plan but would rather be consistent with and promote those plans. Therefore, the CAP would result in a less-than-significant cumulative impact related to transportation.

LESS THAN SIGNIFICANT IMPACT

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18 Tribal Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in a Public Resources Code Section 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <p>a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <p>b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

a. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code Section 21074 that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?*

or

b. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074 that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1?*

On September 17, 2020, the six following Native American Heritage Commission (NAHC)-identified local Native American tribal groups were formally notified that the City initiated environmental review of the CAP and were invited to provide consultation:

- Gabrieleno Band of Mission Indians – Kizh Nation;
- Gabrieleno/Tongva San Gabriel Banc of Mission Indians;
- Gabrieleno/Tongva Nation;
- Gabrieleno Tongva Indians of California Tribal Council;

- Gabrieleno-Tongva Tribe; and
- San Fernando Band of Mission Indians.

On September 22, 2020, the NAHC was also notified that the City initiated environmental review of the CAP and were invited to provide consultation. As of the time of this writing and document publication, no responses have been received, and no formal consultation has been requested.

The CAP would not involve land use or zoning changes but would instead promote infrastructure development and redevelopment. As a policy document, the CAP would also not directly entail ground disturbing activities. Implementation of the following CAP Plays may promote infrastructure development and redevelopment. CAP Plays E.2 and E.3 promote electrification of newly constructed and existing buildings, and CAP Play E.4 promotes installation of battery back-up systems or generators and solar panels to facilitate the switching of building fuel away from natural gas within the City. Electrification retrofits may change the physical environment through the need for upgraded service and electrical panels, branch circuit upgrades, and installation of condensate drains to facilitate the installation of electric heat pumps for water and space heating. The physical changes these upgrades and additions would entail are dependent on the year of building construction and location of electrical and service panels and plumbing connection of condensate drains, which sometimes may include modifications to the interior and/or exterior of buildings for wiring and panel replacement and minor excavation for connection of drainage to sewer systems.

CAP Play T.1 encourage the installation of electric vehicle charging stations and supporting infrastructure, and CAP Plays T.2 and T.3 involve the installation of new bicycle, electric bicycle/scooter, and pedestrian facilities. In addition, CAP Play M.2 requires electrification of the municipal fleet and mobile equipment, requiring installation of electric vehicle charging stations at municipal buildings. Furthermore CAP Play CS.1, promotes the increased planting of trees and provision of green space, and CAP Play W.1 aims to bring recycled water lines and infrastructure to the City. The physical changes these installations and enhancements would entail are dependent on the location of construction for the electric vehicle charging connections, active transportation pathways, and trees/green spaces, which in some cases may include minor temporary excavation.

Implementation of these CAP Plays could impact unknown tribal cultural resources during construction that involves below-grade activities. However, CAP projects would be required to comply with City Ordinance 2315 (Cultural Heritage Ordinance) and General Plan Open Space and Resource Conservation Element purpose that require the identification and preservation of sites and structures of architectural, historical, archaeological, and cultural significance. This includes sites, structures, and areas that are associated with tribal cultural activities or persons that contribute to the cultural character of artifacts. As such, tribal cultural resources would be protected upon discovery and, thus, impacts would be reduced to a minimal level. Therefore, the CAP would result in a less-than-significant impact related to tribal cultural resources.

LESS THAN SIGNIFICANT IMPACT

Cumulative Impacts

The cumulative projects scenario is total projected population growth for South Pasadena (26,649 persons) in 2030. Cumulative projects could increase the potential for adverse effects to unknown tribal cultural resources in the City. Impacts to tribal cultural resources are site-specific; accordingly, as required under applicable laws and regulations, potential impacts associated with cumulative developments would be addressed on a case-by-case basis as cumulative project details and locations become known. Therefore, the CAP would result in a less-than-significant cumulative impact related to tribal cultural resources.

LESS THAN SIGNIFICANT IMPACT

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19 Utilities and Service Systems

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

- a. *Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?*

The CAP is a policy document aimed at reducing water and energy consumption and related GHG emissions throughout the City of South Pasadena and does not include site-specific infrastructure designs or project proposals. Implementing the CAP would not result in an increase in population and housing nor would it facilitate growth beyond that anticipated by the General Plan. As such, implementing the CAP would not create new demand related to water, wastewater, stormwater drainage, electric power, natural gas power, or telecommunications utilities.

However, projects resulting from CAP implementation could include redevelopment and/or restructuring of electricity and natural gas power facilities and infrastructure. For example, CAP Plays E.2 and E.3 require electrification of 100 percent of new buildings and incremental amount of existing buildings, and CAP Play E.4 promotes installation of solar panels to provide greener renewable electricity within the City, In addition, CAP Plays T.1 and M.2 encourages the installation of electric vehicle charging stations and supporting infrastructure, and CAP Plays T.2 and T.3 involve the installation of new bicycle, electric bicycle/scooter, and pedestrian facilities. Additionally, CAP Play CS.1 facilitates increasing trees and open space.

Water Supply Facilities/Infrastructure

City Municipal Code Chapter 35 (Water) regulates water use, service, and installation within the City.⁶⁷ The City obtains water for use in municipal and irrigation operations through City operated groundwater wells. Likewise, nearly all of the potable water (99.26% in 2016) is delivered to the South Pasadena community from well production in the San Gabriel Basin and the remainder is purchased from Pasadena Water and Power (PWP) and Metropolitan Water District (0.47 and 0.07 percent, respectively).

The City of South Pasadena addresses issues of water supply in its Urban Water Management Plan (UWMP).⁶⁸ The 2015 UWMP is a long-range planning document used to assess current and projected water usage, water supply planning and conservation and recycling efforts. According to the UWMP, the City of South Pasadena has analyzed three different hydrological conditions to determine the reliability of water supplies: average/normal water year, single dry water year, and multiple, dry water year periods. In addition, the 2015 UWMP includes a Water Shortage Contingency Plan (WSCP).

CAP Play W.1 promotes water consumption reduction through continued implementation of the Model Water Efficient Landscapes Ordinance, working with regional water districts to bring recycled water lines and infrastructure to the City and adopting an ordinance to restrict use of potable water for excess water users (golf course, car washes, park fields, etc.). This CAP Play and supporting Moves may slightly change the amount or characteristics of the water supply compared to existing conditions. However, the CAP would not result in new land uses that would contribute to an increase in water use, compared to existing conditions, or require relocation or construction of new water infrastructure. Therefore, a less-than-significant impact related to need for construction or expansion of water supply facilities and infrastructure would occur.

Wastewater Treatment Facilities/Infrastructure

The City of South Pasadena does not operate a wastewater facility nor is there one within the city boundaries. Instead, wastewater generated by the City is treated by the Sanitation Districts of Los Angeles County (LACSD). According to the City of South Pasadena 2015 UWMP, generated wastewater entering the sewer system is conveyed to the Whittier Narrows Water Reclamation Plant (WNWRP) where primary, secondary, and tertiary treatment is provided. WNWRP treats an average flow of 7.4 million gallons of wastewater per day; which is primarily discharged to the San Gabriel and Rio Hondo rivers for groundwater recharge purposes. Primary and secondary biosolids

67 South Pasadena, City of. 2020. Municipal Code Chapter 35 (Water). Available: <<https://www.codepublishing.com/CA/SouthPasadena/>>. Accessed September 28, 2020.

68 South Pasadena, City of. 2015. Urban Water Management Plan. Available: <<https://www.southpasadenaca.gov/home/showdocument?id=2905>>. Accessed September 28, 2020.

generated from processing at WNWPR are returned to the LACSD outfall system and are pumped to anaerobic digestors at the Joint Waters Pollution Control Plant (JWPCP).^{69,70}

The CAP would not result in new land uses that would generate sanitary wastewater or otherwise contribute to an increase in wastewater treatment requirements. The amount or characteristics of wastewater treated would not change compared to existing conditions with implementation of the proposed plan. The CAP would not require relocation or construction of new wastewater treatment infrastructure. Therefore, no impact related to need for construction or expansion of wastewater treatment facilities and infrastructure would occur.

Stormwater Drainage Facilities/Infrastructure

City Municipal Code Chapter 23 (Stormwater and Urban Runoff Pollution Control) regulates stormwater collection within the City.⁷¹ As discussed in Section 10, *Hydrology and Water Quality*, implementation of the following CAP Plays and supporting Moves may promote infrastructure development and redevelopment. CAP Plays promote installation of solar PV systems and pairing battery storage, installation of electric vehicle charging stations and supporting infrastructure, installation of bicycle facilities and parking, and increased active transportation, ridership, and sustainability practices within the transit system. Construction of infrastructure development and redevelopment could result in erosion and potential redirect of flood flows or drainage patterns. However, implementation of CAP projects would not include large scale construction within South Pasadena, and the CAP-related infrastructure changes would not result in additional sources of runoff. As a result, the CAP would not result in new land uses that would generate an increased amount of stormwater that requires modified drainage or storm drain systems. Therefore, implementing the CAP would have no effect on runoff amount. Therefore, no impact related to need for construction or expansion of stormwater drainage facilities and infrastructure would occur.

Electric Power Facilities/Infrastructure

CAP Plays E.2 through E.3 propose revisions to existing ordinances and adoption of new ordinances to incorporate electrification of all new buildings and five percent of existing buildings within the City by 2030. Also, CAP Play E.3 promotes the replacement of appliances with electric versions. Furthermore, new electric vehicle charging station installation as part of CAP Plays T.1 and M.2 would involve the construction of new electric power facilities and infrastructure and could also involve the relocation of existing electric power infrastructure and transmission lines. The CAP would serve as a pathway to reduce GHG emissions and other beneficial environmental and sustainability effects. These benefits include reduction in energy consumption. In addition, the environmental impacts of providing updated and additional electrical power facilities and infrastructure has been analyzed throughout this IS-ND and determined to be less than significant. Therefore, the CAP would result in a less-than-significant impact related to construction, expansion, or relocation of electric power facilities and infrastructure.

69 El Monte, City of. 2017. Whittier Narrows average treatment: El Monte Downtown Main Street TOD Specific Plan Final EIR. Available: <<http://www.elmonteca.gov/DocumentCenter/View/1420/Final-EIR-and-Responses-to-Comments-March-2017?bidId=>>. Accessed September 28, 2020.

70 Sanitation District of Los Angeles. 2012. Joint Outfall Systems 2010 Master Facilities Plan Final EIR/EIS. Available: <<https://www.lacsd.org/civicax/filebank/blobdload.aspx?blobid=3258>>. Accessed September 28, 2020.

71 South Pasadena, City of. 2020. Municipal Code Chapter 23 (Stormwater and Urban Runoff Pollution Control). Available: <<https://www.codepublishing.com/CA/SouthPasadena/>>. Accessed September 28, 2020.

Natural Gas Power Facilities/Infrastructure

The CAP would not involve new land uses that require new or additional natural gas service. However, implementation of CAP Play E.3 would involve the removal of existing natural gas facilities and infrastructure. The CAP would serve as a pathway to reduce GHG emissions and other beneficial environmental and sustainability effects. These benefits include reduction in energy consumption. In addition, the environmental impacts of removing natural gas power facilities and infrastructure has been analyzed throughout this IS-ND and determined to be less than significant. Therefore, the CAP would result in a less-than-significant impact related to removal of natural gas power facilities and infrastructure.

Telecommunications Facilities/Infrastructure

The proposal plan would not involve new land uses that would require telecommunications infrastructure and is not anticipated to involve the relocation of existing telecommunications facilities. Therefore, the CAP would result in no impact related to need for construction or expansion of telecommunication facilities and infrastructure.

LESS THAN SIGNIFICANT IMPACT

b. *Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?*

or

c. *Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*

The CAP is a policy-level document that does not include site-specific infrastructure designs or project proposals, nor does it grant entitlements for development that would have the potential to increase demand for water supply or other utility services. Implementing the CAP would include no new residential construction and would have no effect on water demand and wastewater treatment demand. Thus, the CAP would result in no impact related to water supply and wastewater treatment.

NO IMPACT

d. *Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?*

or

e. *Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?*

Athens Services is the waste hauler for the City of South Pasadena. South Pasadena's solid waste is transferred to a variety of landfills, including: Chiquita Canyon Sanitary Landfill, Antelope Valley Public Landfill, Azusa Land Reclamation Co. Landfill, Chiquita Canyon Sanitary Landfill, El Sobrante Landfill, Frank R. Bowerman Sanitary LF, Lancaster Landfill and Recycling Center, Mid-Valley Sanitary Landfill, Olinda Alpha Landfill, San Timoteo Sanitary Landfill, Scholl Canyon Landfill, Simi Valley Landfill & Recycling Center, Simi Valley Landfill & Recycling Center, Southeast Resource Recovery Facility, Sunshine Canyon City/County Landfill, and Victorville Sanitary Landfill. Although the City waste haulers could use multiple landfills, the majority (91% or 19,552 tons) of the waste is transferred to Mid-Valley Sanitary Landfill, San Timoteo Sanitary Landfill, and Scholl Canyon Landfill. CalRecycle reports that in 2019 a total of 21,482 tons of solid waste from South Pasadena was disposed at 14 different landfills. Additionally, the City of South Pasadena has a landfill within City jurisdictional boundaries, the South Pasadena City Dump; however, this facility has been closed since 1958.

The CAP would not involve new land uses that require new or additional solid waste collection service. Rather CAP Plays SW.1 and SW.2 promote waste reduction via participation in recycling and organic waste programs and reducing such waste going to landfills to achieve 75 percent reduction in waste-related GHG emissions by 2025. CAP Play SW.2 also encourages use of reusable foodware, reduction of waste in the food industry, and food waste being compostable. Furthermore, CAP Plays SW.1 and SW.2 require all new buildings to subscribe to recycling and organic waste collection services and provide adequate space for recycling and compost containers, in accordance with SB 1383 and AB 1826. The CAP would not facilitate habitable development and, thus, would not affect solid waste collection and disposal demand. Additionally, because the CAP is a policy document that would not facilitate growth beyond that anticipated by the General Plan, it would not generate solid waste in excess of State or local standards. Therefore, the CAP would result in no impact related to solid waste.

NO IMPACT

Cumulative Impacts

The cumulative projects scenario is total projected population growth South Pasadena (26,649 persons) in 2030. Cumulative projects within the City could result in increases in population and additional use of or need for utilities and service systems. While implementation of the CAP and related infrastructure projects would not result in increases in population or induce additional population growth that would require additional use of existing City utilities or service systems, implementation of new or replacement energy or transportation infrastructure under the CAP could result in less-than-significant cumulative utility construction impacts. Therefore, implementation of the CAP would result in a less-than-significant cumulative impact related to utilities and service systems.

LESS THAN SIGNIFICANT IMPACT

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20 Wildfire

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?*
- or
- b. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?*
- or
- c. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*

or

- d. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

The major potential sources of wildland fire in South Pasadena are the Monterey and Repetto Hills and natural brushlands of the Arroyo Seco. The steeper slopes of the San Gabriel Mountains located further north and the vegetated Puente Hills slopes located further south pose a secondary threat to the City in that windborne embers may travel long distances in the wind and ignite rooftops and/or areas of dry grasses. According to California Department of Forestry and Fire Protection (CalFIRE), South Pasadena is not located in designated California Fire Hazard Severity Zones,⁷² or in a State Responsibility Area.⁷³ However, California Fire Hazard Severity Zones are located immediately west of South Pasadena in Los Angeles City limits.⁷⁴ Per the South Pasadena General Plan Safety Element, the threat of wildland fire to the City is generally low.⁷⁵ A small portion of the southwestern corner of the City is identified in the Los Angeles County General Plan as having a high wildland fire hazard potential.⁷⁶ The CAP is a policy-level document that does not propose new habitable development that could be at risk from wildfire, nor does it grant entitlements for development that would have the potential to directly cause wildfire. Rather, the CAP would aim to reduce natural gas infrastructure that poses wildfire risk if damaged during seismic events and to underground new or restructured electric power lines that pose wildfire risk if damaged during high-wind events. Thus, the CAP would result in no impact related to wildfire.

NO IMPACT

Cumulative Impacts

The cumulative projects scenario is total projected population growth for South Pasadena (26,649 persons) in 2030. Cumulative projects that include new habitable development would not be located in areas designated as high wildland fire hazard zones, given that such designation only exists in the southwestern corner of the City within the Arroyo Seco where housing is not a permitted land use. In addition, the CAP does not include new habitable development that could be at risk from wildfire, nor does it grant entitlements for development that would have the potential to cause wildfire. Therefore, the CAP would result in no cumulative impact related to wildfire.

NO IMPACT

72 California Department of Forestry and Fire Protection (CalFIRE). 2020. Fire Hazard Severity Zone Viewer. Available: <<https://egis.fire.ca.gov/FHSZ/>>. Accessed September 25, 2020.

73 California Department of Forestry and Fire Protection (CalFIRE). 2020. California State Responsibility Areas. Available: <<https://www.arcgis.com/home/webmap/viewer.html?layers=5ac1dae3cb2544629a845d9a19e83991>>. Accessed September 25, 2020.

74 California Department of Forestry and Fire Protection (CalFIRE). 2020. Fire Hazard Severity Zone Viewer. Available: <<https://egis.fire.ca.gov/FHSZ/>>. Accessed September 25, 2020.

75 South Pasadena, City of. 1998. General Plan Safety and Noise Element. Available:

<<https://www.southpasadenaca.gov/government/departments/planning-and-building/general-plan>>. Accessed September 28, 2020.

76 Los Angeles, County of. 2015. General Plan 2035 Safety Element. Available: <<http://planning.lacounty.gov/generalplan/generalplan>>. Accessed September 25, 2020.

21 Mandatory Findings of Significance

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Does the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <p>a. Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <p>b. Have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <p>c. Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

a. *Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?*

The intent of the CAP is to reduce GHG emissions from South Pasadena community and municipal operations through implementation of Plays and corresponding Moves. The CAP Plays and Moves are consistent with the South Pasadena General Plan and encourage residents, businesses, and the City to reduce energy, fuel use, water use, VMT, and solid waste generation and the associated GHG emissions. The CAP would not facilitate development that would eliminate or threaten wildlife habitats or eliminate important examples of the major periods of California history or prehistory.

Therefore, as discussed in more detail in Sections 4, *Biological Resources*, and 5, *Cultural Resources*, the CAP would result in a less-than-significant impact related to biological and cultural resources.

LESS THAN SIGNIFICANT IMPACT

- b. *Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?*

Implementation of the CAP would result in a cumulatively beneficial reduction of GHG emissions across the City. In addition, as discussed throughout the respective cumulative impacts discussions within this document, the CAP would not result in significant cumulative impacts. Rather, implementation of the CAP would be consistent with General Plan policies aimed at reducing emissions of GHGs and air pollutants, reducing VMT, reducing energy and water supply demands on utilities, and decreasing solid waste generation. Therefore, the CAP would result in an overall less-than-significant cumulative impact related to all CEQA topics addressed within this document.

LESS THAN SIGNIFICANT IMPACT

- c. *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

The CAP would not result in adverse effects on human beings. Rather, as discussed throughout this document, the CAP would serve as a pathway to reduce GHG emissions and other positive environmental and sustainability effects. These benefits include reduction in non-renewable building energy consumption and VMT (and thus air pollution), in transportation-related GHG emissions, energy and water consumption, and solid waste generation. However, as discussed in more detail in Sections 3, *Air Quality*, 13, *Noise*, and 17, *Transportation*, the CAP could cause temporary construction impacts related to transportation, air quality, and noise that could, in turn, affect human beings but would not result in a substantial adverse environmental effect. Therefore, the CAP would result in a less-than-significant impact related to potential for adverse effects on human beings.

LESS THAN SIGNIFICANT IMPACT

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Appendix A

Sources, Health Effects, and Typical Controls Associated with Criteria Pollutants

Sources, Health Effects, and Typical Controls Associated with Criteria Pollutants

Pollutant	Sources	Health Effects	Typical Controls
Ozone (O ₃)	Formed when reactive organic gases (ROG) and nitrogen oxides react in the presence of sunlight. ROG sources include any source that burns fuels (e.g., gasoline, natural gas, wood, oil); solvents; petroleum processing and storage.	Breathing difficulties, lung tissue damage, vegetation damage, damage to rubber and some plastics.	Reduce motor vehicle reactive organic gas (ROG) and nitrogen oxide (NO _x) emissions through emission standards, reformulated fuels, inspections programs, and reduced vehicle use. Limit ROG emissions from commercial operations, gasoline refueling facilities, and consumer products. Limit ROG and NO _x emissions from industrial sources such as power plants and manufacturing facilities.
Carbon monoxide (CO)	Any source that burns fuel such as automobiles, trucks, heavy construction and farming equipment, residential heating.	Chest pain in heart patients, headaches, reduced mental alertness.	Control motor vehicle and industrial emissions. Use oxygenated gasoline during winter months. Conserve energy.
Nitrogen dioxide (NO ₂)	See Carbon Monoxide.	Lung irritation and damage. Reacts in the atmosphere to form ozone and acid rain.	Control motor vehicle and industrial combustion emissions. Conserve energy.
Sulfur dioxide (SO ₂)	Coal or oil burning power plants and industries, refineries, diesel engines.	Increases lung disease and breathing problems for asthmatics. Reacts in the atmosphere to form acid rain.	Reduce use of high sulfur fuels (e.g., use low sulfur reformulated diesel or natural gas). Conserve energy.
Respirable particulate matter (PM ₁₀)	Road dust, windblown dust, agriculture and construction, fireplaces. Also formed from other pollutants (NO _x , SO _x , organics).	Increased respiratory disease, lung damage, cancer, premature death, reduced visibility, surface soiling.	Control dust sources, industrial particulate emissions, woodburning stoves and fireplaces. Reduce secondary pollutants which react to form PM ₁₀ . Conserve energy.
Fine particulate matter (PM _{2.5})	Fuel combustion in motor vehicles, equipment, and industrial sources; residential and agricultural burning. Also formed from reaction of other pollutants (NO _x , SO _x , organics, and NH ₃).	Increases respiratory disease, lung damage, cancer, and premature death, reduced visibility, surface soiling. Particles can aggravate heart diseases such as congestive heart failure and coronary artery disease.	Reduce combustion emissions from motor vehicles, equipment, industries, and agricultural and residential burning. Precursor controls, like those for ozone, reduce fine particle formation in the atmosphere.
Lead	Metal smelters, resource recovery, leaded gasoline, deterioration of lead paint.	Learning disabilities, brain and kidney damage. Control metal smelters.	No lead in gasoline or paint.
Sulfur Dioxide (SO ₂)	Coal or oil burning power plants and industries, refineries, diesel engines.	Increases lung disease and breathing problems for asthmatics. Reacts in the atmosphere to form acid rain.	Reduce use of high sulfur fuels (e.g., use low sulfur reformulated diesel or natural gas). Conserve energy.
Sulfates	Produced by reaction in the air of SO ₂ , (see SO ₂ sources), a component of acid rain.	Breathing difficulties, aggravates asthma, reduced visibility.	See SO ₂

Pollutant	Sources	Health Effects	Typical Controls
Hydrogen Sulfide	Geothermal power plants, petroleum production and refining, sewer gas.	Nuisance odor (rotten egg smell), headache and breathing difficulties (higher concentrations).	Control emissions from geothermal power plants, petroleum production and refining, sewers, and sewage treatment plants.
Visibility Reducing Particulates	See PM _{2.5}	Reduced visibility (e.g., obscures mountains and other scenery), reduced airport safety.	See PM _{2.5}
Vinyl Chloride	Exhaust gases from factories that manufacture or process vinyl chloride (construction, packaging, and transportation industries).	Central nervous system effects (e.g., dizziness, drowsiness, headaches), kidney irritation, liver damage, liver cancer.	Control emissions from plants that manufacture or process vinyl chloride, installation of monitoring systems.
Toxic Air Contaminant (TAC)	Combustion engines (stationary and mobile), diesel combustion, storage and use of TAC-containing substances (i.e., gasoline, lead smelting, etc.)	Depends on TAC, but may include cancer, mutagenic and/or teratogenic effects, other acute or chronic health effects.	Toxic Best Available Control Technologies (T-BACT), limit emissions from known sources.

Source: Compiled by Rincon Consultants, Inc. in September 2020

Appendix B

Description of Greenhouse Gases of California Concern

Description of Greenhouse Gases of California Concern

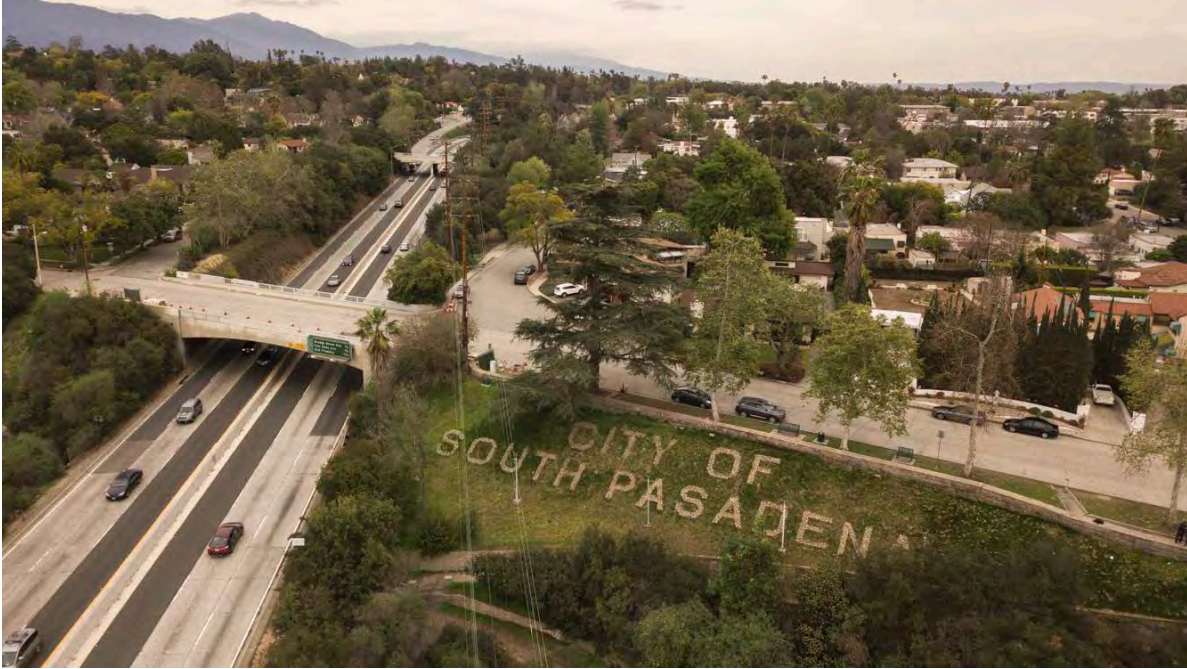
Greenhouse Gas	Physical Description and Properties	Global Warming Potential (100 years)	Atmospheric Residence Lifetime (years)	Sources
Carbon dioxide (CO ₂)	Odorless, colorless, natural gas.	1	50–200	Burning coal, oil, natural gas, and wood; decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; oceanic evaporation; volcanic outgassing; cement production; land use changes
Methane (CH ₄)	Flammable gas and is the main component of natural gas.	28 ⁷⁷	12	Geological deposits (natural gas fields) extraction; landfills; fermentation of manure; and decay of organic matter
Nitrous oxide (N ₂ O)	Nitrous oxide (laughing gas) is a colorless GHG.	298	114	Microbial processes in soil and water; fuel combustion; industrial processes
Chloro-fluoro-carbons (CFCs)	Nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (level of air at the Earth's surface); formed synthetically by replacing all hydrogen atoms in methane or ethane with chlorine and/or fluorine atoms.	3,800–8,100	45–640	Refrigerants aerosol propellants; cleaning solvents
Hydro-fluoro-carbons (HFCs)	Synthetic human-made chemicals used as a substitute for CFCs and contain carbon, chlorine, and at least one hydrogen atom.	140 to 11,700	1–50,000	Automobile air conditioners; refrigerants
Per-fluoro-carbons (PFCs)	Stable molecular structures and only break down by ultraviolet rays about 60 kilometers above Earth's surface.	6,500 to 9,200	10,000–50,000	Primary aluminum production; semiconductor manufacturing
Sulfur hexafluoride (SF ₆)	Human-made, inorganic, odorless, colorless, and nontoxic, nonflammable gas.	22,800	3,200	Electrical power transmission equipment insulation; magnesium industry, semiconductor manufacturing; a tracer gas

⁷⁷ The City of South Pasadena used a 20-year Global Warming Potential for methane.

Greenhouse Gas	Physical Description and Properties	Global Warming Potential (100 years)	Atmospheric Residence Lifetime (years)	Sources
Nitrogen trifluoride (NF ₃)	Inorganic, is used as a replacement for PFCs, and is a powerful oxidizing agent.	17,200	740	Electronics manufacture for semiconductors and liquid crystal displays

Source: Compiled by Rincon Consultants, Inc. in September 2020

ATTACHMENT 2
Initial Study and Negative Declaration
for Climate Action Plan



2020 Climate Action Plan

Final Initial Study – Negative Declaration

prepared for

City of South Pasadena

1414 Mission Street

South Pasadena, California 91030

Contact: Shahid Abbas, Public Works Director

prepared by

Rincon Consultants, Inc.

706 South Hill Street, Suite 1200

Los Angeles, California 90014

November 10, 2020



RINCON CONSULTANTS, INC.

Environmental Scientists | Planners | Engineers

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2020 Climate Action Plan

Final Initial Study – Negative Declaration

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South Pasadena, California 91030

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Table of Contents

Initial Study.....	1
1. Proposed Plan Title	1
2. Lead Agency / Plan Sponsor Contact	1
3. Plan Location and Physical Setting.....	1
4. Existing Setting.....	4
5. General Plan Designation and Zoning.....	9
6. Description of Plan.....	9
7. Cumulative Projects Scenario	20
8. Required Approvals.....	20
Environmental Factors Potentially Affected.....	21
Determination	21
Environmental Checklist.....	23
1 Aesthetics.....	23
2 Agriculture and Forestry Resources.....	27
3 Air Quality	29
4 Biological Resources.....	33
5 Cultural Resources	39
6 Energy	43
7 Geology and Soils.....	47
8 Greenhouse Gas Emissions	53
9 Hazards and Hazardous Materials	57
10 Hydrology and Water Quality	63
11 Land Use and Planning.....	67
12 Mineral Resources	69
13 Noise	71
14 Population and Housing.....	75
15 Public Services.....	77
16 Recreation	79
17 Transportation	81
18 Tribal Cultural Resources	85
19 Utilities and Service Systems	89
20 Wildfire	95
21 Mandatory Findings of Significance.....	97
References.....	99
List of Citations	99
List of Preparers.....	102

Tables

Table 1	South Pasadena 2016 Communitywide GHG Emissions by Sector	10
Table 2	South Pasadena 2020 CAP Plays and Moves by Sector	11
Table 3	South Pasadena 2030 GHG Reduction Target by Sector	18
Figure 3	South Pasadena Future GHG Emissions Projection and CAP Reduction Target	19
Table 4	South Pasadena Future GHG Emissions Projection and Reduction Target.....	19

Figures

Figure 1	Regional Location.....	2
Figure 2	Plan Location.....	3

Appendices

Appendix A	Sources, Health Effects, and Typical Controls Associated with Criteria Pollutants
Appendix B	Description of Greenhouse Gases of California Concern
Appendix C	Public Comments Received on Draft Initial Study-Negative Declaration and Responses to Comments

Initial Study

1. Proposed Plan Title

South Pasadena 2020 Climate Action Plan (CAP)

2. Lead Agency / Plan Sponsor Contact

Lead Agency/Plan Sponsor

City of South Pasadena
1414 Mission Street
South Pasadena, CA 91030

Contact Person

Shahid Abbas
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3. Plan Location and Physical Setting

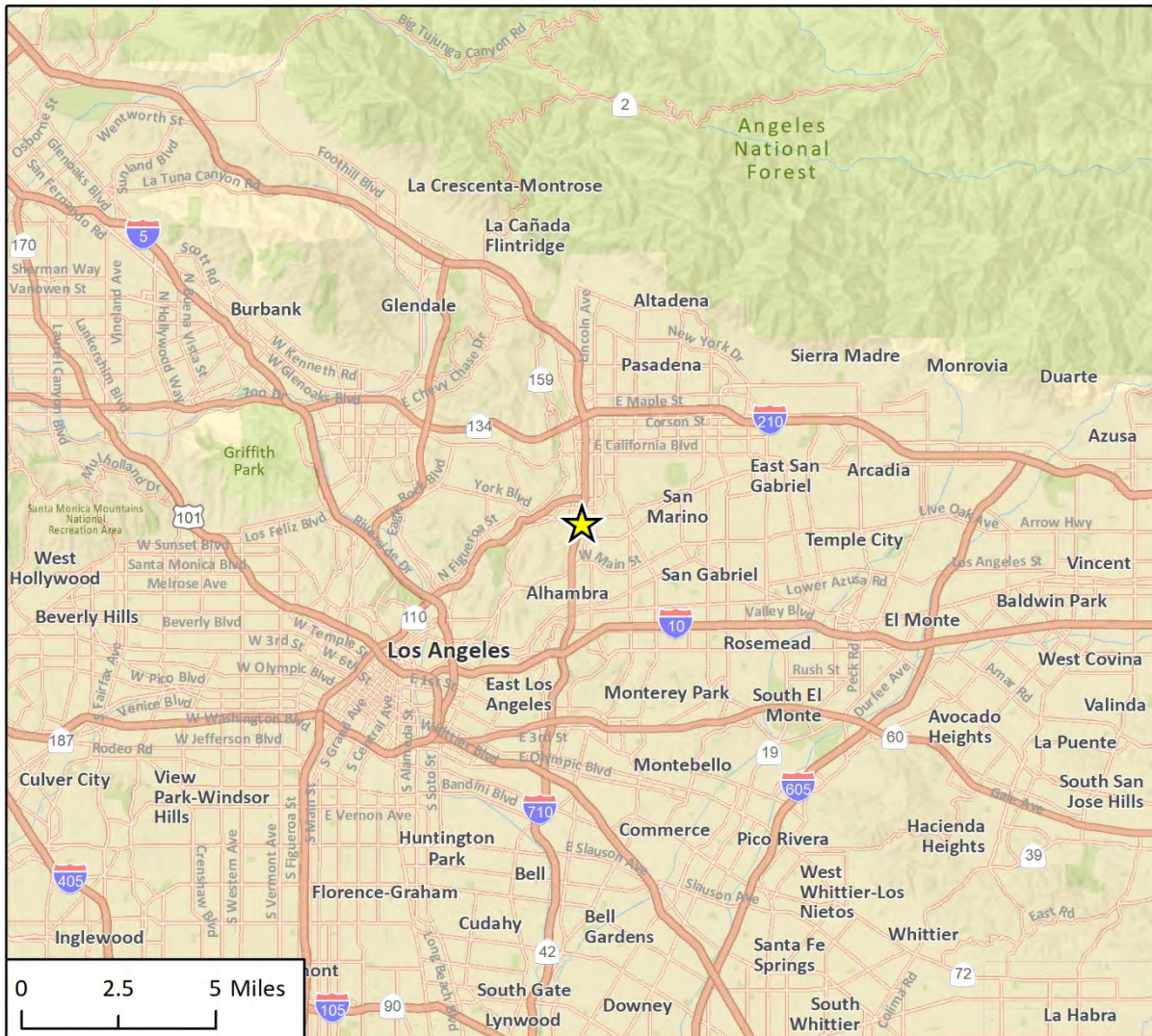
The City of South Pasadena 2020 CAP applies to all areas and plans/projects within the City of South Pasadena limits. Figure 1 shows the regional location, and Figure 2 shows the plan location. The plan location includes all of South Pasadena's incorporated lands.

Regional Location and Setting



The City of South Pasadena is located within Los Angeles County, approximately nine miles northeast of downtown Los Angeles. South Pasadena is part of the greater Los Angeles metropolitan area (see Figure 1) and occupies 3.44 square miles of central Los Angeles County (see Figure 2). South Pasadena is located in the West San Gabriel Valley, with the San Gabriel Mountains to the north, San Rafael Hills to the south, and Arroyo Seco River to the west. Surrounding communities include the Cities of Los Angeles and Alhambra to the south; Cities of San Marino and San Gabriel to the east; the City of Pasadena to the north; and the City of Los Angeles to the west.

Principal regional transportation facilities serving South Pasadena are State Route 110, State Route 710, Interstate Highway 210, Interstate Highway 10, the Los Angeles County Metropolitan Authority (Metro), and the Hollywood Burbank Airport. The Los Angeles County Metropolitan Transportation Authority (LA Metro) provides bus services in South Pasadena via six bus lines (79, 176, 256, 258, 260, and 762) and rail service in South Pasadena via the Metro L Line (formerly the Gold Line) with primary station location at the corner of Mission and Meridian Streets. The Hollywood Burbank Airport is located approximately 13 miles northwest of the City.

Figure 1 Regional Location



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 City of South Pasadena (Plan Location)
 

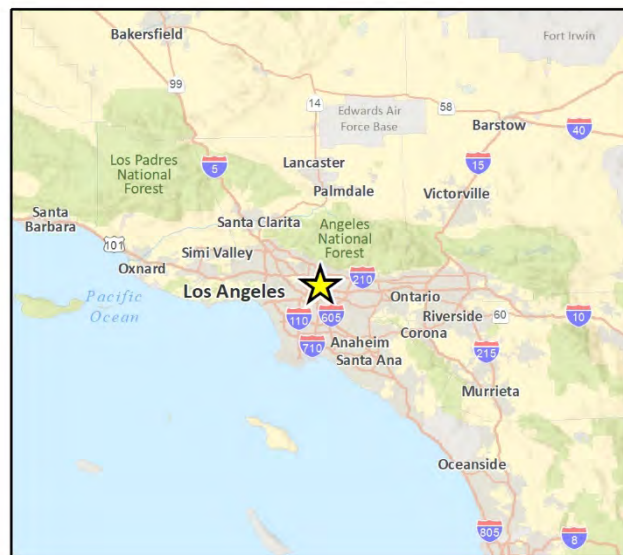
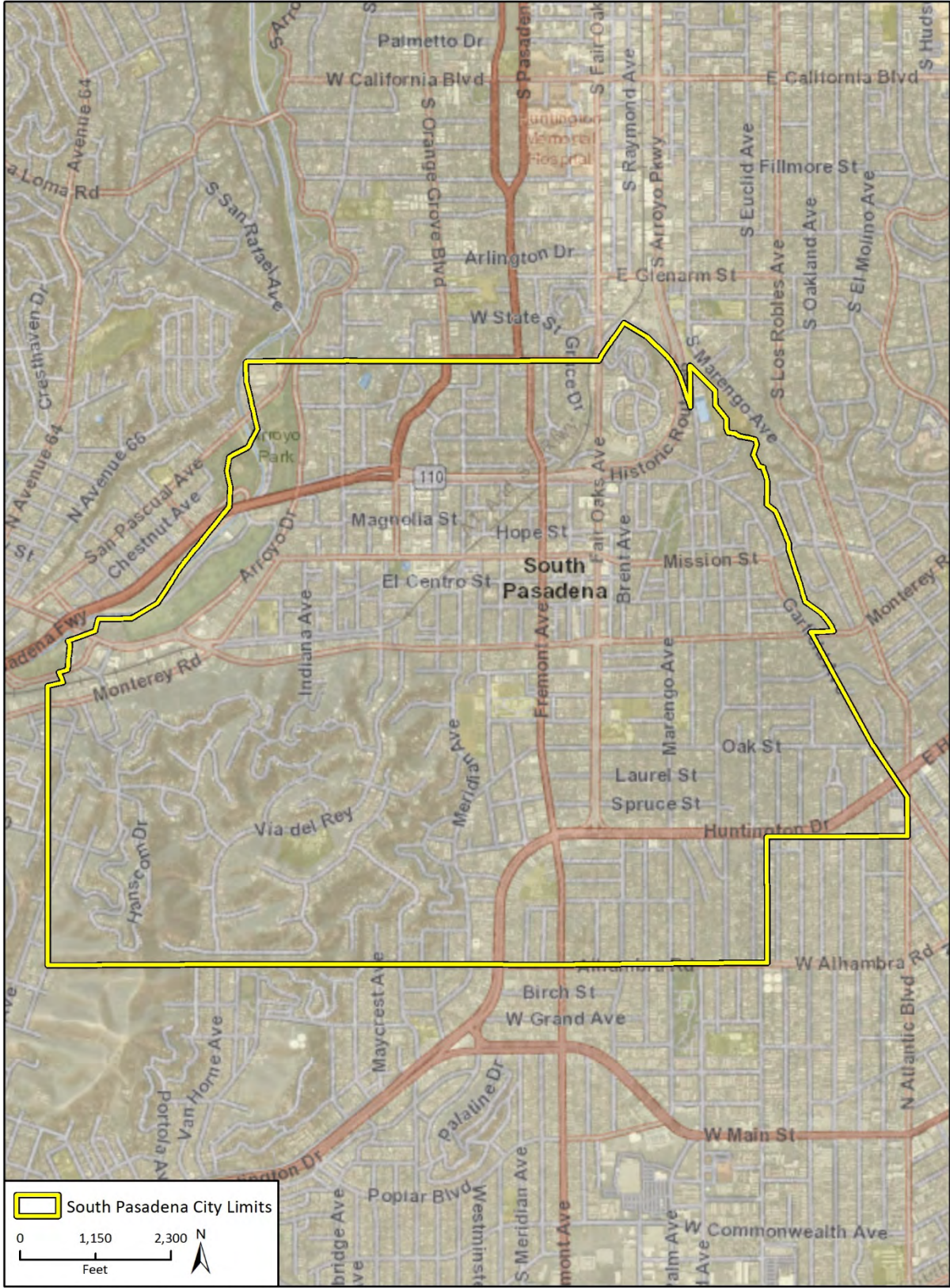


Fig. 1 Regional Location

Figure 2 Plan Location



Local Setting

The City is characterized as a suburban residential community with many mature trees as well as historic landmarks and districts. The City has a focus on continuity of its natural landscape, historic character, scale, and small-town atmosphere. Most of South Pasadena's land is occupied with residential uses, a mixture of single-family and multi-family. Commercial and office uses are primarily located along major transportation corridors such as Fair Oaks Avenue, Huntington Drive, Mission Street, and Monterey Road. The remaining portions of City land are occupied by community facilities, open space, parks, streets, highways, and transit lines.¹

South Pasadena's topography ranges from flatlands in the northern and eastern parts of the City to hills and watershed lands and hills in the southwestern and western portions of the City. The City has an average elevation of 659 feet above mean sea level. The Arroyo Seco Watershed stretches from the Angeles National Forest in the San Gabriel Mountains to the downtown Los Angeles area and is channelized through urban areas such as the City of South Pasadena and ultimately ends at the confluence with the Los Angeles River north of Dodger Stadium. South Pasadena's climate is characterized by hot, arid summers with mostly clear skies and cool, wet winters with partly cloudy skies. The Köppen-Geiger climate classification is Csa, which is a typical Mediterranean climate. As such, the average temperature ranges from 46 to 88 degrees Fahrenheit. Similar to the rest of the Los Angeles Air Basin, a temperature inversion, where warm dry air overrides cool marine air and traps air pollutants close to the ground, often occurs during late summer and autumn.

4. Existing Setting

Sustainability and (Greenhouse Gas) GHG Reduction Efforts Setting

City of South Pasadena Sustainability and GHG Reduction Efforts

The City of South Pasadena has established actions related to increasing sustainability and reducing GHG emissions and the potential impacts of climate change. These actions are outlined in the City's Green Action Plan, Draft 2020 General Plan, and Draft Downtown Specific Plan.

2019 SOUTH PASADENA GREEN ACTION PLAN

In November 2019, the City of South Pasadena adopted the South Pasadena Green Action Plan (Green Plan), which includes five main goals: work towards making South Pasadena a plastic-free City; enhance water conservation projects and programs; increase organics diversion from landfills; mitigate impacts of the urban heat island effect; and prepare for the consideration of future sustainability initiatives. The Green Plan was a collaborative effort that encompassed the values, ideas, and efforts from all City Department Staff, City Council, the City's Natural Resources and Environmental Commission, and the passionate residents of South Pasadena. This short-term plan aimed to implement essential and attainable sustainability initiatives that would set the foundation of the City's first Climate Action Plan.

2020 GENERAL PLAN UPDATE

The City's General Plan is currently being updated and a draft version was released to the public in November 2019. The General Plan is a blueprint for how the City should develop over time, and

¹ South Pasadena, City of. 2020. Land Use Policy Map. Available: <<https://www.southpasadenaca.gov/home/showdocument?id=211>>. Accessed September 18, 2020.

consists of several mandated topics called “Elements.” In general, these Elements include broad policies that identify the overall pattern of future development, determining when, where, and what type of new growth and investment may occur. The “Our Natural Community” Element of the Draft General Plan includes policies that promote alternative transportation and use of energy-efficient vehicles, and work to minimize the adverse impacts of growth and development on air quality and climate.

2020 DOWNTOWN SPECIFIC PLAN UPDATE

The 2020 Downtown Specific Plan Draft was also released in November 2019 and has policies related to energy efficiency and climate resilience. The primary goals of the Downtown Specific Plan are to leverage public transit and multimodality, focusing on responsible infill development, and preserving and rehabilitating historic buildings.

Regional Sustainability and GHG Reduction Efforts

In coordination with Los Angeles County, the Southern California Association of Governments (SCAG) the State of California, and the federal government, the City of South Pasadena has committed to implementing regional and State policies related to GHG emissions reduction. As follows is a summary of the regional GHG emissions reduction efforts, which the City of South Pasadena CAP is intended to be consistent with or exceed.

SCAG 2016-2040 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY

SCAG adopted the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), which identified how the southern California region would meet its GHG emission reduction targets.² The SCAG 2016 RTP/SCS is supported by a combination of transportation and land use strategies that help the region achieve State greenhouse gas emission reduction goals and federal Clean Air Act requirements, preserve open space areas, improve public health and roadway safety, support our vital goods movement industry and utilize resources more efficiently.³

OUR NEXT LA: DRAFT 2020 LONG RANGE TRANSPORTATION PLAN

The Los Angeles County Metropolitan Transportation Authority has prepared the Draft 2020 Long Range Transportation Plan to provide Los Angeles County (88 cities and unincorporated County) with a long-range, comprehensive transportation plan for identifying and resolving transportation issues.⁴ Transportation planning objectives and policies include improving mobility options through an equitable and sustainable approach, and reducing Los Angeles County roadway congestion.

State Sustainability and GHG Reduction Efforts

As follows is a summary of the State GHG emissions reduction efforts, which the City of South Pasadena CAP is intended to be consistent with or exceed.

² Southern California Association of Governments (SCAG). 2016. 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy. Available: <<http://scagrtpscs.net/Pages/FINAL2016RTPSCS.aspx#toc>>. Accessed September 17, 2020.

³ SCAG. 2016. 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy. What is the 2016 RTP/SCS? <<http://scagrtpscs.net/Pages/2016RTPSCS.aspx>>. Accessed September 17, 2020.

⁴ Los Angeles County Metropolitan Transportation Authority (LA Metro). 2020. Draft 2020 Long Range Transportation Plan. Available: <<https://media.metro.net/2020/LRTP-Draft-Doc-Web.pdf>>. Accessed September 17, 2020.

CALIFORNIA SENATE BILL 375

In 2008, Senate Bill 375 (SB 375) enhanced the State’s ability to reach Assembly Bill (AB) 32 targets by directing CARB to develop regional GHG emissions reduction targets to be achieved from passenger vehicles for 2020 and 2035. In addition, SB 375 directs each of the State’s 18 major Metropolitan Planning Organizations (MPO) to prepare a sustainable community’s strategy (SCS) that contains a growth strategy to meet such regional GHG emissions reduction targets for inclusion in the respective regional transportation plan (RTP).

CALIFORNIA EXECUTIVE ORDER S-3-05

In 2005, the California governor issued Executive Order (EO) S-3-05, which identifies Statewide GHG emissions reduction targets to achieve long-term climate stabilization as follows:

Reduce GHG emissions to 1990 levels by 2020

Reduce GHG emissions to 80 percent below 1990 levels by 2050

In response to EO S-3-05, California Environmental Protection Agency (CalEPA) created the Climate Action Team (CAT), which in March 2006 published the Climate Action Team Report (the “2006 CAT Report”). The *2006 CAT Report* identified a recommended list of strategies that the State could pursue to reduce GHG emissions. These are strategies that could be implemented by various State agencies to ensure that the emission reduction targets in EO S-3-05 are met and can be met with existing authority of the State agencies. The strategies include the reduction of passenger and light duty truck emissions, the reduction of idling times for diesel trucks, an overhaul of shipping technology/infrastructure, increased use of alternative fuels, increased recycling, and landfill methane capture, among others.

CALIFORNIA ASSEMBLY BILL 32

In 2006, the California legislature signed AB 32 – the Global Warming Solutions Act – into law, requiring a reduction in Statewide GHG emissions to 1990 levels by 2020 and California Air Resources Board (CARB) preparation of a Scoping Plan that outlines the main State strategies for reducing GHGs to meet the 2020 deadline. In addition, AB 32 required CARB to adopt regulations to require reporting and verification of Statewide GHG emissions. Based on this guidance, CARB approved a 1990 Statewide GHG level and 2020 limit of 427 metric tons of carbon dioxide equivalent (MTCO₂e).

CALIFORNIA CLIMATE CHANGE SCOPING PLAN

In 2008, CARB approved the original California Climate Change Scoping Plan, which included measures to address GHG emission reduction strategies related to energy efficiency, water use, and recycling and solid waste, among other measures. Many of the GHG reduction measures included in the Scoping Plan (e.g., Low Carbon Fuel Standard, Advanced Clean Car standards, and Cap-and-Trade) have been adopted and implemented since approval of the Scoping Plan.

CALIFORNIA CLIMATE CHANGE SCOPING PLAN UPDATE (2013)

In 2013, CARB approved the first update to the California Climate Change Scoping Plan. The 2013 Scoping Plan Update defined CARB climate change priorities for the next five years and set the groundwork to reach post-2020 Statewide GHG emissions reduction goals. The 2013 Scoping Plan Update highlighted California’s progress toward meeting the “near-term” 2020 GHG emission reduction goals defined in the original Scoping Plan. It also evaluated how to align the State’s

longer-term GHG reduction strategies with other State policy priorities, including those for water, waste, natural resources, clean energy, transportation, and land use.

CALIFORNIA EXECUTIVE ORDER B-30-15

In 2015, the California governor issued Executive Order B-30-15, which established a Statewide mid-term GHG reduction target of 40 percent below 1990 levels by 2030.

CALIFORNIA SENATE BILL 32

In 2016, the California legislature signed Senate Bill 32 (SB 32) into law, extending AB 32 by requiring further reduction in Statewide GHG emissions to 40 percent below 1990 levels by 2030 (the other provisions of AB 32 remain unchanged). On December 14, 2017, CARB adopted the 2017 Scoping Plan, which provides a framework for achieving the 2030 target. The 2017 Scoping Plan relies on the continuation and expansion of existing policies and regulations, such as the Cap-and-Trade Program, as well as implementation of recently adopted policies, such as SB 350 and SB 1383 (see below).

CALIFORNIA CLIMATE CHANGE SCOPING PLAN UPDATE (2017)

In 2017, CARB approved the second update to the California Climate Change Scoping Plan. The 2017 Scoping Plan put an increased emphasis on innovation, adoption of existing technology, and strategic investment to support its strategies. As with the 2013 Scoping Plan Update, the 2017 Scoping Plan Update does not provide project-level thresholds for land use development. Instead, it recommends that local governments adopt policies and locally-appropriate quantitative thresholds consistent with Statewide per-capita goals of 6 MTCO₂e by 2030 and 2 MTCO₂e by 2050.⁵ As stated in the 2017 Scoping Plan Update, these goals may be appropriate for plan-level analyses (city, county, subregional, or regional level), but not for specific individual projects, because they include all GHG emissions sectors in the State.

CALIFORNIA EXECUTIVE ORDER B-55-18

In 2018, the California governor issued Executive Order B-55-18, which established a new Statewide goal of achieving carbon neutrality by 2045 and maintaining net negative emissions thereafter. This goal is in addition to the existing Statewide GHG reduction targets established by SB 32.

For more information on the Senate and Assembly Bills, Executive Orders, and Scoping Plans discussed above, and to view reports and research referenced above, please refer to the following websites: www.climatechange.ca.gov and www.arb.ca.gov/cc/cc.htm.

ASSEMBLY BILL 197, STATE AIR RESOURCES BOARD GREENHOUSE GASES REGULATIONS

In 2016, the California legislature approved AB 197, a bill linked to SB 32, which increases legislature oversight over the California Air Resources Board and directs the California Air Resources Board to prioritize disadvantaged communities in its climate change regulations, and to evaluate the cost-effectiveness of measures it considers. AB 197 requires the CARB to “protect the State’s most impacted and disadvantaged communities [and] consider the social costs of the emissions of greenhouse gases” when developing climate change programs. The bill also adds two new legislatively appointed non-voting members to the CARB, increasing the Legislature’s role in the CARB’s decisions.

⁵ California Air Resources Board (CARB). 2017. California’s 2017 Climate Change Scoping Plan. Available: <<https://ww3.arb.ca.gov/cc/scopingplan/scopingplan.htm>>. Accessed July 13, 2020.

SENATE BILL 350, CLEAN ENERGY AND POLLUTION REDUCTION ACT OF 2015

In October 2015, SB 350 was signed into law, establishing new clean energy, clean air, and GHG reduction goals for 2030 and beyond. SB 350 codifies Governor Jerry Brown's aggressive clean energy goals and establishes California's 2030 GHG reduction target of 40 percent below 1990 levels. To achieve this goal, SB 350 increases California's renewable electricity procurement goal from 33 percent by 2020 (legislation originally enacted in 2002) to 50 percent by 2030. Renewable resources include wind, solar, geothermal, wave, and small hydroelectric power. In addition, SB 350 requires the State to double Statewide energy efficiency savings in electricity and natural gas end-uses (i.e., residential and commercial) by 2030 from a base year of 2015.

SENATE BILL 100, THE 100% CLEAN ENERGY ACT OF 2018

In September 2018, Governor Brown signed SB 100, requiring that the State's load serving entities (including energy utilities and community choice energy programs) must procure energy generated 100 percent from Renewables Portfolio Standard (RPS) for eligible renewable resources by 2045.

CALIFORNIA ENERGY EFFICIENCY STRATEGIC PLAN OF 2008

In September 2008, the California Public Utilities Commission (CPUC) adopted California's first Long Term Energy Efficiency Strategic Plan, presenting a single roadmap to achieve maximum energy savings across all major groups and sectors in California. The Strategic Plan was subsequently updated in January 2011 to include a lighting chapter. The Strategic Plan sets goals of all new residential construction and all new commercial construction in California to be zero net energy (ZNE) by 2020 and 2030, respectively. In 2018, the California Energy Commission voted to adopt a policy requiring all new homes in California to incorporate rooftop solar. This change will go into effect in January 2020 with the adoption of the 2019 Title 24 Code and is a step towards the State achieving its goal of all residential new construction being ZNE by 2020. Additionally, the Strategic Plan sets goals of 50 percent of existing commercial building to be retrofitted to ZNE by 2030 and all new State buildings and major renovations to be ZNE by 2025.

SENATE BILL 1275, CHARGE AHEAD INITIATIVE

In September 2014, Senate Bill 1275 was signed into law, establishing a State goal of one million zero-emissions and near-zero-emissions vehicles in service by 2020 and directing the Air Resources Board to develop a long-term funding plan to meet this goal. SB 1275 also established the Charge Ahead California Initiative requiring planning and reporting on vehicle incentive programs and increasing access to and benefits from zero-emissions vehicles for disadvantaged, low-income, and moderate-income communities and consumers.

ASSEMBLY BILL 1493, THE PAVLEY BILL

In 2002, the California State Legislature enacted Assembly Bill 1493 (aka "the Pavley Bill"), which directs the CARB to adopt standards that will achieve "the maximum feasible and cost-effective reduction of greenhouse gas emissions from motor vehicles," taking into account environmental, social, technological, and economic factors. In September 2009, the CARB adopted amendments to the "Pavley" regulations to reduce GHG emissions in new passenger vehicles from 2009 through 2016. The Pavley Bill is considered to be the national model for vehicle emissions standards. In January of 2012, the CARB approved a new emissions control program for vehicle model years 2017 through 2025. The program combines the control of smog, soot, and greenhouse gases and the

requirement for greater numbers of zero emission vehicles into a single package of standards called Advanced Clean Cars.

ASSEMBLY BILL 117, COMMUNITY CHOICE AGGREGATION

Assembly Bill 117 establishes the creation of Community Choice Aggregation (CCA) that fosters clean and renewable energy markets. CCA allows cities and counties to aggregate the buying power of individual jurisdictions. The California CCA markets were created as an answer to the brownouts and energy shortages of the early 2000's. AB 117 was passed in 2002 as an answer to California's increased energy independency by incorporating more alternative and renewable energy sources into its energy portfolio. With AB 117, municipalities can provide alternative energy choices to their local carrier (e.g. the Pacific Gas and Electric Company, PG&E). Marin Clean Energy was the first CCA in the State of California to go online with a 50 percent to 100 percent clean energy portfolio in 2010.

SENATE BILL 97, CEQA GUIDELINES FOR ADDRESSING GHG EMISSIONS

The California Environmental Quality Act (CEQA) requires public agencies to review the environmental impacts of proposed projects, including General Plans, Specific Plans, and specific kinds of development projects. In February 2010, the California Office of Administrative Law approved the recommended amendments to the State CEQA Guidelines for addressing GHG emissions. The amendments were developed to provide guidance to public agencies regarding the analysis, mitigation, and effects of GHG emissions in draft CEQA documents.

5. General Plan Designation and Zoning

The CAP would be implemented throughout the City and would occur in all South Pasadena General Plan designations and zoning designations. The plan would not alter any existing designations.

6. Description of Plan

The 2020 CAP incorporates the many climate protection programs noted above that the City has in place and will continue to reduce GHG emissions. While the City has implemented GHG emission-reduction policies and programs, the 2020 CAP is the first official climate action plan for the City. The City, in partnership with SCAG, has developed the 2020 CAP in order to achieve a number of objectives, including a demonstration of environmental leadership, saving money and promoting green jobs, showing compliance with State environmental initiatives, and promoting sustainable development.

In 2020, the City is actively engaged in addressing climate change, sustainability, and reductions in GHG emissions. The 2020 CAP addresses municipal and communitywide GHG emissions and includes a goal of reducing communitywide GHG emissions output to 75,161 metric tons of carbon dioxide equivalent (MT CO₂e) by 2030 (consistent with California Senate Bill 32 target for 2030). The 2020 CAP assessed herein is based upon the 2016 baseline GHG emissions inventory and formulates a list of measures and actions or "Plays and Moves" to achieve the City's sustainability goals.

The State of California uses 1990 as a reference year to remain consistent with Assembly Bill (AB) 32, which codified the State's 2020 GHG emissions target by directing CARB to reduce Statewide emissions to 1990 levels by 2020. However, cities and counties throughout California typically elect to use years later than 1990 as baseline years because of the increased reliability of recordkeeping

from those years and the large amount of growth that has occurred since 1990. The year 2016 was selected as the baseline year for South Pasadena’s GHG inventory due to the availability of reliable data. Additionally, it is important to note that California achieved its 2020 goal of reaching the 1990 emissions level in 2016,⁶ and it is assumed that South Pasadena likewise is currently at 1990 levels.⁷ Therefore, the 2016 baseline emissions were reduced by 40 percent to establish a 2030 target for the City.

The 2016 GHG emissions inventory provides an important foundation for the CAP, providing 2016 as the baseline year against which progress toward the City goal of reducing GHG emissions of 40 percent by 2030 can be measured. In 2016, approximately 126,268 MT CO₂e were emitted in South Pasadena from the energy, transportation, solid waste, water, and municipal sectors. The municipal sector is a subset of the community emission sectors, which consist of energy, transportation, solid waste, and water, and is developed to establish metrics that allow the City to lead by example and reduce emissions at the municipal level. The energy sector represents emissions that result from electricity and natural gas used in both private and public sector buildings and facilities. The transportation sector includes emissions from private, commercial, and fleet vehicles driven within the City as well as the emissions from transit vehicles, the City-owned fleet, and off-road equipment such as lawnmowers/ garden equipment and construction equipment. Emissions generated from water usage and wastewater generation are due to the indirect electricity use to distribute water and collect and treat wastewater. Burning fossil fuels associated with vehicle use (transportation) and buildings/facility energy use are the largest contributors of South Pasadena GHG emissions. Table 1 includes total South Pasadena (i.e., community and municipal) GHG emissions in 2016 by sector as well as percentage of total City emissions.

Table 1 South Pasadena 2016 Communitywide GHG Emissions by Sector

Sector	(MT of CO₂e)	Percentage of GHG Emissions
Energy	49,301	39
Electricity	23,987	19
Natural Gas	24,287	19
Electricity Transmission and Distribution Losses	1,027	1
Transportation	67,228	54
On-road Transportation	65,351	52
Off-road Equipment	829	1
Transit ²	1,048	1
Water	1,026	1
Water transport, distribution and treatment	700	1
Wastewater collection and treatment	326	<1

6 CARB. 2018. Climate pollutants fall below 1990 levels for the first time. Available: <<https://ww2.arb.ca.gov/news/climate-pollutants-fall-below-1990-levels-first-time>>. Accessed September 28, 2020.

7 Although there may have been GHG emission reductions between 2016 and 2017 at the state and local level, the most recent state inventory that is available was completed in 2016; therefore, 2017 emissions are conservatively assumed to be the same as they were in 2016 as this methodology is the most conservative pathway to calculate South Pasadena’s 1990 baseline.

Sector	(MT of CO ₂ e)	Percentage of GHG Emissions
Solid Waste	7,713	6
Waste Sent to Landfills	7,509	6
Process Emissions	203	<1
<i>Transportation & Collection Emissions³</i>	<i>465</i>	<i>0</i>
Combustion Emissions	1	<1
Total	125,268	100 %

Notes:

MT: Metric tons

1. Emissions have been rounded and therefore sums may not match.

2. Transit in South Pasadena is provided by Los Angeles Metro.

3. Waste transportation and collection emissions are accounted for in the on-road transportation sector of the inventory and are included here only for informational purposes.

Source: Emissions were calculated following ICLEI LGOP and using data provided and approved by the City.

As shown in Table 1, the largest sectors of GHG emissions are related to energy and transportation, followed by solid waste and water. The City is preparing the 2020 CAP to include Plays and Moves (i.e., measures and actions) addressing communitywide and municipal GHG emissions. Per the 2020 CAP, South Pasadena is committed to an emissions reduction target of 40 percent below 2016 levels by 2030 and reaching a longer-term goal of carbon neutrality by 2045. This 2030 GHG emissions goal is selected to be consistent with SB 32 State emissions targets and CEQA Guidelines § 15183.5 for a qualified GHG emissions reduction strategy as well as to be achievable by City-supported Plays identified in the 2020 CAP. The CAP includes a business-as-usual (BAU) forecast of GHG emissions that will enable the City to estimate the amount of emissions reductions needed to meet its goal.

The 2020 CAP includes Plays to educate the community regarding ways to live a sustainable lifestyle, increase use of renewable power, electrify buildings, and reduce use of natural gas. It also includes Plays to increase use of zero-emission vehicles; increase use of public, active, and shared transportation; reduce water consumption and waste generation; increase recycling and composting; and increase tree planting and green space. Finally, it includes Plays that will continue to allow the City to lead by example. Table 2 includes a complete list of 2020 CAP Plays and descriptions of respective supporting Moves.

Table 2 South Pasadena 2020 CAP Plays and Moves by Sector

ID #	Plays and Respective Supportive Moves
Cornerstone (i.e., Education) Sector	
Play C.1	Engage South Pasadena youth in climate change action and provide education on ways to live a sustainable lifestyle.
Move C.1.a	Support South Pasadena Unified School District by providing students with information on climate change and the beneficial role of trees.
Move C.1.b	Utilize South Pasadena's historic neighborhoods to demonstrate to students the importance of mature urban trees in providing shade and reducing the urban heat island effect.
Move C.1.c	Identify grant funding opportunities and engage with local nurseries to identify appropriate and cost-effective California native plants/trees that can be both planted in the ground or remain potted for students living in rental/multi-family homes.

ID #	Plays and Respective Supportive Moves
Energy Sector	
Play E.1	Maximize the usage of renewable power within the community, by continuing to achieve an opt-out rate lower than 4% for the CPA 100% renewable power.
Move E.1.a	<p>Monitor progress and perform public outreach and education campaigns highlighting the benefits of 100% renewable energy, including:</p> <ul style="list-style-type: none"> ▪ Monitoring opt-out rates on an annual basis ▪ Tabling at community events ▪ Establishing an informational resource page on the City website ▪ Regular social media posts ▪ Energy bill inserts
Play E.2	
Electrify of 100% of newly constructed buildings.	
Move E.2.a	Develop a webpage and materials for display at City Hall promoting the benefits of electrification and resources that can assist with the fuel-switching process.
Move E.2.b	Provide financial and technical resources, including hosting workforce development trainings for installers and building owners/operators to discuss benefits and technical requirements of electrification.
Move E.2.c	Perform regular internal trainings with planners and building officials on current state decarbonization goals and incentives available for electric homes.
Move E.2.d	Provide education around cooking with electric appliances, including demonstrations from chefs and/or local restaurants, as available.
Move E.2.e	<p>Adopt an Electrification Readiness Reach Code per California Energy Commission (CEC) reach code requirements for all new buildings and accessory dwelling units which eliminates the piping of natural gas. In doing so the City will:</p> <ul style="list-style-type: none"> ▪ Engage with stakeholders, both internal stakeholders, such as City staff and officials, and external stakeholders, such as local developers regarding the purpose and impact of the reach code ▪ Conduct a cost effectiveness study ▪ Develop and draft an ordinance ▪ Conduct public hearings, public notices, and formally adopt the ordinance ▪ Submit the adopted ordinance to the California Energy Commission (CEC)
Move E.2.f	Adopt an ordinance that allows granting of minor allowances for certain site development standards when there is no practical ways to design a project to be all electric.
Play E.3	
Electrify 5% of existing buildings by 2030 and 80% by 2045.	
Move E.3.a	Develop an existing building electrification permit tracking program to track progress in achieving the targeted electrification goal.
Move E.3.b	Keep an updated list of rebates and incentives available to residents who would like to convert their buildings to electric power.
Move E.3.c	Provide education on the potential energy savings and benefits of electric heat pumps for water heating and space heating when permits for replacement are obtained.
Move E.3.d	Work with Southern California Edison (SCE) and/or the Clean Power Alliance to provide rebates for residential replacement of natural gas-powered air and water heating appliances with electric-powered.
Move E.3.e	Promote water heater, space heating, and appliance (electric stoves/dryers) replacement programs and incentives (residential) at time of construction permit.
Move E.3.f	Perform an existing buildings analysis in order to understand the potential for electrification retrofitting in South Pasadena and establish a roadmap for eliminating natural gas from existing buildings.

ID #	Plays and Respective Supportive Moves
Move E.3.g	Establish a comprehensive, coordinated education campaign focused towards property owners, landlords, property management companies, and occupants for reducing the use of natural gas in homes and businesses. Establish a shared understanding of existing incentives for electric appliances and upgrades, and how to access them, including SCE incentive programs and rebates.
Move E.3.h	Perform a cost-effectiveness study for electrification retrofitting, including requirements for newly permitted HVAC/hot water heaters and other appliances to be electric.
Move E.3.i	Develop a best practices model based on the progress electrifying existing buildings in South Pasadena and outside of South Pasadena to significantly increase electrification post-2030.
Play E.4	Develop and promote reduced reliance on natural gas through increased clean energy systems that build off of renewable energy development, production, and storage.
Move E.4.a	Conduct a Feasibility Study to assess cost and applicable locations for installation of battery back-up systems or generators throughout the City in support of the General Plan.
Move E.4.b	Promote installation of storage technology in concert with renewable energy infrastructure through educational programs, outreach, and information provided via City platforms.
Move E.4.c	Conduct "micro-grid" Feasibility/Pilot Study in support of the General Plan.
Move E.4.d	In support of the General Plan, develop and implement a Solar Action Plan with a goal of meeting 50% of South Pasadena's power demand through solar by 2040.
Move E.4.e	In support of the 2018-2019 City Strategic Plan, develop a strategy and implementation schedule for the Renewable Energy Plan, after feasibility study.
Move E.4.f	Adopt a PV (Solar) Ordinance requiring newly constructed and majorly renovated multi-family and commercial buildings to install PV systems with an annual output greater or equal to 25% of buildings' electricity demand. Ensure consistency of ordinance with the City General Plan.
Move E.4.g	Require all new structures or major retrofits to be pre-wired for solar panels, consistent with the General Plan.
Move E.4.h	Work with various City departments to establish and streamline battery storage requirements to allow for easier implementation of these technologies throughout the City.
Move E.4.i	Work with home and business owners, including those in the historic districts, to identify and promote renewable energy demonstration projects to showcase the benefits.
Move E.4.j	Work with SCE and the CPA to develop a program and timeline for increasing resilience to power losses, including Public Safety Power Shutoffs (PSPS), and climate-driven extreme weather events for low-income, medically dependent, and elderly populations through installation of renewable energy and onsite energy storage with islanding capabilities, following appropriate project-level environmental review.

ID #	Plays and Respective Supportive Moves
Transportation Sector	
Play T.1 Increase use of zero-emission vehicle and equipment 13% by 2030 and 25% by 2045.	
Move T.1.a	Develop an EV Readiness Plan to establish a path forward to increase EV infrastructure within the City and promote mode shift to EVs that is consistent with the City General Plan. In conjunction with an EV Readiness Plan, conduct a community EV Feasibility Study to assess infrastructure needs and challenges.
Move T.1.b	Adopt an EV Charging Retrofits in Existing Commercial and Multifamily Buildings reach code requiring major retrofits, with either a permit value over \$200,000 or including modification of parking surfaces or electric panels, to meet CalGreen requirements for “EV Ready” charging spaces and infrastructure.
Move T.1.c	Streamline permit processes (city, county, state, utility) for electric vehicle charging infrastructure and alternative fuel stations.
Move T.1.d	Enhance promotion of public and private conversion to zero-emission vehicles through implementation of the City General Plan; including use of City events, social media, and the City website to educate on benefits of zero-emission vehicles and available incentives.
Move T.1.e	Establish an ordinance that restricts use of gas-powered lawn equipment, including leaf blowers, and provide information on the City website outlining available incentives.
Move T.1.f	<p>Adopt an EV Readiness Reach Code requiring new commercial construction to provide the minimum number of EV capable spaces to meet Tier 2 requirements (20% of total). In doing so the City will:</p> <ul style="list-style-type: none"> ▪ Engage with stakeholders, both internal stakeholders, such as local government staff and officials, and external stakeholders, such as local developers regarding the purpose and impact of the reach code ▪ Conduct a cost effectiveness study ▪ Develop and draft an ordinance ▪ Conduct public hearings, public notices, and formally adopt the ordinance ▪ Submit the adopted ordinance to the California Energy Commission (CEC)
Move T.1.g	Earmark and identify additional funding for implementation of the EV Readiness Plan to include public charging infrastructure in key locations.
Play T.2 Implement programs for public and shared transit that decrease passenger car vehicle miles traveled 2% by 2030 and 4% by 2045.	
Move T.2.a	Conduct a Feasibility and Community Interest Study on the four transit improvement options of the City's General Plan.
Move T.2.b	Pursue a community car, bike, or e-scooter "micro-transit" share pilot consistent with the City General Plan.
Move T.2.c	Conduct local transportation surveys to better understand the community's needs and motivation for traveling by car versus other alternatives such as bus or Metro Gold Line light rail. Use survey results to inform transit expansion and improvement projects.
Move T.2.d	Adopt a Transportation Demand Management (TDM) Plan for the City that includes a transit system focus. Provide incentives for implementation of TDM measures at local businesses and new developments.
Move T.2.e	Facilitate transportation equity through targeted provision of programs that encourage minority, low-income, disabled, and senior populations to take transit, walk, bike, use rideshare or car share.

ID #	Plays and Respective Supportive Moves
Play T.3	Develop and implement an Active Transportation Plan to shift 3% of passenger car vehicle miles traveled to active transportation by 2030, and 6% by 2045.
Move T.3.a	Develop and adopt an Active Transportation Plan consistent with Southern California Association of Governments (SCAG) 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) that will identify funding strategies and policies for development of pedestrian, bicycle, and other alternative modes of transportation projects. Establish citywide events, outreach, educational programs, and platforms to promote active transportation in the community in support of the General Plan.
Move T.3.b	In conjunction with the City's Complete Streets Policy, conduct a Street/Intersection Study to identify streets and intersections that can be improved for pedestrians and bicyclists through traffic calming measures and/or where multi-use pathway opportunities exist to increase active transportation.
Move T.3.c	Periodically review and update the City's Bicycle and Pedestrian Network Map and post throughout City.
Move T.3.d	Work with the South Pasadena Active, Active San Gabriel Valley (ActiveSGV), and/or Metro to develop programs and classes to teach and promote bicycle riding education and safety to residents of all ages and skill levels, as well as educate drivers.
Move T.3.e	Conduct a nexus study and develop an ordinance requiring payment of fees from development projects to implement safe active transportation routes and infrastructure citywide.
Move T.3.f	Amend zoning code to require installation of bike stalls or lockers at new developments, "mobility hubs", and during change of use of existing buildings, consistent with the General Plan.
Move T.3.g	Adopt a Trip Reduction Ordinance that includes requirements in the Zoning Code to require end-of-trip facilities for cyclists (e.g., showers, bike repair kiosks, and lockers) in new, non-residential building projects of a specified size.
Water Sector	
Play W.1	Reduce per capita water consumption by 10% by 2030 and 35% by 2045.
Move W.1.a	Continue to enforce the Model Water Efficient Landscapes Ordinance.
Move W.1.b	Work with the Los Angeles County Sanitation District (LACSD) and/or the Upper San Gabriel Valley Municipal Water District to bring recycled water lines and infrastructure to the City.
Move W.1.c	In conjunction with the Downtown Specific Plan and City General Plan actions, adopt an ordinance restricting the use of potable water for non-potable uses and requiring greywater capture for land uses that are excess water users (e.g. golf courses, car washes, large fields, etc.).
Move W.1.d	Implement Plays 1 through 4 under Goal II of the Green Action Plan on the provided implementation timeline, aiming to provide education and promotion of greywater systems. (See the City's Green Action Plan for more information).
Move W.1.e	In conjunction with Move II.1.1 of the City Green Action Plan, develop a Recycled Water Use Master Plan that identifies access to recycled water and quantity of recycled water available to the City, as well as establishes an implementation plan. The implementation plan shall identify land use types (i.e., landscaping, gold courses, fields) and specific projects that will switch from potable to recycled water use allowing for a goal of 20% of City's potable water use to be replaced with recycled water.
Move W.1.f	Implement 100% renewable power for all pumping and treatment of water.

ID #	Plays and Respective Supportive Moves
Solid Waste Sector	
Play SW.1	Implement and enforce SB 1383 organics and recycling requirements to reduce landfilled organics waste emissions 50% by 2022 and 75% by 2025.
Move SW.1.a	Adopt procurement policies to comply with SB 1383 requirements for jurisdictions to purchase recovered organic waste products.
Move SW.1.b	Adopt an ordinance requiring compliance with SB 1383. Ensure ordinances established through the City General Plan are consistent with SB 1383 requirements; and revise ordinances if necessary.
Move SW.1.c	Adopt an Edible Food Recovery Ordinance for edible food generators, food recovery services, or organization that are required to comply with SB 1383.
Move SW.1.d	Partner with the City's waste hauler, to provide organic waste collection and recycling services to all commercial and residential generators of organic waste.
Move SW.1.e	Adopt an ordinance requiring all residential and commercial customers to subscribe to an organic waste collection program and/or report self-hauling or backhauling of organics.
Move SW.1.f	Conduct a Feasibility Study and prepare an action plan to ensure edible food reuse infrastructure is sufficient to accept capacity needed to recover 20% of edible food disposed or identify proposed new or expanded food recovery capacity.
Move SW.1.g	Establish an education and outreach program for school children and adults around food waste prevention, nutrition education, and the importance of edible food recovery. Support City Green Action Plan Play III identified educational goals (Move III.1.3., Move III.1.4., Move III.1.6., Move III.2.1, Move III. 3.3, and Move III.4.2) through an established educational program.
Move SW.1.h	Establish an edible food recovery program supporting the City General Plan and the City Green Action Plan Move III.1.2 to minimize food waste.
Move SW.1.i	Adopt an ordinance or enforceable mechanism to regulate haulers collecting organic waste, including collection program requirements and identification of organic waste receiving facilities.
Move SW.1.j	Partner with City waste services to: <ul style="list-style-type: none"> ▪ Ensure organic waste collection from mixed waste containers are transported to a high diversion organic waste processing facility. ▪ Provide quarterly route reviews to identify prohibited contaminants potentially found in containers that are collected along route. ▪ Clearly label all new containers indicating which materials are accepted in each container, and by January 1, 2025, place or replace labels on all containers.
Play SW.2	Reduce residential and commercial waste sent to landfills by 50% by 2030 and 100% by 2045.
Move SW.2.a	Develop and implement a Zero Waste Plan, consistent with the General Plan, in order to reach South Pasadena's goal of zero waste by 2040.
Move SW.2.b	Provide ongoing education to residents, business owners, and South Pasadena School District regarding waste reduction, composting, and recycling.
Move SW.2.c	Increase reuse, recycling, and composting at temporary public events by mandating the installation of public recycling and composting containers and collection service; and encouraging reusable food ware, when relevant, according to the California State Retail Food Code.
Move SW.2.d	Develop a waste department or working group to enhance recycling and composting outreach and provide technical assistance or information in support of City Green Action Plan Move III. Additionally, implement and share a Recycle and Reuse Directory through City platforms, in support of Green Action Plan Move I.2.5.
Move SW.2.e	Adopt an ordinance requiring compliance with Sections 4.410.2, 5.410.1, 4.408.1, and 5.408.1 of the California Green Building Standards Code related to construction of buildings with adequate space for recycling containers and construction and demolition (C&D) recycling.
Move SW.2.f	Implement the City General Plan, requiring construction sites to separate waste for proper diversion and reuse or recycling.

ID #	Plays and Respective Supportive Moves
Move SW.2.g	Develop and implement a Waste Stream Education Program targeting property managers of multi-family residences and the commercial sector, in support of Goal III of the City Green Action Plan.
Move SW.2.h	Develop policies to mandate/encourage reduction of waste and reuse in the food industry (e.g. facilities serving prepared food and prepackaged food; home meal delivery services), hospitality industry, and other commercial industries. Efforts may include developing ordinances for food service ware and a ban on single-use individual toiletry bottles in hotels/motels, grant/discount programs for switching to reusables, fast food champion pilot project, and working with home meal delivery services (e.g., Blue Apron), etc. to explore opportunities to reduce single-use packaging and encourage reuse.
Move SW.2.i	Encourage reusable foodware; or if reusable foodware is not a feasible option, explore opportunities to mandate/encourage a switch to more environmentally friendly alternatives for various products in the commercial industry, when relevant.
Carbon Sequestration Sector	
Play CS.1 Increase carbon sequestration through increased tree planting and green space.	
Move CS.1.a	Identify and map public spaces that can be converted to green space, including public parking that can be converted to parklets, freeway airspace that can be made into green space, vertical walls that can be planted with vines, and rooftops of public buildings that can be developed into gardens.
Move CS.1.ab	Adopt a Greenscaping Ordinance that has a street tree requirement for all zoning districts, has a shade tree requirement for new development, requires greening of parking lots, and increases permeable surfaces in new development.
Move CS.1.c	Prepare and adopt an Urban Forest Management Plan for the City that includes an inventory of existing trees, identifies future tree planting opportunities, and a climate-ready tree palette, as well as ongoing operations and maintenance needs.
Move CS.1.d	Adopt a standard policy and set of practices for expanding urban tree canopy and placing vegetative barriers between busy roadways and developments to reduce exposure to air pollutants from traffic.
Municipal Sector	
Play M.1 Reduce carbon intensity of City operations.	
Move M.1.a	As recommended in the 2016 Renewable Energy Council Report, complete energy audits for all City facilities and implement all feasible recommendations for decarbonization and efficiency upgrades.
Move M.1.b	As recommended in the 2016 Renewable Energy Council Report, purchase renewable natural gas (RNG) for applicable City fleet vehicles.
Move M.1.c	Establish an employee rideshare program.
Move M.1.d	As recommended in the 2016 Renewable Energy Council Report, install PV solar systems at the City Hall and at Wilson Reservoir.
Move M.1.e	Adopt retrofitting policy for City owned buildings such that energy efficient and electrification retrofits are incorporated into City buildings as they become available.
Move M.1.f	Develop a policy for the City which would require all new building RFP's to include life cycle costing over 30 years and tie this directly to energy consumption and building electrification. This would include the buildings operational and maintenance costs and ensure that the City has the most cost effective (and sustainable) building possible.
Move M.1.g	As recommended in the 2016 Renewable Energy Council Report, invest all savings from City energy efficiency projects into a new revolving green fund that can be used to fund additional energy efficiency and GHG reduction projects.
Play M.2 Electrify the municipal vehicle fleet and mobile equipment.	
Move M.2.a	Develop a suite of transportation demand management tools to incentivize alternative transportation methods for employees, including telecommute options.
Move M.2.b	Provide bicycles and bicycle storage for employees to use during work hours for short business or personal trips.
Move M.2.c	Develop and adopt a policy to apply lifecycle assessment to all new vehicle and equipment purchases.

ID #	Plays and Respective Supportive Moves
Move M.2.d	Implement the City Fleet Alternative Fuel Conversion Policy developed under the City General Plan, electrifying the City vehicle fleet and using it to encourage residents to convert as well.
Move M.2.e	Install EV charging stations at municipal buildings.
Play M.3	Increase City's renewable energy production and energy resilience.
Move M.3.a	Conduct a Feasibility Study to determine which City buildings would serve as ideal resilience centers including solar and battery installations.
Move M.3.b	Convert all streetlights to light emitting diode (LED) bulbs.
Move M.3.c	Work with the CPA to identify and develop local solar projects to connect to the grid.
Move M.3.d	Install solar arrays at facilities that currently do not have solar arrays and work with emergency services to add solar and battery storage at priority locations. Review options for potential to combine multiple buildings into micro-grid systems.
Move M.3.e	Explore opportunities and partnerships to develop renewable-powered fuel cell micro-grids to provide back-up or primary power for critical facilities such as facilities providing essential services (e.g. water pumping facilities) and schools as a clean alternative to diesel generators.

Source: South Pasadena, City of. 2020. South Pasadena Final Climate Action Plan.

The CAP Plays combined with Statewide legislation and initiatives and regional transportation programs will enable the City to meet its emissions reduction target of 40 percent below 1990 levels by 2030. Table 3 shows the contribution of the Statewide initiatives along with the CAP measures. The City needs to achieve a 18,578 MT CO₂e of GHG emissions reduction by 2030 to meet its goal. The total estimated GHG reductions accounted for in the CAP total 23,386 MT CO₂e by 2030.

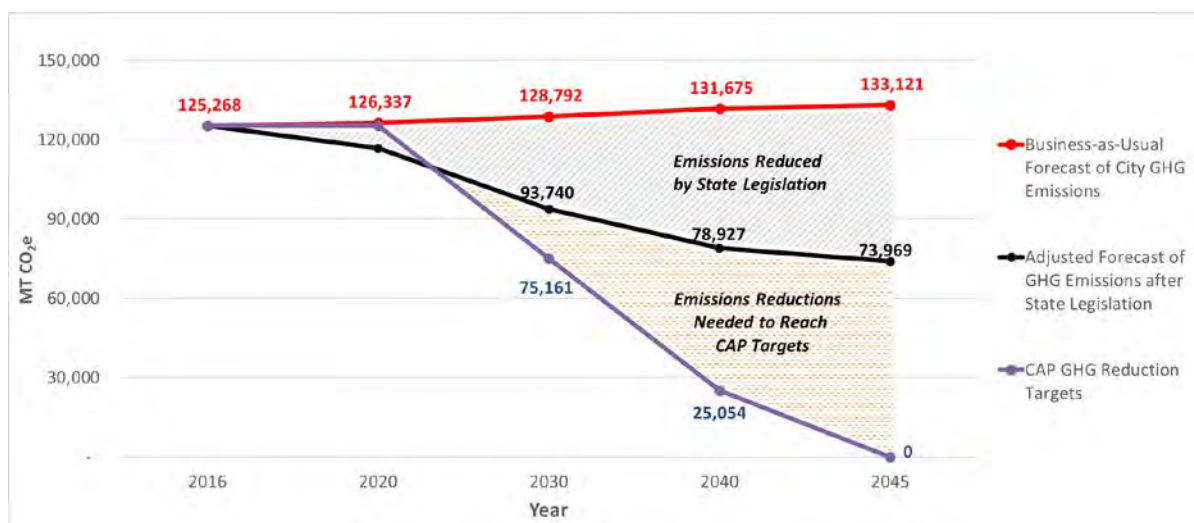
Table 3 South Pasadena 2030 GHG Reduction Target by Sector

State Initiative	Sector	2030 Reduction in City Emissions (MTCO ₂ e)
Advanced Clean Cars Program, Paveley Standards, Zero Emissions Vehicles Program, Clean Transit)	On-road Transportation	22,671
SB 100 and Renewable Portfolio Standard	Electricity	12,035
Title 24	Residential/Nonresidential Electricity and Natural Gas	346
A. Total State Initiative Emissions Reductions		35,052
B. Total City CAP Emissions Reductions		23,386
C. Total Expected Emissions Reductions (A+B)		58,438
D South Pasadena Emissions Reduction Requirement		53,625
E. Meets/exceeds State Goals? (C > D)		Yes

Source: South Pasadena, City of. 2020. Final Climate Action Plan.

Figure 3 and Table 4 illustrate how the BAU emissions are estimated to increase, thus widening the emissions reductions needed by 2030. Figure 3 also shows emissions reductions expected from State level actions as well as the reductions needed to reach the South Pasadena emissions target.

Figure 3 South Pasadena Future GHG Emissions Projection and CAP Reduction Target



Source: South Pasadena, City of. 2020. Final Climate Action Plan.

Table 4 South Pasadena Future GHG Emissions Projection and Reduction Target

Description	Emissions (MTCO ₂ e)
2016 Base Year Emissions	125,268
2030 BAU Emissions	128,792
2030 Target Emissions at 40% below 2016	75,161
2030 Required Reduction	53,631

Source: South Pasadena, City of. 2020. Final Climate Action Plan

Implementation of the 2020 CAP Plays (listed in Table 2) could result in physical changes to the environment that could potentially have a significant impact. While individual projects resulting from these measures have not been identified for the purposes of this document, the types of actions that could result from realization of the CAP measures are taken into account in considering potential environmental impacts that could occur through implementation of the 2020 CAP. For example, projects or actions requiring ministerial approval, such as installation of electric vehicle charging stations and supporting infrastructure, as well as new bicycle or pedestrian facilities, would introduce physical changes related to the temporary presence and operation of construction vehicles and equipment during installation of required facilities and the long-term presence of new facilities such as bike and pedestrian facilities, solar arrays, and electric vehicle charging stations, which could alter pedestrian and vehicular traffic patterns.

Additionally, electrification retrofits may change the physical environment through the need for upgraded service and electrical panels, branch circuit upgrades, and installation of condensate drains to facilitate the installation of electric heat pumps for water and space heating. The physical changes these upgrades and additions would entail are dependent on the year of building construction and location of electrical and service panels and plumbing for connection of condensate drains; which in some cases may include modifications to the interior and/or exterior of buildings for wiring and panel replacement, and minor excavation for connection of drainage to

sewer systems. Future plans or projects requiring discretionary approval would be subject to environmental review under CEQA, and individual impact analyses will identify required plan- or project-specific mitigation measures where applicable.

7. Cumulative Projects Scenario

For purposes of CEQA cumulative impacts analysis of the South Pasadena 2020 CAP, the cumulative projects scenario is the total projected population growth, and the anticipated cumulative development to accommodate that growth, for South Pasadena in 2030. The South Pasadena General Plan Housing Element only projects City population through 2021,⁸ and thus SCAG-projected total South Pasadena population of 26,649 persons in 2030⁹ is utilized in this CEQA document.

8. Required Approvals

City of South Pasadena

Required approvals include:

- Adoption of the 2020 CAP Initial Study-Negative Declaration; and
- Adoption of the 2020 CAP.

Although individual plans or projects may be implemented later under the umbrella of the CAP, each individual plan or project would be subject to separate environmental review under CEQA.

Other Public Agencies

The City of South Pasadena has sole approval authority over the CAP. There are no other public agencies whose approval is required.

⁸ South Pasadena, City of. 2014. South Pasadena General Plan Housing Element. Available:

<<https://www.southpasadenaca.gov/government/departments/planning-and-building/general-plan>>. Accessed September 17, 2020.

⁹ SCAG. 2014. 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy. Demographics and Growth Forecast Appendix. Available: <http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS_DemographicsGrowthForecast.pdf>. Accessed September 17, 2020.

Environmental Factors Potentially Affected

This project would potentially affect the environmental factors checked below, involving at least one impact that is “Potentially Significant” or “Less than Significant with Mitigation Incorporated” as indicated by the checklist on the following pages.

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

Determination

Based on this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions to the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a “potentially significant impact” or “less than significant with mitigation incorporated” impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

- I find that although the proposed project could have a significant effect on the environment, because all potential significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

Date

Printed Name

Title

Environmental Checklist

1 Aesthetics

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

Except as provided in Public Resources Code Section 21099, would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. Have a substantial adverse effect on a scenic vista? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

a. *Would the project have a substantial adverse effect on a scenic vista?*

or

b. *Would the project substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*

Within the City of South Pasadena, State Route 110 is a designated Federal Byway according to the California Scenic Highway System.¹⁰ The portion of State Route 110 with this designation connects East Colorado Boulevard on the northern end within adjacent City of Pasadena to the State Route 110/U.S. Highway 101 interchange on the southern end within adjacent City of Los Angeles. While the City of South Pasadena General Plan has not identified scenic vistas or scenic roadways, it states that the hillsides and ridgelines provide a scenic backdrop for the entire community and that viewsheds to and from these hillsides should be protected. In addition, General Plan Open Space and Resource Conservation Element Policies 5 and 6 as well as the Hillside Ordinance require scenic

¹⁰ California Department of Transportation (Caltrans). 2020. California State Scenic Highway System Map. Available: <<https://www.arcgis.com/apps/webappviewer/index.html?id=2e921695c43643b1aaf7000dfcc19983>>. Accessed September 27, 2020.

resource and landform preservation and regulate new development proposed within the hillside areas.¹¹ The CAP would promote infrastructure development and redevelopment that is complimentary to existing development, natural features, and land uses. The South Pasadena Municipal Code Chapter 34 (Trees and Shrubs) as well as General Plan Goals 16 and 17 require preservation and protection of trees and other natural constraints, including ridgelines geologic features, and open space, from unnecessary encroachment or destruction.¹² Furthermore, City Ordinance 2315 (Cultural Heritage Commission to Protect the City's Cultural Resources) and General Plan Open Space and Resource Conservation Element Policy 11 require the preservation of the natural landscape and historic character of districts, neighborhoods, and landmarks.

As a policy document, the CAP would not result in impacts related to scenic vistas and scenic highways. However, implementation of the following CAP Plays may promote infrastructure development and redevelopment through policies and programs. CAP Plays E.2 and E.3 promote electrification of newly constructed and existing buildings, and CAP Play E.4 promotes installation of battery back-up systems or generators and solar panels to facilitate the switching of building fuel away from natural gas within the City. CAP Play T.1 encourages the installation of electric vehicle charging stations and supporting infrastructure, and CAP Plays T.2 and T.3 involve the installation of new bicycle, electric bicycle/scooter, and pedestrian facilities. In addition, Play M.2 requires electrification of the municipal fleet and mobile equipment. Additionally, CAP Play CS.1, promotes the increased planting of trees and provision of green space. The physical changes these installations and enhancements would entail are dependent on the location of construction for the electric vehicle charging connections, active transportation pathways, and trees/green spaces.

However, it is anticipated that CAP projects would avoid alterations to historic buildings, mature trees, and other distinguishing scenic characteristics; adhere to City development zoning and regulations that require retention of City character and minimization of environmental and community setting impacts; and, if warranted, be reviewed by the City's Design Review Board. As such, the CAP would not result in adverse impacts related to scenic vistas, viewing corridors, or scenic roadways within the City. Furthermore, due to intervening development typical of an urban setting, proposed CAP projects would not likely be visible from the designated Federal Byway (State Route 110). Thus, scenic resources such as trees, rock outcroppings, and historic buildings would not be damaged within a State scenic highway. Therefore, the CAP would result in a less-than-significant impact related to scenic vistas and related to scenic resources within scenic highways.

LESS THAN SIGNIFICANT IMPACT

11 South Pasadena, City of. 1998. General Plan Open Space and Resource Conservation Element. Available: <<https://www.southpasadenaca.gov/government/departments/planning-and-building/general-plan> >. Accessed September 23, 2020.

12 South Pasadena, City of. 2020. Municipal Code Chapter 34 (Trees and Shrubs). Available: <<https://www.codepublishing.com/CA/SouthPasadena/>>. Accessed September 23, 2020.

- c. *Would the project, in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?*

The City of South Pasadena is an urbanized area with visual character/quality goals and policies from the City General Plan Open Space and Resource Conservation Element to preserve and protect the scenic and visual quality of the community. The CAP would not involve land use or zoning changes, but would instead promote infrastructure development and redevelopment through policies and programs. Implementation of the following CAP Plays may promote infrastructure development and redevelopment that may impact visual character, as described below.

CAP Play E.4 promotes installation of battery back-up systems or generators and solar panels. CAP Play T.1 encourages installation of electric vehicle charging stations and supporting infrastructure, and CAP Plays T.2 and T.3 involve installation of new bicycle, electric bicycle/scooter, and pedestrian facilities. In addition, Play M.2 requires electrification of the municipal fleet and mobile equipment. Furthermore, CAP Play CS.1, promotes increased planting of trees and provision of green space. Planting trees, implementation of solar panels and electric vehicle charging stations, and introduction of active transportation infrastructure may slightly change visual character in the City. However, CAP projects would be located and designed to be complimentary to existing development and land uses in a manner consistent with applicable zoning and other regulations governing visual character and quality within the City of South Pasadena. In addition, CAP projects would be reviewed for consistency with the General Plan and other applicable regulatory land use actions prior to approval. Therefore, the CAP would result in a less-than-significant impact related to regulations of visual character and quality.

LESS THAN SIGNIFICANT IMPACT

- d. *Would the project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?*

The CAP would not involve land use or zoning changes. Rather the CAP would promote infrastructure development and redevelopment that is complimentary to existing development and land uses. As a policy document, the CAP would not directly result in impacts related to light and glare. However, implementation of the following CAP Plays may promote infrastructure development and redevelopment. CAP Play E.4 promotes installation of solar panels to facilitate the switching of building fuel away from natural gas within the City. CAP Play T.1 encourages the installation of electric vehicle charging stations and supporting infrastructure, and CAP Plays T.2 and T.3 involve the installation of new bicycle, electric bicycle/scooter, and pedestrian facilities. In addition, CAP Play M.2 requires electrification of the municipal fleet and mobile equipment. Furthermore, CAP Play CS.1, promotes the increased planting of trees and provision of green space.

CAP projects would be reviewed for consistency with the City Municipal Code to minimize environmental impacts related to light and glare through limitations of materials and shielding light structures. Presumably design and location of proposed solar infrastructure would be complimentary to existing development in the City. In addition, CAP projects would be reviewed for consistency with the General Plan and other applicable land use regulations prior to approval. Thus, the CAP would result in a less-than-significant impact related to light and glare.

LESS THAN SIGNIFICANT IMPACT

Cumulative Impacts

The cumulative projects scenario is total projected population growth for South Pasadena (26,649 persons) in 2030. Cumulative impacts related to scenic resources, visual character, and increased light and glare would generally be site-specific, and cumulative projects are not anticipated to contribute to cumulative aesthetic impacts with adherence to General Plan policies and the Municipal Code. Because of the developed nature of South Pasadena, future infrastructure projects under the CAP, in combination with other cumulative projects, would not adversely impact the visual character of the City. In addition, future development in the City would be required to comply with the City's Design Review process and be reviewed against applicable General Plan policies and City's design standards for design quality and compatibility with adjacent land uses. Therefore, implementation of the CAP would result in a less-than-significant cumulative impact related to aesthetics.

LESS THAN SIGNIFICANT IMPACT

2 Agriculture and Forestry Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Conflict with existing zoning for agricultural use or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)); timberland (as defined by Public Resources Code Section 4526); or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Result in the loss of forest land or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

a. *Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*

or

b. *Would the project conflict with existing zoning for agricultural use or a Williamson Act contract*

The City of South Pasadena does not contain farmland or lands used for agricultural purposes.¹³ The CAP does not involve projects that would result in impacts related to conversion or loss of farmland. Therefore, the CAP would result in no impact related to degradation of agricultural resources or

¹³ South Pasadena, City of. 1998. General Plan Land Use Element. Available: <<https://www.southpasadenaca.gov/government/departments/planning-and-building/general-plan>>. Accessed September 24, 2020.

conversion of agricultural land to non-agriculture uses, nor would there be a conflict with existing zoning or general plan land use designations.

NO IMPACT

c. *Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)); timberland (as defined by Public Resources Code Section 4526); or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?*

or

d. *Would the project result in the loss of forest land or conversion of forest land to non-forest use?*

The City does not contain forest or timberland resources. The South Pasadena Municipal Code Chapter 34 (Trees and Shrubs), establishes policies, regulations and standards necessary to ensure tree protection and manage an urban forestry program. And CAP Play CS.1 facilitates increased tree planting and green space. As such, the CAP would increase planting of trees as part of new development within the City and be consistent with the tree protection and urban forestry program requirements of the City Municipal Code. Therefore, the CAP would result in no impact related to degradation of forestry resources or conversion of forest land to non-forest uses, nor would there be a conflict with existing zoning or general plan land use designations.

NO IMPACT

e. *Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?*

See impact discussions above under Topics 2a through 2d. The CAP would not result in other changes to the existing environment which, due to their location or nature, would result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use. No impact would occur.

NO IMPACT

Cumulative Impacts

The cumulative projects scenario is total projected population growth for South Pasadena (26,649 persons) in 2030. The City does not contain farmland or lands used for agricultural purposes. Additionally, the City does not contain forest or timberland resources. Cumulative projects are not anticipated to contribute to cumulative forestry impacts with adherence to General Plan policies. In addition, the CAP would not involve land use or zoning changes that could result in cumulative impacts related to conversion or loss of farmland or forest land. Therefore, implementation of the CAP would result in no cumulative impact related to agricultural and forestry resources.

NO IMPACT

3 Air Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a. *Would the project conflict with or obstruct implementation of the applicable air quality plan?*

South Pasadena is located within the South Coast Air Basin (the Air Basin), which includes all of Orange County and the non-desert regions of Los Angeles County, Riverside County, and San Bernardino County. The Air Basin is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). As the local air quality management agency, SCAQMD is required to monitor air pollutant levels to ensure that State and federal air quality standards are met and, if they are not met, to develop strategies to meet the standards. Depending on whether or not the standards are met or exceeded, the South Coast Air Basin is classified as being in “attainment” or “nonattainment.” Under State law, air districts are required to prepare a plan for air quality improvement for pollutants for which the district is in non-attainment. SCAQMD is in non-attainment for the State and federal ozone standards, the State and federal PM_{2.5} (particulate matter up to 2.5 microns in size) standards, and the State PM₁₀ (particulate matter up to 10 microns in size) standards, and the federal lead standards and is required to prepare a plan for improvement.¹⁴ The sources, health effects, and typical controls associated with criteria pollutants are described in Appendix A.

The SCAQMD Clean Air Plan (Air Quality Management Plan [AQMP]) provides a plan to improve South Coast Air Basin air quality and protect public health as well as the climate. The most recent (2016) AQMP complies with State air quality planning requirements as codified in the California Health and Safety Code. The 2016 AQMP seeks to achieve multiple goals promoting reductions in criteria pollutant, greenhouse gases, and toxic risk, as well as efficiencies in energy use,

¹⁴ South Coast Quality Management District (SCAQMD). 2018. National and California Ambient Air Quality Standards Attainment Status for South Coast Air Basin. Available: <<http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/naaqs-caaqs-feb2016.pdf?sfvrsn=14>>. Accessed September 28, 2020.

transportation, and goods movement. The most effective way to reduce air pollution impacts on the health of the approximately 17 million residents in the South Coast Air Basin, including those in disproportionately impacted and environmental justice communities that are concentrated along our transportation corridors and goods movement facilities, is to reduce emissions from mobile sources, the principal contributor to our air quality challenges. Thus, AQMD worked closely with California Air Resources Board (CARB) and the United States Environmental Protection Agency (U.S. EPA) who have primary responsibility for these sources. The 2016 AQMP also includes transportation control measures developed by the Southern California Association of Governments (SCAG) from the 2016 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS).¹⁵

The Federal Clean Air Act Amendments (CAAA) mandate that states submit and implement a State Implementation Plan (SIP) for areas not meeting air quality standards. The SIP includes pollution control measures to demonstrate how the standards will be met through those measures. The SIP is established by incorporating measures established during the preparation of Air Quality Management Plans (AQMP) and adopted rules and regulations by each local APCD and AQMD, which are submitted for approval to CARB and the U.S. EPA.¹⁶ The goal of an AQMP is to reduce pollutant concentrations below the National Ambient Air Quality Standards (NAAQS) through the implementation of air pollutant emissions controls.

The CAP would not involve land use or zoning changes, but would rather promote infrastructure development and redevelopment. Implementation of proposed measures would be beneficial by helping South Pasadena meet applicable air quality plan goals and generally reducing sensitive receptor exposure to pollutant concentrations. Although the purpose and intended effect of the CAP is to reduce GHG emissions generated in the City to help reduce the effects of climate change, many of its Plays and supporting Moves would also reduce criteria pollutant (i.e., air quality) emissions. CAP Plays E.1 through E.4 propose revisions to and new City ordinances requiring electrification of 100 percent new buildings and incremental portion of existing buildings as well as maximum usage of renewable energy and installation of solar systems, battery storage, and potential microgrids within the City to help meet community energy demand. In addition, CAP Plays M.1 through M.3 require reduced carbon intensity of municipal operations, electrification of the municipal fleet and mobile equipment, and increased municipal renewable energy production. This would decrease the use of non-renewable fuel sources for residential and non-residential land use operations. Additionally, CAP Plays T.2, T.3, and M.2 facilitate and incentivize bike lanes, bike parking, and public and shared transit, which would increase active transportation and decrease the vehicle miles traveled in South Pasadena. Furthermore, CAP Move W.1.f requires use of 100-percent renewable power for all pumping and treatment of water. These energy- and transportation-related measures would reduce air quality emissions as well as GHG emissions. Therefore, the CAP is consistent with the 2016 AQMP and would have no impact related to a conflict with or obstruction of the applicable air quality plan.

NO IMPACT

15 SCAQMD. 2016. Final SCAQMC Air Quality Management Plan. Available: <<http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan/final-2016-aqmp>>. Accessed September 28, 2020.

16 CARB. 2016. State Strategy for the State Implementation Plan for Federal Ozone and PM2.5 Standards. Available: <<https://ww3.arb.ca.gov/planning/sip/2016sip/2016sip.htm>>. Accessed September 28, 2020.

- b. *Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?*

City Municipal Code Chapter 4 (Air Pollution) identifies discharge of certain air pollutants as illegal within the City.¹⁷ The CAP would not involve land use or zoning changes but would instead promote infrastructure development and redevelopment. As a policy document, the CAP would not result in impacts related to criteria pollutants. However, implementation of the following CAP Plays may promote infrastructure development and redevelopment. CAP Play E.4 promotes installation of solar PV systems and battery storage to provide greener renewable electricity within the City. CAP Play T.1 encourage the installation of electric vehicle charging stations and infrastructure, and CAP Plays T.2 and T.2 involve the installation of new bicycle, electric bicycle/scooter, and pedestrian facilities. In addition, CAP Play M.2 requires electrification of the municipal fleet and mobile equipment. Furthermore, CAP Play CS.1, facilitates increased trees and open space. Construction-related air quality impacts are generally associated with fugitive dust (PM₁₀ and PM_{2.5}) and exhaust emissions from heavy construction vehicles and soil-hauling trucks, in addition to Reactive Organic Gas (ROG) that would be released during architectural coatings drying. However, CAP projects would not entail large-scale construction and, thus, would result in low-level criteria pollutant emissions and negligible impacts to air quality. CAP projects would also be reviewed for consistency with SCAQMD air quality regulations and other applicable local, State, and federal regulations once project details and locations are known. Thus, construction associated with CAP implementation would result in a less-than-significant impact related to net increase of criteria pollutants. With respect to operational emissions, many CAP Plays would have the secondary benefit of reducing criteria pollutant emissions. CAP Plays aim to increase building renewable energy use, promote electric vehicles, reduce building natural gas use, reduce on-road gasoline fuel use, and reduce vehicle miles traveled. Implementation of such CAP Plays would be beneficial by helping South Pasadena meet applicable air quality plan goals. In addition, future CAP projects would be required to comply with local, regional, and State air quality regulations. Therefore, the CAP would result in a less-than-significant impact related to criteria pollutant emissions.

LESS THAN SIGNIFICANT IMPACT

- c. *Would the project expose sensitive receptors to substantial pollutant concentrations?*

Implementation of the following CAP Plays may promote infrastructure development and redevelopment. CAP Plays E.2 and E.3 promote electrification of newly constructed and existing buildings, and CAP Play E.4 promotes installation of battery back-up systems or generators and solar panels to facilitate the switching of building fuel away from natural gas. Such electrification and renewable energy retrofits may change the physical environment through the need for upgraded service and electrical panels, branch circuit upgrades, solar panels, and installation of condensate drains to facilitate the installation of electric heat pumps for water and space heating. Additionally, CAP Play T.1 encourages the installation of electric vehicle charging stations and infrastructure, and CAP Plays T.2 and T.3 involve the installation of new bicycle, electric bicycle/scooter, and pedestrian facilities. CAP Play M.2 requires electrification of the municipal fleet and mobile equipment and incentivizes alternative transportation methods for municipal employees. Furthermore, CAP Play CS.1, promotes the increased planting of trees and provision of green space, and CAP Play W.1 aims to bring recycled water lines and infrastructure to the City. Construction-related air quality impacts

¹⁷ South Pasadena, City of. 2020. Municipal Code Chapter 4 (Air Pollution). Available: <<https://www.codepublishing.com/CA/SouthPasadena/>>. Accessed September 28, 2020.

are generally associated with fugitive dust (PM10 and PM2.5) and exhaust emissions from heavy construction vehicles and soil hauling trucks, in addition to ROG that would be released during the drying phase upon application of architectural coatings. However, implementation of proposed CAP measures would not include large-scale construction within South Pasadena. As such, it would result in low-level toxic air contaminant emissions. While the CAP could result in construction-related impacts related to toxic air contaminants and exposure to sensitive receptors, CAP projects would be reviewed for consistency to comply with SCAQMD air quality regulations and other applicable local, State, and federal regulations once project details and locations are known. Thus, the construction associated with implementation of the CAP would not result in substantial emissions of toxic air contaminants and exposure to sensitive receptors. No operational toxic air contaminant emissions are anticipated with implementation of the CAP. Therefore, the CAP would have a less-than-significant impact related to exposure of sensitive receptors to toxic air contaminants.

LESS THAN SIGNIFICANT IMPACT

- d. *Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?*

The CARB 2005 Air Quality Land Use Handbook: A Community Health Perspective identifies land uses associated with odor complaints which include: sewage treatment plants, landfills, recycling facilities, waste transfer stations, petroleum refineries, biomass operations, auto body shops, coating operations, fiberglass manufacturing, foundries, rendering plants, and livestock operations. CAP Plays SW.1 and SW.2 promote participation in recycling and organic waste programs and reducing such waste going to landfills to achieve 75 percent reduction in waste-related GHG emissions by 2025. And CAP Play SW.2 encourages use of reusable foodware, reduction of waste in the food industry, and food waste being compostable. Also, CAP Plays SW.1 and SW.2 requires all new buildings to subscribe to recycling and organic waste collection services and provide adequate space for recycling and compost containers, in accordance with SB 1383 and AB 1826. As such, the CAP could result in minor odors related to compost. However, green waste collection bins and compost application are not identified on the list of “Sources of Odor Complaints” (Table 1-4) as provided in the CARB Air Quality Land Use Handbook and would not be anticipated to result in other emissions, such as those leading to odors, adversely affecting a substantial number of people. Therefore, the CAP would not facilitate development that could create adverse odors, and there would be a less-than-significant impact related to odors exposure.

LESS THAN SIGNIFICANT IMPACT

Cumulative Impacts

The cumulative projects scenario is total projected population growth for South Pasadena (26,649 persons) in 2030. The cumulative projects could exceed applicable SCAQMD thresholds or be inconsistent with the Clean Air Plan. However, implementation of the CAP would have a less-than-significant contribution related to potential cumulative air quality impacts within the air basin and on sensitive receptors within the City of South Pasadena, given that the CAP would result in Citywide reduction of GHG emissions, energy use, single-occupancy vehicle travel, water use, and waste generation. As such, implementation of the CAP would not result in adverse impacts related to contribution of criteria pollutants to the air basin and exposure of sensitive receptors to toxic air contaminants. Therefore, implementation of the CAP would result in a less-than-significant cumulative impact related to air quality.

LESS THAN SIGNIFICANT IMPACT

4 Biological Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a. *Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*

South Pasadena is a primarily urbanized community with parks and recreational and open spaces incorporated throughout the City. The City's Municipal Code Chapter 34 (Trees and Shrubs), as well as the General Open Space and Resource Conservation Element incorporate goals and policies to protect biological resources, such as trees and other plant habitats, wildlife habitats, and connecting wildlife corridors in the City.

The CAP would not involve land use or zoning changes, but would instead promote infrastructure development and redevelopment. As a policy document, the CAP would not directly result in impacts related to wildlife species identified as candidate, sensitive, or special status. However, implementation of the following CAP Plays may promote infrastructure development and redevelopment and may result in impacts to species through habitat modification for purposes of infrastructure installation.

CAP Play E.4 promotes installation of solar panels to facilitate the switching of building fuel away from natural gas within the City. CAP Play T.1 encourages the installation of electric vehicle charging stations and supporting infrastructure, and CAP Plays T.2 and T.3 involve the installation of new bicycle, electric bicycle/scooter, and pedestrian facilities. In addition, CAP Play M.2 requires electrification of the municipal fleet and mobile equipment, requiring installation of electric vehicle charging stations at municipal buildings. Furthermore, CAP Play CS.1, promotes the increased planting of trees and provision of green space. Planting new trees may slightly increase the City urban forestry canopy for use by migratory and nesting birds.

These CAP Plays would not conflict with the Municipal Code or goals/policies of the General Plan Open Space and Resource Conservation Element but would rather be consistent with and promote those plans. The CAP Plays would generally apply to the urbanized areas of the City, with little application to open space area or other locations where sensitive habitat and related species may be present. As such, the CAP itself would not have a substantial adverse effect on special-status wildlife species either directly through individual take or indirectly through species habitat modification. Therefore, the CAP would result in a less-than-significant impact related to special-status wildlife species.

LESS THAN SIGNIFICANT IMPACT

b. *Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*

or

c. *Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

The CAP would not involve land use or zoning changes, but would instead promote infrastructure development and redevelopment. As a policy document, the CAP could result in impacts related to habitat whether riparian, wetland, or other sensitive natural community. According to the General Plan Open Space and Resource Conservation Element, opportunities for wildlife (e.g., birds and mammals) habitat protection in South Pasadena include the following undeveloped or primarily undisturbed opens space areas:

- The canyons, hillsides and steep topography in the Monterey Hills, and the primarily City-owned vacant, undeveloped lands in the southwest corner of the Monterey Hills;
- The Arroyo Seco and adjacent areas;
- Lot 117 in the Altos de Monterey residential tract;
- The drainage wash east of Garfield;
- The vacated railway easement (between Marengo and Fair Oaks); and
- Upper slopes in the Monterey Road/Pasadena Avenue/Kolle Avenue/Brunswick Avenue/Oak Hill Avenue residential areas.¹⁸

CAP Play CS.1 promotes the increased planting of trees and provision of green space, which may slightly change the City's urban forestry program. As such, the CAP would be required to adhere to City development regulations and General Plan policies, including the City of South Pasadena Tree Preservation Ordinance, to retain urban forestry and minimize environmental impacts. CAP Play E.4 promotes installation of solar panels to facilitate the switching of building fuel away from natural gas within the City. CAP Play T.1 encourages the installation of electric vehicle charging stations and supporting infrastructure, and CAP Plays T.2 and T.3 involve the installation of new bicycle, electric bicycle/scooter, and pedestrian facilities. In addition, CAP Play M.2 requires electrification of the municipal fleet and mobile equipment, requiring installation of electric vehicle charging stations at municipal buildings. Installation of new active transportation and electrical and renewable energy infrastructure may result in disturbance of habitat areas.

However, the CAP Plays and supporting Moves would generally apply to the urbanized areas of the City, with little application to parks, open spaces area, or other locations where sensitive habitat and related species may be present. CAP projects would be reviewed for consistency with applicable local, regional, and State regulations, once project details and locations are known. These CAP Plays and Moves would not conflict with the Municipal Code or objectives and policies of the General Plan or Conservation Guidelines but would rather be consistent with and promote those plans. As such, the CAP would not have a substantial adverse effect on riparian habitat or sensitive natural

¹⁸

outh Pasadena, City of. 1998. General Plan Open Space and Resource Conservation Element. Available: <<https://www.southpasadenaca.gov/government/departments/planning-and-building/general-plan> >. Accessed September 23, 2020.

community, such as wetlands. Therefore, the CAP would have a less-than-significant impact related to sensitive natural plant communities.

LESS THAN SIGNIFICANT IMPACT

- d. *Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*

The CAP would not involve land use or zoning changes, but would instead promote infrastructure development and redevelopment. As a policy document, the CAP would not result in impacts related to interference with species movement. However, implementation of the following CAP Plays may promote infrastructure development and redevelopment. According to the General Plan Open Space and Resource Conservation Element, the primary wildlife corridors in South Pasadena include the Arroyo Seco riparian corridor on the northeast and east sides of the City and the undeveloped or primarily undisturbed opens space areas listed above under Topic c that contain natural resources, such as steep slopes, canyons, hillside vegetation (both native and introduced), drainage courses, and vegetation associated with rainfall runoff.¹⁹

CAP Play E.4 promotes installation of solar panels to facilitate the switching of building fuel away from natural gas within the City. CAP Play T.1 encourages the installation of electric vehicle charging stations and supporting infrastructure, and CAP Plays T.2 and T.3 involve the installation of new bicycle, electric bicycle/scooter, and pedestrian facilities. In addition, CAP Play M.2 requires electrification of the municipal fleet and mobile equipment, requiring installation of electric vehicle charging stations at municipal buildings. Furthermore, CAP Play CS.1, promotes the increased planting of trees and provision of green space. As such, the CAP would be required to adhere to City development regulations and General Plan policies, including the City of South Pasadena Tree Preservation Ordinance, to retain urban forestry and minimize environmental and community setting impacts. Installation of new active transportation and renewable energy infrastructure may result in disturbance of habitat areas. However, the CAP Plays would generally apply to the urbanized areas of the City with little application to parks, open spaces area, or other locations where wildlife corridors or native wildlife nursery sites may be present.

Furthermore, CAP projects would be reviewed for consistency with applicable local, regional, and State regulations, once project details and locations are known. The CAP Plays and supporting Moves would not conflict with the Municipal Code or objectives and policies of the General Plan but would rather be consistent with and promote those plans. Therefore, the CAP would result in a less-than-significant impact related to interference with species movement.

LESS THAN SIGNIFICANT IMPACT

¹⁹ South Pasadena, City of. 1998. General Plan Open Space and Resource Conservation Element. Available: <<https://www.southpasadenaca.gov/government/departments/planning-and-building/general-plan>>. Accessed September 23, 2020.

- e. *Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

South Pasadena is a primarily urbanized community with neighborhood parks, community parks, and recreational spaces throughout the City.²⁰ The South Pasadena Municipal Code Chapter 34 (Trees and Shrubs) as well as the General Plan Open Space and Resource Conservation Element incorporate goals and policies related to natural resources protection in the City. Additionally, the South Pasadena Tree Preservation Ordinance was established to preserve the trees and plantings on City property and enhance the ecological benefit to the community by providing for the regulation of planting, management, maintenance, preservation and, where necessary, the removal of public trees. The City is not located within the jurisdiction of an adopted habitat conservation plan, natural community plan, or other approved local, regional, or State habitat conservation plan.

The CAP would not involve land use or zoning changes but would rather promote infrastructure development and redevelopment. The purpose and intended effect of the CAP is to reduce GHG emissions generated within the South Pasadena community, including related to City municipal operations, to help reduce the effects of climate change. Implementation of proposed CAP Plays and supporting Moves would be beneficial by helping South Pasadena meet applicable local policies and ordinances for protecting natural and biological resources. The CAP would not conflict with or obstruct implementation of the applicable policies for preserving biological resources and would not affect the City's ability to attain goals and policies that protect biological resources. Therefore, the CAP would result in no impact related to consistency with local biological resources protection policies.

NO IMPACT

- f. *Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?*

The South Pasadena General Plan Open Space and Resource Conservation Element includes an inventory of open space resources as well as goals and policies to preserve natural resources, such as plant and wildlife habitats in the City. However, the City is not located within the jurisdiction of an adopted habitat conservation plan, natural community plan, or other approved local, regional, or State habitat conservation plan. As such, the CAP would not facilitate specific development projects, nor would it add or enable new development that would conflict with the adopted Municipal Code, General Plan, or other approved local, regional, or State habitat conservation plan. Therefore, the CAP would have no impact related to consistency with an adopted habitat or natural community conservation plan.

NO IMPACT

Cumulative Impacts

The cumulative projects scenario is total projected population growth for South Pasadena (26,649 persons) in 2030. Implementation of cumulative projects could result in impacts to biological resources during infrastructure and building construction. The CAP would promote infrastructure development and redevelopment that is already accounted for in the General Plan. However, infrastructure development or redevelopment resulting from implementation of the CAP would be

²⁰ South Pasadena, City of. 1998. General Plan Open Space and Resource Conservation Element. Available: <<https://www.southpasadenaca.gov/government/departments/planning-and-building/general-plan>>. Accessed September 23, 2020.

required to comply with applicable General Plan policies and State and federal regulatory requirements regarding avoidance of special wildlife species and habitat. Therefore, implementation of the CAP would result in a less-than-significant cumulative impact related to biological resources.

LESS THAN SIGNIFICANT IMPACT

5 Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a. *Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?*

The City of South Pasadena has identified 2,718 properties that are both individually eligible resources and contributors to historic districts within its City limits.^{21 22} The CAP would not involve land use or zoning changes but would promote building energy retrofits as well as infrastructure development and redevelopment that would be complimentary to existing development. CAP projects in South Pasadena would be required to comply with City Ordinance 2315 (Cultural Heritage Ordinance) and General Plan Open Space and Resource Conservation Element purpose that require the identification and preservation of sites and structures of architectural, historical, archaeological, and cultural significance. This includes sites, structures, and areas that are associated with a historic event, activity, or persons that contribute to the historic character of districts, neighborhoods, landmarks, historic structures, and artifacts. CAP projects within the City would also be required to comply with General Plan Historic Preservation Element Policies 9.2 (promote historic districts and landmark designations), 9.4 (encourage and promote the adaptive reuse of historic resources), 2.5 (apply Secretary of Interior’s Standards and alternative buildings codes, such as the Uniform Code for Building Conservation and/or the State Historic Building Code, to qualified historic properties), and 3.1 (maintain landscape elements that contribute to the attractiveness and historic character of designated historic districts and landmarks).²³

Implementation of the following CAP Plays may promote infrastructure development and redevelopment. CAP Plays E.2 and E.3 promote electrification of newly constructed and existing buildings and CAP Play E.4 promotes installation of battery back-up systems or generators and solar panels to facilitate the switching of building fuel away from natural gas within the City.

21 South Pasadena, City of. 2020. Historic Resources Survey Overview. Available: <<https://www.southpasadenaca.gov/government/departments/planning-and-building/historic-resources-survey>>. Accessed September 24, 2020.

22 South Pasadena, City of. 2017. Historic Resources Survey prepared by HRG Consultants.

23 South Pasadena, City of. 1998. General Plan Historic Preservation Element. Available: <<https://www.southpasadenaca.gov/government/departments/planning-and-building/general-plan>>. Accessed September 25, 2020.

Electrification retrofits may change the physical environment through the need for upgraded service and electrical panels, branch circuit upgrades, and installation of condensate drains to facilitate the installation of electric heat pumps for water and space heating. The physical changes these upgrades and additions would entail are dependent on the year of building construction and location of electrical and service panels and plumbing for connection of condensate drains, which in some cases may include modifications to the interior and/or exterior of buildings for wiring and panel replacement and minor excavation for connection of drainage to sewer systems. However, it is anticipated that retrofit activities would avoid alterations to the historic materials and distinguishing character (e.g., overall shape of the building, its materials, craftsmanship, decorative details, interior spaces and features, and aspects of its site and environment) of identified historic resources and, if warranted, be reviewed by the City's Cultural Heritage Commission.

CAP projects would be reviewed for consistency with applicable local, regional, and State regulations, including City Ordinance 2315 and General Plan Open Space and Resource Conservation Element purpose that require the identification and protection of sites and structures of, architectural and historical significance, in order to avoid impacts related to unknown historical resources. As such, implementation of the CAP would not conflict with or obstruct the City's ability to comply with applicable historical resources preservation policies. Therefore, the CAP would result in a less-than-significant impact related to historical resources.

LESS THAN SIGNIFICANT IMPACT

b. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

The City of South Pasadena has not identified known archeological sites within its City limits.^{24,25} However, as-yet to be discovered or unknown sites or resources may exist. The CAP would not involve land use or zoning changes but would promote building energy retrofits as well as infrastructure development and redevelopment. For example, CAP Play T.1 encourages the installation of electric vehicle charging stations and supporting infrastructure, and CAP Plays T.2 and T.3 involve the installation of new bicycle, electric bicycle/scooter, and pedestrian facilities. In addition, CAP Play M.2 requires electrification of the municipal fleet and mobile equipment, requiring installation of electric vehicle charging stations at municipal buildings. Furthermore, CAP Play CS.1, promotes the increased planting of trees and provision of green space, and CAP Play W.1 aims to bring recycled water lines and infrastructure to the City. The physical changes these installations and enhancements would entail are dependent on the location of construction for the electric vehicle charging connections, active transportation pathways, and trees/green spaces, which in some cases may include minor temporary excavation.

These CAP Plays and supporting Moves would result in ground disturbance that could result in an impact on unknown archeological resources during construction. CAP projects would be reviewed for consistency with applicable local, regional, and State regulations, including City Ordinance 2315 that requires the identification and protection of sites and structures of, archaeological and cultural significance, in order to avoid impacts related to unknown archaeological resources. Therefore, the CAP would result in a less-than-significant impact related to unknown archaeological resources.

²⁴ South Pasadena, City of. 1998. General Plan Land Use Element. Available:

<<https://www.southpasadenaca.gov/government/departments/planning-and-building/general-plan> >. Accessed September 24, 2020.

²⁵ South Pasadena, City of. 1998. General Plan Open Space and Resource Conservation Element. Available:

<<https://www.southpasadenaca.gov/government/departments/planning-and-building/general-plan> >. Accessed September 23, 2020.

LESS THAN SIGNIFICANT IMPACT

- c. *Would the project disturb any human remains, including those interred outside of formal cemeteries?*

There are no known burial points or burial sensitivity areas within the City.^{26,27} However, there is the possibility of encountering unknown buried archaeological deposits and human remains throughout South Pasadena. Impacts to historic and archaeological resources are generally site-specific. The CAP would not involve land use or zoning changes but would promote building energy retrofits as well as infrastructure development and redevelopment. For example, CAP Play T.1 encourages the installation of electric vehicle charging stations and supporting infrastructure, and CAP Plays T.2 and T.3 involve the installation of new bicycle, electric bicycle/scooter, and pedestrian facilities. In addition, CAP Play M.2 requires electrification of the municipal fleet and mobile equipment, requiring installation of electric vehicle charging stations at municipal buildings. Furthermore, CAP Play CS.1, promotes the increased planting of trees and provision of green space, and CAP Play W.1 aims to bring recycled water lines and infrastructure to the City. The physical changes these installations and enhancements would entail are dependent on the location of construction for the electric vehicle charging connections, active transportation pathways, and trees/green spaces, which in some cases may include minor temporary excavation.

These CAP Plays would result in ground disturbance that could result in an impact on unknown human remains during construction. However, implementation of CAP projects would be required to comply with City Ordinance 2315 and General Plan Open Space and Resource Conservation Element purpose that require the identification and protection of sites of archaeological and cultural significance, in order to avoid impacts related to unknown human remains. In addition, CAP projects would be required to comply with State coroner requirements related to burial findings, including assessment and mitigation incorporation once project details and locations are known. Therefore, the CAP would result in a less-than-significant impact related to unknown human remains.

LESS THAN SIGNIFICANT IMPACT

Cumulative Impacts

The cumulative projects scenario is total projected population growth for South Pasadena (26,649 persons) in 2030. There is the possibility of encountering buried archaeological deposits and human remains throughout South Pasadena. Implementation of the cumulative projects would include infrastructure and building development that could have an impact on cultural resources during construction. Impacts to historic and archaeological resources are generally site-specific. Accordingly, as required under applicable laws and regulations, potential impacts associated with cumulative developments would be addressed on a case-by-case basis. No known cultural resources would be removed, modified, or otherwise affected by the implementation of the CAP. In addition, future projects in South Pasadena, including those associated with implementation of the CAP, would be required to comply with City Ordinance 2315 that requires the identification and protection of sites and structures of architectural, historical, archaeological and cultural significance,

26 South Pasadena, City of. 1998. General Plan Land Use Element. Available:

<<https://www.southpasadenaca.gov/government/departments/planning-and-building/general-plan>>. Accessed September 24, 2020.

27 South Pasadena, City of. 1998. General Plan Open Space and Resource Conservation Element. Available:

<<https://www.southpasadenaca.gov/government/departments/planning-and-building/general-plan>>. Accessed September 23, 2020.

in order to avoid impacts related to unknown cultural resources. Therefore, implementation of the CAP would result in a less-than-significant cumulative impact related to cultural resources.

LESS THAN SIGNIFICANT IMPACT

6 Energy

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a. *Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?*

California is one of the lowest per-capita energy users in the United States, ranked 48th in the nation, due to its energy efficiency programs and mild climate.²⁸ California consumed 292,039 gigawatt-hours (GWh) of electricity and 2,110,829 cubic feet of natural gas in 2017.^{29,30} The single largest end-use sector for energy consumption in California is transportation (39.8 percent), followed by industry (23.7 percent), commercial (18.9 percent), and residential (17.7 percent).³¹ Adopted in 2018, SB 100 accelerates the State’s Renewable Portfolio Standards Program, codified in the Public Utilities Act, by requiring electricity providers to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020, 60 percent by 2030, and 100 percent by 2045.

The City of South Pasadena has demonstrated its commitment to energy efficiency and renewable energy, as described in the Sustainability and GHG Reduction Efforts Setting section above. And City Municipal Code Chapter 9 (Buildings) specifies electrical code details by land use type within the City.³² As part of CAP Move E.2e and per the California Green Building Standards Code, the City will adopt an Electrification Readiness reach code for all new buildings and accessory dwelling units that bans the piping of natural gas to support fuel -switching and ultimate decarbonization purposes.³³ The City has also completed a total (i.e., community and municipal) GHG emissions inventory for

28 United States Energy Information Administration (USEIA). 2018. California Profile Overview. Available: <<https://www.eia.gov/state/?sid=CA>>. Accessed September 28, 2020.

29 California Energy Commission (CEC). 2019. Environmental Health and Equity Impacts from Climate Change and Mitigation Policies in California: A Review of the Literature. Accessed July 24, 2020.

30 USEIA. 2018. Natural Gas Consumption by End Use. Available: <https://www.eia.gov/dnav/ng/ng_cons_sum_dcu_SCA_a.htm>. Accessed September 28, 2020.

31 USEIA. 2018. California Profile Overview. Available: <<https://www.eia.gov/state/?sid=CA>>. Accessed September 28, 2020.

32 South Pasadena, City of. 2020. Municipal Code Chapter 9 (Buildings). Available: <<https://www.codepublishing.com/CA/SouthPasadena/>>. Accessed September 28, 2020.

33 A reach code is a local building energy code that “reaches” beyond State minimum requirements for energy use in building design and construction, creating opportunities for local governments to lead the way on clean air, climate solutions, and the renewable energy economy.

2016, which is summarized in Table 1. The largest sectors of GHG emissions are related to energy and transportation, followed by solid waste and water. According to the California Energy Commission (CEC), Los Angeles County consumed approximately 69,448.67 GWh in 2016.³⁴

The CAP is a policy document containing climate action Plays and supporting Moves to reduce South Pasadena GHG emissions. The CAP would not involve land use or zoning changes, but would promote infrastructure development and redevelopment. Furthermore, the purpose and intended effect of the CAP is to reduce GHG emissions generated in the City to help reduce the effects of climate change, including those emissions generated by energy demand and supply. The CAP encourages electrification, use of renewable energy, and energy efficiency in existing residential and commercial building stock as well as proposed new residential and commercial buildings. CAP Plays E.1 through E.4 propose revisions to and new City ordinances requiring electrification of 100 percent new buildings and incremental portion of existing buildings as well as maximum usage of renewable energy and installation of solar systems, battery storage, and potential microgrids within the City to help meet community energy demand. In addition, CAP Plays M.1 through M.3 require reduced carbon intensity of municipal operations, electrification of the municipal fleet and mobile equipment, and increased municipal renewable energy production. As such, the CAP would not result in the use of non-renewable resources in a wasteful or inefficient manner. Therefore, the CAP would result in a less-than-significant impact related to the wasteful, inefficient, or unnecessary consumption of energy. Rather, the CAP would assist in reducing use of non-renewable energy resources.

LESS THAN SIGNIFICANT IMPACT

b. Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

As part of CAP Move E.2e and per the California Green Building Standards Code, the City would adopt an Electrification Readiness reach code for all new buildings and accessory dwelling units construction that bans the piping of natural gas. Therefore, construction and operation associated with infrastructure projects stemming from the CAP would be designed to comply with the energy source standards of the California Green Building Standard Code. Likewise, CAP projects would be reviewed for consistency with the energy efficiency standards in the 2016 California Energy Code, Part 6 of the California Building Standards Code (Title 24). And CAP Plays E.1 through E.4 propose revisions to and new City ordinances requiring electrification of 100 percent new buildings and incremental portion of existing buildings as well as maximum usage of renewable energy and installation of solar systems, battery storage, and potential microgrids in a manner involving ongoing adoption of the latest standards of the California Green Building Standards Code. In addition, CAP Plays M.1 through M.3 require reduced carbon intensity of municipal operations, electrification of the municipal fleet and mobile equipment, and increased municipal renewable energy production.

Thus, the CAP would revise but would not conflict with adopted renewable energy or energy conservation plans. Therefore, the CAP would result in a less-than-significant impact related to consistency with State and local renewable energy and energy efficiency plans. Rather, the CAP would be consistent with State and local plans for renewable energy and energy efficiency.

LESS THAN SIGNIFICANT IMPACT

³⁴ California Energy Commission. 2016. Electricity Consumption by County. Available: <<http://ecdms.energy.ca.gov/elecbycounty.aspx>>. Accessed September 28, 2020.

Cumulative Impacts

The cumulative projects scenario is total projected population growth for South Pasadena (26,649 persons) in 2030. Implementation of the CAP would result in reducing use of non-renewable energy resources across the community and in particular with remodels and new construction. And implementation of solar infrastructure and implementation of active transportation infrastructure would require small-scale construction. As such, construction of the cumulative projects within the City could result in temporary energy consumption impacts. Therefore, implementation of the CAP would result a less-than-significant cumulative impact related to energy.

LESS THAN SIGNIFICANT IMPACT

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7 Geology and Soils

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
▪ Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
▪ Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
▪ Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
▪ Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a. *Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:*

- *rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault;*
- *strong seismic ground shaking;*
- *seismic-related ground failure, including liquefaction; or*
- *landslides?*

South Pasadena is located in a seismically active region in an area of potential fault rupture, strong ground shaking, and slope instability. These geologic and seismic hazards can affect the structural integrity of structures and utilities, and in turn can cause severe property damage and potential loss of life. Primary seismic faults located near the City are the Sierra Madre Fault system, the Whittier Fault, and the San Andreas Fault. An earthquake anywhere along these faults could trigger secondary seismic hazard impacts within South Pasadena. Three other faults influence the City of South Pasadena: the Raymond Hill Fault, the York Boulevard Fault, and the Elysian Park Fault. Between these three faults, much of the City is subject to earthquake seismic hazards but is at low risk for liquefaction. Landslide areas exist in the Repetto Hills just inside the western City boundary, and there is the Monterey Road Landslide area in the southwest portion of the City that is extremely unstable in certain portions. The City General Plan Safety and Noise Element establishes policies and standards (see Policies 1 and 3) related to minimizing personal and property damage resulting from seismic hazards, including earthquakes and landslides.³⁵ Projects are required to conform to applicable provisions of the current California Building Code. The CAP is a policy document containing climate Plays and supporting Moves to reduce GHG emissions and is consistent with the South Pasadena General Plan and other regional regulations. The CAP does not propose habitable development that could result in exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, including liquefaction, or landslides. Therefore, the CAP would result in no impact related to seismic- and landslide-related hazards.

NO IMPACT

b. *Would the project result in substantial soil erosion or the loss of topsoil?*

The CAP would not involve land use or zoning changes, but it would promote infrastructure development and redevelopment. As a policy document, the CAP would not directly require ground-disturbing activities. However, implementation of the following CAP Plays may promote infrastructure development and redevelopment. CAP Play T.1 encourages the installation of electric vehicle charging stations and supporting infrastructure, and CAP Plays T.2 and T.3 involve the installation of new bicycle, electric bicycle/scooter, and pedestrian facilities. In addition, CAP Play M.2 requires electrification of the municipal fleet and mobile equipment, requiring installation of electric vehicle charging stations at municipal buildings. Additionally, CAP Play CS.1, promotes the increased planting of trees and provision of green space, and CAP Play W.1 aims to bring recycled water lines and infrastructure to the City. The physical changes these installations and enhancements would entail are dependent on the location of construction for the electric vehicle charging connections, active transportation pathways, and trees/green spaces, which in some cases

³⁵ South Pasadena, City of. 1998. General Plan Safety and Noise Element. Available: <<https://www.southpasadenaca.gov/government/departments/planning-and-building/general-plan>>. Accessed September 28, 2020.

may include minor temporary excavation. As such, the CAP could result in construction-related soil erosion and topsoil loss impacts associated with such installations and plantings. However, CAP projects would be reviewed for consistency with South Pasadena General Plan policies and other local and State geology and soils regulations prior to final siting and construction. Therefore, the CAP would result in a less-than-significant impact related to soil erosion, loss of topsoil, and the presence of unstable soils.

LESS THAN SIGNIFICANT IMPACT

c. *Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?*

or

d. *Would the project be located on expansive soil, as defined in Table 1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?*

Most of the steeper developed and undeveloped land in the western and southwestern portions of South Pasadena have been identified as susceptible to landslides. Therefore, the General Plan Safety and Noise Element regulates development and structures in terms of hazards minimization.³⁶ The CAP is a policy document containing programs that are consistent with the General Plan. Some of the proposed CAP Play and supporting Moves promote small-scale construction projects, such as electric vehicle charging station construction. However, CAP projects would be reviewed for consistency with local and State geotechnical regulations prior to final siting and construction. Therefore, the CAP would result in a less-than-significant impact related to risks associated with location on unstable geologic unit or soil or on expansive soils.

LESS THAN SIGNIFICANT IMPACT

e. *Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?*

The CAP would not involve the development of habitable structures and, thus, no use of septic tanks or alternative wastewater disposal systems. Therefore, no impact would occur related to soil capability support of alternative wastewater disposal systems.

NO IMPACT

f. *Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

The City of South Pasadena has not identified unique paleontological resources or sites within City limits.^{37 38} The City lies within the northeastern block of the Los Angeles Basin, part of the Transverse Range Geomorphic Province. The northeast block is a deep synclinal basin of mostly marine Cenozoic rocks. The City is underlain by six mapped geologic units: middle to late Holocene

36 South Pasadena, City of. 1998. General Plan Safety and Noise Element. Available:

<<https://www.southpasadenaca.gov/government/departments/planning-and-building/general-plan> >. Accessed September 28, 2020.

37 South Pasadena, City of. 1998. General Plan Land Use Element. Available:

<<https://www.southpasadenaca.gov/government/departments/planning-and-building/general-plan> >. Accessed September 24, 2020.

38 South Pasadena, City of. 1998. General Plan Open Space and Resource Conservation Element. Available:

<<https://www.southpasadenaca.gov/government/departments/planning-and-building/general-plan> >. Accessed September 23, 2020.

alluvium (Qa); middle to late Holocene alluvial clay and sand (Qg); Pleistocene to early Holocene alluvial fan deposits (Qof); Pliocene Fernando Formation (Tfsc); Miocene Monterey Formation (Tmsl); and Miocene Topanga Formation (Ttqdc).^{39,40} The Fernando, Monterey, and Topanga formations are comprised of marine sediment with an abundant and diverse marine invertebrate and vertebrate fossil record. Early Holocene and Pleistocene alluvial units throughout the Los Angeles Basin have a robust and diverse terrestrial vertebrate fossil record. The Society of Vertebrate Paleontology (SVP) has established standards for classifying paleontological sensitivity of geologic units based on the known or inferred fossil records of each geologic unit,⁴¹ and classifies paleontological sensitivity as one of four classes: No; Low; Moderate; and High. Early Holocene and Pleistocene alluvium, the Fernando Formation, the Monterey Formation and the Topanga Formation are all classified as having a High Paleontological Sensitivity. Middle to Late Holocene alluvium is classified as having Low Paleontological Sensitivity.

As a policy document, the CAP would not directly result in impacts related to paleontological resources or unique geologic features. However, implementation of the following CAP Plays and supporting Moves may promote infrastructure development and redevelopment. For example, CAP Play T.1 encourages the installation of electric vehicle charging stations and supporting infrastructure, and CAP Plays T.2 and T.3 involve the installation of new bicycle, electric bicycle/scooter, and pedestrian facilities. In addition, CAP Play M.2 requires electrification of the municipal fleet and mobile equipment, requiring installation of electric vehicle charging stations at municipal buildings. Furthermore, CAP Play CS.1, promotes the increased planting of trees and provision of green space, and CAP Play W.1 aims to bring recycled water lines and infrastructure to the City. The physical changes these installations and enhancements would entail are dependent on the location of construction for the electric vehicle charging connections, active transportation pathways, and trees/green spaces, which in some cases may include minor temporary excavation. These small-scale construction projects may expose paleontological resources during ground disturbing activities. However, CAP projects would be reviewed for consistency with geotechnical and paleontological regulations prior to final siting and construction. In addition, CAP projects would be located and designed strategically to reduce ground disturbance to the maximum extent possible. Therefore, the CAP would result in a less-than-significant impact related to paleontological resources or unique geologic features.

LESS THAN SIGNIFICANT IMPACT

Cumulative Impacts

The cumulative projects scenario is total projected population growth for South Pasadena (26,649 persons) in 2030. Cumulative projects could expose additional people and property to seismic and geologic hazards that are present in the region. The magnitude of geologic hazards for individual projects, including those associated with implementation of the CAP, would depend upon the location, type, and size of development and the specific hazards associated with individual sites. Specific geologic hazards associated with individual project sites would be limited to those sites without affecting other areas. Similarly, potential impacts to paleontological resources associated with each individual site would be limited to that site without affecting other areas, and impacts

39 Dibblee, T.W., and Ehrenspeck, H.E., ed. 1989. Geologic map of the Los Angeles quadrangle, Los Angeles County, California. Dibblee Geological Foundation, Dibblee Foundation Map DF-22, Map Scale:1:24,000.

40 Dibblee, T.W., and Ehrenspeck, H.E., ed. 1989. Geologic map of the Pasadena quadrangle, Los Angeles County, California. Dibblee Geological Foundation, Dibblee Foundation Map DF-23, Map Scale:1:24,000.

41 Society of Vertebrate Paleontology (SVP). 2010. Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources. Unpublished technical guidelines.

related to these resources would be minimized on a case-by-case basis. Compliance with existing regulations, including California Building Code requirements, City-issued permit requirements, and construction general permit requirements, would minimize potential cumulative seismic and geologic impacts. Seismic and geologic hazards would be addressed on a case-by-case basis and would not result in cumulative impacts. Therefore, implementation of the CAP would result in a less-than-significant cumulative impact related to geology and soils.

LESS THAN SIGNIFICANT IMPACT

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8 Greenhouse Gas Emissions

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a. *Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?*

The greenhouse effect is a natural occurrence that helps regulate the temperature of the Earth. The majority of radiation from the Sun hits Earth’s surface and warms it. The surface in turn radiates heat back towards the atmosphere, known as infrared radiation. Gases and clouds in the atmosphere trap and prevent some of this heat from escaping into space and re-radiate it in all directions. This process is essential to support life on Earth, because it warms the planet by approximately 60°F. Emissions from human activities since the beginning of the industrial revolution (approximately 270 years ago) have been adding to the natural greenhouse effect by increasing the gases in the atmosphere that trap heat and contribute to an average increase in Earth’s temperature. Global warming is the observed increase in the average temperature of the Earth’s surface, and climate change is the resultant change in wind patterns, precipitation, and storms over an extended period.

GHGs produced by human activities include CO₂, methane (CH₄), nitrous oxide (N₂O), hydroflourocarcons (HFCs), perfluorinated compound (PFC), and sulfur hexafluoride (SF₆) (see Appendix B for more details related to these GHG gases).⁴² Combustion of fossil fuels (gasoline, natural gas, and coal), deforestation, and decomposition of waste release carbon into the atmosphere that had been locked underground and stored in oil, gas, and other hydrocarbon deposits or in the biomass of surface vegetation. Since 1750, estimated concentrations of CO₂, CH₄, and N₂O in the atmosphere have increased by over 36 percent, 148 percent, and 18 percent respectively, primarily due to human activity. Emissions of GHGs affect the atmosphere directly by changing its chemical composition.

Changes to the land surface also indirectly affect the atmosphere by changing the way in which Earth absorbs gases from the atmosphere. Potential impacts in California due to climate change

⁴² The proposed CAP only considers emissions of CO₂, CH₄, and N₂O because these are the GHGs most relevant to local government policymaking. These gases comprise a large majority of GHG emissions at the community level. The remaining gases (HFCs, PFC, and SF₆) are emitted primarily in private sector manufacturing and electricity transmission and are the subject of regulation at the state level. Therefore, these gases were omitted from the CAP.

include sea level rise, more extreme-heat days and high-ozone days, larger and more frequent forest fires, and more drought years.⁴³ Although GHG emissions do not typically cause direct health impacts at a local level, GHG emissions can result in indirect health impacts by contributing to climate change, which can have public health implications. The primary public health impacts of climate change include the following:⁴⁴

- Increased incidences of hospitalization and deaths due to increased incidences of extreme heat events;
- Increased incidences of health impacts related to ground-level ozone pollution due to increased average temperatures that facilitate ozone formation;
- Increased incidences of respiratory illnesses from wildfire smoke due to increased incidences of wildfires;
- Increased vector-borne diseases due to the growing extent of warm climates; and
- Increased stress and mental trauma due to extreme events and disasters, economic disruptions, and residential displacement.

The City of South Pasadena has completed a total South Pasadena (i.e., community and municipal) GHG emissions inventory for the year 2016, which is summarized in Table 1. The largest sectors of GHG emissions are related to energy and transportation, followed by solid waste and water. The CAP Plays and Moves (i.e., measures and actions) address municipal and communitywide GHG emissions. As part of the CAP, South Pasadena is committed to an emissions reduction target of 40 percent below 2016 levels by 2030 and reaching a longer-term goal of carbon neutrality by 2045. This 2030 GHG emissions goal is selected to be consistent with SB 32 State emissions targets and CEQA Guidelines § 15183.5 for a qualified GHG emissions reduction strategy as well as to be achievable by City-supported Plays identified in the 2020 CAP. The CAP includes a business-as-usual (BAU) forecast of GHG emissions that will enable the City to estimate the amount of emissions reductions needed to meet its goal.

The 2020 CAP includes Play C.1 to educate the community regarding ways to live a sustainable lifestyle, increase use of renewable power, electrify buildings, and reduce use of natural gas. It also includes Plays to increase use of zero-emission vehicles; increase use of public, active, and shared transportation; reduce water consumption and waste generation; increase recycling and composting; and increase tree planting and green space. Finally, it includes Plays M.1 through M.3 related to reduced carbon intensity of municipal operations, electrification of the municipal fleet and mobile equipment, and increased municipal renewable energy production that will continue to allow the City to lead by example. Table 2 includes a complete list of 2020 CAP Plays and descriptions of respective supporting Moves. The Plays included in the CAP combined with Statewide legislation and initiatives and regional transportation programs will enable the City to meet its emissions reduction target of 40 percent below 1990 levels by 2030. Table 3 shows the contribution of the Statewide initiatives along with the CAP Plays and Moves. The City needs to achieve a 18,578 MT CO₂e of GHG emissions reduction by 2030 to meet its goal. The total estimated GHG reductions accounted for in the CAP total 23,386 MT CO₂e by 2030.

Figure 3 and Table 4 illustrate how the BAU emissions are estimated to increase, thus widening the emissions reductions needed by 2030. Figure 3 also shows emissions reductions expected from State level actions as well as the reductions needed to reach the South Pasadena emissions target.

43 California Energy Commission (CEC). 2009. Environmental Health and Equity Impacts from Climate Change and Mitigation Policies in California: A Review of the Literature. Accessed July 24, 2020.

44 California Natural Resources Energy. 2018. California's Fourth Climate Change Assessment Statewide Summary Report. Available: <<http://www.climateassessment.ca.gov/state/>>. Accessed July 24, 2020.

The CAP Plays and Supporting Moves combined with Statewide legislation and initiatives and Countywide transportation programs will enable the City of South Pasadena to meet its 2030 emissions reduction target.

The CAP includes a list of 15 Plays intended to reduce South Pasadena GHG emissions. Implementation of the CAP would result in the reduction of community and municipal operational GHG emissions, with only generating temporary GHG emissions during construction of infrastructure development and redevelopment such as electric vehicle charging stations, bicycle paths, etc. Additionally, the CAP would serve as a pathway to reduce GHG emissions and introduce other beneficial environmental and sustainability effects. These benefits include reduction in building energy consumption and vehicle miles traveled (and thus air pollution), water consumption, and solid waste generation. Therefore, the CAP would result in a less-than-significant impact related to generation of GHG emissions.

LESS THAN SIGNIFICANT IMPACT

b. Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

The CAP is a policy-level document that sets strategies to reduce GHG emissions within the City in an effort to also comply with State regulations. As discussed under Topic 8a above, the CAP includes Plays and Moves to reduce City GHG emissions from forecasted business-as-usual levels by approximately 23,386 MT CO₂e by 2030. The purpose of the CAP is to meet South Pasadena's proportionate fair share of the Statewide GHG emissions reduction target set by AB 32 and SB 32 and work toward the State's longer-term target of carbon neutrality identified in Executive Order B-55-18.

The CAP would not conflict with any applicable GHG reduction plans, including the California Climate Change Scoping Plan and the California Climate Change Scoping Plan Updates. The CAP identifies how the City would achieve consistency with the Statewide GHG emissions limit. The CAP would serve as a pathway to reduce GHG emissions and introduce other beneficial environmental and sustainability effects. These benefits include reduction in building energy consumption and vehicle miles traveled (and thus air pollution), water consumption, and solid waste generation. Therefore, the CAP would result in a less-than-significant impact related to consistency with applicable GHG emissions reduction plans, policies, and regulations.

LESS THAN SIGNIFICANT IMPACT

Cumulative Impacts

The cumulative projects scenario is total projected population growth for South Pasadena (26,649 persons) in 2030. Analyses of GHG emissions and climate change are cumulative in nature, as they affect the accumulation of GHG emissions in the atmosphere. Cumulative projects that exceed the thresholds discussed above would have a significant impact related to GHG emissions and climate change, both individually and cumulatively. The CAP creates a GHG emissions reduction strategy (consistent with Section 15183.5 of the CEQA Guidelines) for the City of South Pasadena. The CAP also includes a series of Plays and Moves that are intended to reduce community and municipal GHG emissions by approximately 40 percent below 2016 levels by 2030, which provides substantial progress toward the City meeting State goals. As such, the CAP would result in the reduction of GHG emissions rather than generating GHG emissions. However, some GHG emissions would occur

during construction of CAP-specific infrastructure projects. Therefore, implementation of the CAP would result in a less-than-significant cumulative impact related to GHG emissions.

LESS THAN SIGNIFICANT IMPACT

9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. For a project located in an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a. *Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*
- b. *Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

Hazardous materials are utilized by a number of businesses in South Pasadena, and several facilities are actual hazardous waste generators. Any number of common household products - motor oil, old paints, cleaners, aerosols, and pesticides - contain hazardous materials, potentially destined for disposal in landfills where they could leach through the soil and contaminate groundwater. Current truck routes pass over streets on which are located schools, hospitals and residential areas, perhaps not the most suitable routes for the transport of hazardous materials. The City of South Pasadena has hazardous waste storage and hazardous materials transport goals and policies in the City General Plan Safety and Noise Element. Specifically, Policy 4 aims to protect citizens and property from use, transport, and disposal of hazardous materials. Furthermore, South Pasadena has adopted the Los Angeles County Hazardous Waste Management Plan into its plans and processes by reference.⁴⁵

The CAP is a policy document containing Plays and Moves to reduce GHG emissions. The proposed CAP does not involve identified site-specific development, nor would it facilitate new development. Implementation of the CAP would not involve the routine transport, use, or disposal of hazardous materials and would not create reasonably foreseeable upset and/or accidental conditions involving the release of hazardous materials into the environment.

Implementation of some of the CAP Plays and supporting Moves, such as the installation of bicycle lanes, energy retrofits, and electric vehicle charging stations, may involve the use and transport of fuels, lubricating fluids, and solvents, among other activities. These types of materials are not considered acutely hazardous, and all storage, handling, and disposal of these materials are regulated by the California Department of Toxic Substances Control (CDTSC), United States Environmental Protection Agency (USEPA), Occupational Safety & Health Administration (OSHA). Additionally, CAP projects would be reviewed for consistency with the General Plan and Municipal Code and applicable local, State, and federal regulations. Therefore, the CAP would result in a less-than-significant impact related to creating a significant hazard.

LESS THAN SIGNIFICANT IMPACT

⁴⁵ South Pasadena, City of. 1998. General Plan Safety and Noise Element. Available: <<https://www.southpasadenaca.gov/government/departments/planning-and-building/general-plan> >. Accessed September 28, 2020.

- c. *Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?*

The CAP is a policy document containing Plays and Moves to reduce GHG emissions. The proposed CAP does not include site-specific proposals and development, nor would it emit or handle hazardous materials. Implementing some CAP Plays and Moves may require future development or improvements, such as bike paths, solar panels, electric vehicle charging stations, or building improvements related to electrification. However, CAP projects would be reviewed for consistency with the General Plan and Municipal Code and applicable local, State, and federal regulations. Therefore, the CAP would result in a less-than-significant impact related to handling of hazardous materials in proximity to an existing or proposed school.

LESS THAN SIGNIFICANT IMPACT

- d. *Would the project be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

The CAP is a policy document containing Plays and supporting Moves to reduce GHG emissions. The CAP does not include site-specific proposals and development, but the CAP Plays and Moves could result in projects that could be located on listed hazardous materials site. However, CAP projects would be reviewed for consistency with the General Plan and Municipal Code and would be required to comply with applicable local, State, and federal regulations. Therefore, the CAP would result in a less-than-significant impact related to location on a listed hazardous materials site.

LESS THAN SIGNIFICANT IMPACT

- e. *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?*

There are no airports or private airstrips within South Pasadena. The Hollywood Burbank and San Gabriel Airports are located approximately 13 miles northwest and eight miles east of the City, respectively. The CAP is a policy document that would not increase airport activity or result in additional habitable development that could increase potential exposure of persons to aircraft-related hazards. CAP projects would also be reviewed for consistency with the City General Plan Safety and Noise Element and other applicable local and State regulations. Therefore, the CAP would result in no impact related to risks associated with location proximate to a public airport.

NO IMPACT

- f. *Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

The South Pasadena emergency management program works in coordination with all the City Departments to strengthen the City's ability to prepare for, mitigate, respond to, and recover from any type of disaster. The South Pasadena Fire Department is the lead department to coordinate all emergency management activities for the City. The City has an Emergency Management Program that includes the following elements necessary to respond quickly and effectively to major emergencies: an Emergency Operations Plan, Emergency Operations Center (EOC), Emergency Response Program, Public Education Program, and trained Community Emergency Response Team (CERT). In addition, a variety of activities, programs, and projects designed to enhance the City's

preparedness are conducted regularly such as training, drills, and disaster exercises. Furthermore, the City of South Pasadena is a member of Disaster Management Area C, a partnership between Los Angeles County and ten cities to promote the coordination of disaster management, planning and preparedness efforts.⁴⁶ The CAP is a policy document intended to reduce GHG emissions generated within South Pasadena. The proposed CAP does not involve site-specific development, nor would it facilitate new development that would interfere with adopted emergency plans. Therefore, the CAP would result in no impact related to impairment or interference with implementation of an emergency response or evacuation plan.

NO IMPACT

- g. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?*

The major potential sources of wildland fire in South Pasadena are the Monterey and Repetto Hills and natural brushlands of the Arroyo Seco. The steeper slopes of the San Gabriel Mountains located further north and the vegetated Puente Hills slopes located further south pose a secondary threat to the City in that windborne embers may travel long distances in the wind and ignite rooftops and/or areas of dry grasses. According to California Department of Forestry and Fire Protection (CalFIRE), South Pasadena is not located in designated California Fire Hazard Severity Zones,⁴⁷ or in a State Responsibility Area.⁴⁸ However, California Fire Hazard Severity Zones are located immediately west of South Pasadena in Los Angeles City limits.⁴⁹ Per the South Pasadena General Plan Safety Element, the threat of wildland fire to the City is generally low.⁵⁰ A small portion of the southwestern corner of the City is identified in the Los Angeles County General Plan as having a high wildland fire hazard potential.⁵¹ Furthermore, City Municipal Code Chapter 14 (Fire Prevention) provides regulations related to fire prevention within the City.⁵² The CAP is a policy-level document that does not propose specific or other physical changes such as habitable development that could be put at risk in the case of a wildfire, nor does it grant entitlements for development that would have the potential to directly cause wildfire. Rather, the CAP would aim to reduce natural gas infrastructure that poses wildfire risk if damaged during seismic events and to underground new or restructured electric power lines that pose wildfire risk if damaged during high-wind events. Thus, the CAP would result in no impact related to wildfire.

NO IMPACT

46 South Pasadena, City of. 2020. Disaster Preparedness Overview. Available: <<https://www.southpasadenaca.gov/residents/disaster-preparedness>>. Accessed September 28, 2020.

47 California Department of Forestry and Fire Protection (CalFIRE). 2020. Fire Hazard Severity Zone Viewer. Available: <<https://egis.fire.ca.gov/FHSZ/>>. Accessed September 25, 2020.

48 California Department of Forestry and Fire Protection (CalFIRE). 2020. California State Responsibility Areas. Available: <<https://www.arcgis.com/home/webmap/viewer.html?layers=5ac1dae3cb2544629a845d9a19e83991>>. Accessed September 25, 2020.

49 California Department of Forestry and Fire Protection (CalFIRE). 2020. Fire Hazard Severity Zone Viewer. Available: <<https://egis.fire.ca.gov/FHSZ/>>. Accessed September 25, 2020.

50 South Pasadena, City of. 1998. General Plan Safety and Noise Element. Available: <<https://www.southpasadenaca.gov/government/departments/planning-and-building/general-plan>>. Accessed September 28, 2020.

51 Los Angeles, County of. 2015. General Plan 2035 Safety Element. Available: <<http://planning.lacounty.gov/generalplan/generalplan>>. Accessed September 25, 2020.

52 South Pasadena, City of. 2020. Municipal Code Chapter 14 (Fire Prevention). Available: <<https://www.codepublishing.com/CA/SouthPasadena/>>. Accessed September 25, 2020.

Cumulative Impacts

The cumulative projects scenario is total projected population growth for South Pasadena (26,649 persons) in 2030. Hazards and hazardous materials impacts are typically site specific in nature. Cumulative projects, including the CAP, are not anticipated to contribute to cumulative hazards and hazardous materials impacts with adherence to applicable General Plan policies, applicable regional and County regulations (e.g., Los Angeles County Hazardous Waste Management Plan), and applicable State and federal regulatory requirements. Therefore, implementation of the CAP would result in a less-than-significant cumulative impact related to hazards and hazardous materials.

LESS THAN SIGNIFICANT IMPACT

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10 Hydrology and Water Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
(i) Result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iv) Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a. *Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?*

The CAP is a policy document containing Plays and Moves intended to reduce GHG emissions in the City. CAP projects would be reviewed for consistency with local and State regulations, including the implementation of stormwater pollution prevention plans (SWPPPs). As such, the CAP's related infrastructure changes would not utilize or alter water supply or result in new or different wastewater discharge. Additionally, proposed infrastructure would be small in scale and not result in substantial, adverse impacts related to surface or groundwater quality. Therefore, the CAP would result in no impact related to surface or groundwater water quality in South Pasadena.

NO IMPACT

- b. *Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?*

The CAP is a policy document containing Plays and supporting Moves that are consistent with the City's General Plan. CAP Play W.1 would continue enforce the State Model Water Efficient Landscape Ordinance, promote use of recycled water, and promote reduced consumption of potable water. In addition, implementation of the CAP Plays and supporting Moves related to infrastructure development and redevelopment would not substantially degrade groundwater quality or groundwater recharge. As a result, no adverse impacts related to groundwater water quality or resources would occur.

CAP Play CS.1 facilitates increased trees and open space. Encouragement of tree planting and open space areas and, thus provision of pervious areas in the City would increase groundwater recharge. As such, implementing the CAP would have a beneficial effect related to local groundwater recharge as well as support groundwater management in South Pasadena. Therefore, the CAP would result in no impact related to impedance of sustainable groundwater management in the Main San Gabriel Groundwater Basin.

NO IMPACT

- c. *Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:*
- i. *result in substantial erosion or siltation on- or off-site;*
 - ii. *substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;*
 - iii. *create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or*
 - iv. *impede or redirect flood flows?*

Implementation of the following CAP Plays may promote infrastructure development and redevelopment. CAP Play T.1 promotes public and shared transit as well as active transportation via provision of bike facilities and parking to encourage walking and biking, and CAP Play M.2 requires electrification of the municipal fleet and mobile equipment, requiring installation of electric vehicle charging stations at municipal buildings. CAP Play CS.1 also facilitates increase trees and open space. Providing new active transportation infrastructure and planting new trees and providing additional open space may slightly change the City's existing drainage pattern and amount of impervious surface. Construction of infrastructure development and redevelopment could also result in erosion and potential redirect of flood flows or drainage patterns; however, implementation of CAP projects would not include large-scale construction within South Pasadena.

Additionally, CAP projects would be reviewed for consistency with applicable local and State regulations, including the implementation of a SWPPP, once project details and locations are known. And given the associated small footprints, the CAP-related infrastructure changes would not result in substantial additional erosion or runoff or impede/redirect flood flows. Therefore, the CAP would result in a less-than-significant impact related to drainage flows and polluted runoff.

LESS THAN SIGNIFICANT IMPACT

- d. *In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?*

The City is not located within designated seiche or tsunami zones. The entirety of the City is located within Flood Zone C (areas of minimal flooding) defined by Federal Emergency Management Agency (FEMA).⁵³ Devils Gate Dam is located approximately five miles north of the northwesterly City boundary and is part of the Los Angeles County Flood Control District with a capacity of 2,709 acres feet and representing potential risk of dam inundation in the Arroyo Seco Valley in the event of dam failure. In addition, homes below should the City's water tower and reservoirs could be damaged by flood waters in a seismic event. In South Pasadena, construction, including infrastructure projects associated with implementation of the CAP, must comply with City General Plan Safety and Noise Element goals/policies related to hazards, including flooding hazards.

Elevation in South Pasadena averages 659 feet above mean sea level. The areas below the Devils Gate Dam and City water tower and reservoirs are at potential risk for flood inundation hazards related to infrastructure failure that could occur during a seismic event. However, the CAP does not propose habitable development and, thus, would not increase flooding or inundation risks to

⁵³ Federal Emergency Management Agency (FEMA).2020. FEMA Flood Map Service Center. Available: <<https://msc.fema.gov/portal/search?AddressQuery>>. Accessed September 28, 2020.

persons and habitable structures related to sea level rise. Therefore, the CAP would result in a less-than-significant impact related to flooding and inundation resulting in release of pollutants.

LESS THAN SIGNIFICANT IMPACT

- e. *Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?*

The CAP Plays would not include direct extraction of groundwater and rather encourages water savings through conservation. The CAP would not interfere with or obstruct implementation of water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. Therefore, the CAP would result in no impact related to consistency with a water quality control plan or sustainable groundwater management plan.

NO IMPACT

Cumulative Impacts

The cumulative projects scenario is total projected population growth for South Pasadena (26,649 persons) in 2030. Cumulative projects, including the CAP, are not anticipated to contribute to cumulative hydrology and water quality impacts with adherence to applicable General Plan policies and applicable State and federal regulatory requirements. Implementation of the CAP would not contribute to an increase in growth and development in South Pasadena but could result in infrastructure development or redevelopment projects, including renewable energy facilities and alternative transportation thoroughfares. As such, implementation of the CAP and other cumulative projects could have incremental impacts related to hydrology and water quality, with potential minor alterations to existing drainage patterns in the City. Therefore, implementation of the CAP would result in a less-than-significant cumulative impact related to hydrology and water quality.

LESS THAN SIGNIFICANT IMPACT

11 Land Use and Planning

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a. Would the project physically divide an established community?

The CAP is a policy document containing Plays and Moves that are consistent with the South Pasadena General Plan and does not include specific development projects that would divide an established community. CAP Play T.1 encourages the installation of electric vehicle charging stations and supporting infrastructure, and CAP Plays T.2 and T.3 involve the installation of new bicycle, electric bicycle/scooter, and pedestrian facilities. These Plays are aimed at increasing active transportation and decreasing vehicle miles traveled within the City. Such Plays and supporting Moves would help to increase connectivity within the South Pasadena community. Therefore, the CAP would result in no impact related to division of an established community.

NO IMPACT

b. Would the project 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 CAP is a policy document containing Plays and Moves that are consistent with the South Pasadena General Plan and that are designed to reduce adverse environmental impacts associated with climate change. Nonetheless, implementing the CAP would require some modification of existing policies, including developing and implementing new programs, and projects, or modifying existing ones. For example, CAP Plays E.2, E.4, M.2, M.3, T.1, SW.1, SW.2, and CS.1 call for the adoption of new codes/ordinances related to building electrification, solar and electric vehicle charging infrastructure installation, natural gas ban, organic waste collection and recovery, and recycling containers, shade trees, and open space provision. In addition, CAP Play T.3 calls for the amendment of the zoning code to require installation of bike stalls and lockers at new developments.

Implementation of the following CAP Plays may promote infrastructure development and redevelopment. CAP Plays E.2 and E.3 promote electrification of newly constructed and existing buildings and CAP Play E.4 promotes installation of battery back-up systems or generators and solar panels to facilitate the switching of building fuel away from natural gas within the City. Electrification retrofits may change the physical environment through the need for upgraded service

and electrical panels, branch circuit upgrades, and installation of condensate drains to facilitate the installation of electric heat pumps for water and space heating. The physical changes these upgrades and additions would entail are dependent on the year of building construction and location of electrical and service panels and plumbing for connection of condensate drains, which in some cases may include modifications to the interior and/or exterior of buildings for wiring and panel replacement and minor excavation for connection of drainage to sewer systems.

CAP Play T.1 encourage the installation of electric vehicle charging stations and supporting infrastructure, and CAP Plays T.2 and T.3 involve the installation of new bicycle, electric bicycle/scooter, and pedestrian facilities. In addition, CAP Play M.2 requires electrification of the municipal fleet and mobile equipment, requiring installation of electric vehicle charging stations at municipal buildings. Furthermore, CAP Play CS.1, promotes the increased planting of trees and provision of green space, and CAP Play W.1 aims to bring recycled water lines and infrastructure to the City. The physical changes these installations and enhancements would entail are dependent on the location of construction for the electric vehicle charging connections, active transportation pathways, and trees/green spaces, which in some cases may include minor temporary excavation. In order to implement these Plays and supporting Moves, the City Municipal Code, General Plan, and other applicable documents may need to be amended to reflect new or modified requirements.

However, where modifications of existing policies are needed, such as updates to policies related to energy and active transportation, the CAP Plays would result in greater avoidance or reduction of environmental effects. Therefore, the CAP would result in no impact related to consistency with current land use plans or policies.

NO IMPACT

Cumulative Impacts

The cumulative projects scenario is total projected population growth for South Pasadena (26,649 persons) in 2030. The CAP is a policy document containing Plays and Moves that are consistent with the City's General Plan. Nonetheless, implementing the CAP would require some modification of existing policies and ordinances, including developing and implementing new programs, and projects, or modifying existing ones. The proposed policy changes are consistent with the intent of the goals and policies established within the City General Plan and Zoning Regulations and would not cumulatively contribute to population growth or the loss of housing. Cumulative projects, including the CAP, would be required to adhere to City development regulations and General Plan policies to retain land use character and minimize environmental impacts. And CAP projects would be reviewed for consistency with the General Plan and other applicable regulatory land use actions prior to approval. Therefore, implementation of the CAP would result in a less-than-significant cumulative impact related to land use.

LESS THAN SIGNIFICANT IMPACT

12 Mineral Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a. *Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?*
- b. *Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?*

The City of South Pasadena General Plan does not identify any mineral resources or mineral resources recovery sites within the City.⁵⁴ The CAP would not facilitate infrastructure development projects within the City that could result in the loss of availability of known mineral resources. Therefore, the CAP would result in no impact related to mineral resource.

NO IMPACT

Cumulative Impacts

The cumulative projects scenario is total projected population growth for South Pasadena (26,649 persons) in 2030. The City of South Pasadena General Plan does not identify any mineral resources or mineral resources recovery sites within the City limits. As such, no cumulative impact related to mineral resources could occur. Therefore, implementation of the CAP would result in no cumulative impact related to mineral resources.

NO IMPACT

⁵⁴ South Pasadena, City of. 1998. General Plan Open Space and Conservation Element. Available: <<https://www.southpasadenaca.gov/government/departments/planning-and-building/general-plan>>. Accessed September 24, 2020.

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13 Noise

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a. *Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

Noise is unwanted sound that disturbs human activity. Environmental noise levels typically fluctuate over time, and different types of noise descriptors are used to account for this variability. Noise level measurements include intensity, frequency, and duration, as well as time of occurrence. Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). Because of the way the human ear works, a sound must be about 10 dBA greater than the reference sound to be judged as twice as loud. In general, a 3 dBA change in community noise levels is noticeable, while 1-2 dBA changes generally are not perceived. Quiet suburban areas typically have noise levels in the range of 40-50 dBA, while arterial streets are in the 50-60+ dBA range. Normal conversational levels are in the 60-65 dBA range, and ambient noise levels greater than 65 dBA can interrupt conversations.

Noise levels typically attenuate (or drop off) at a rate of 6 dBA per doubling of distance from point sources (such as construction equipment). Noise from lightly traveled roads typically attenuates at a rate of about 4.5 dBA per doubling of distance. Noise from heavily traveled roads typically attenuates at about 3 dBA per doubling of distance; while noise from a point source typically attenuates at about 6 dBA per doubling of distance. Noise levels may also be reduced by the introduction of intervening structures. For example, a single row of buildings between the receptor

and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm that breaks the line-of-sight reduces noise levels by 5 to 10 dBA.

The Safety and Noise Element of the South Pasadena General Plan aims to ensure appropriate noise levels considered compatible for community noise environments. Noise in South Pasadena is primarily generated by vehicular traffic. Traffic noise comes from traffic on surface streets, from truck traffic on truck routes through town and from the Pasadena Freeway. Land uses adjacent to these roadways in the City are affected by motor vehicle generated noise. Secondary sources of noise in the City are generated by construction and maintenance activities associated with both public and private works and development projects. The “ambient environment” includes noise emanating from the Pasadena Freeway (SR-110) and the local roadway network. Existing ambient noise levels range from 63.4 dBA to 70.6 dBA. Noise levels exceed 65 dBA, a typical standard for “sensitive locations,” in some locations throughout the City. The City’s normally acceptable exterior noise exposure standard is 65 dBA community noise equivalent level (CNEL) or less for residential and other sensitive land uses.

The CAP is a policy document containing programs that are consistent with the General Plan. Some of the CAP Plays and Moves would support small scale construction projects, such as electric vehicle charging station construction that may result in a temporary increase in noise levels. However, CAP projects would be reviewed for consistency with the General Plan Safety and Noise Element and Municipal Code Chapter 19a (Noise Regulation) and would be required to comply with applicable local, State, and federal regulations.⁵⁵

The South Pasadena General Plan identifies noise-sensitive land uses and noise sources and policies to provide for the protection of the community from the adverse effects of excessive noise. The CAP encompasses a suite of GHG-reduction opportunities that affect the transportation sector. For example, CAP Plays T.2 and T.3 facilitate bike facilities and parking and increased transit use and active transportation. These Plays would not only reduce vehicle miles traveled but also reduce traffic-related noise in South Pasadena. Therefore, the CAP would not generate excessive noise levels and, therefore, would result in a less-than-significant impact related to noise exposure.

LESS THAN SIGNIFICANT IMPACT

b. Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

While people have varying sensitivities to vibrations at different frequencies, in general they are most sensitive to low-frequency vibration. Vibration in buildings, such as from nearby construction activities, may cause windows, items on shelves, and pictures on walls to rattle. Vibration of building components can also take the form of an audible low-frequency rumbling noise, referred to as groundborne noise.⁵⁶ Although groundborne vibration is sometimes noticeable in outdoor environments, it is almost never annoying to people who are outdoors. The primary concern from vibration is that it can be intrusive and annoying to building occupants and vibration-sensitive land uses.

Vibration amplitudes are usually expressed in peak particle velocity (PPV) or Root Mean Square (RMS) vibration velocity. The PPV and RMS velocity are normally described in inches per second

⁵⁵ South Pasadena, City of. 2020. Municipal Code Chapter 19a (Noise Regulation). Available: <<https://www.codepublishing.com/CA/SouthPasadena/>>. Accessed September 28, 2020.

⁵⁶ California Department of Transportation (Caltrans). 2013. Transportation and Construction Vibration Guidance Manual (CT-HWANP-RT-13-069.25.3). Available: <http://www.dot.ca.gov/hq/env/noise/pub/TCVGM_Sep13_FINAL.pdf>. Accessed September 28, 2020.

(in/sec). PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal. PPV is often used in monitoring of blasting vibration because it is related to the stresses that are experienced by buildings.⁵⁷ Vibration significance ranges from approximately 50 vibration decibels (VdB), which is the typical background vibration-velocity level, to 100 VdB, the general threshold where minor damage can occur in fragile buildings.⁵⁸ The general human response to different levels of groundborne vibration velocity levels is described in Table 6.

Table 5 Human Response to Different Levels of Groundborne Vibration

Vibration Velocity Level	Human Reaction
65 VdB	Approximate threshold of perception for many people
75 VdB	Approximate dividing line between barely perceptible and distinctly perceptible. Many people find that transportation-related vibration at this level is unacceptable.
85 VdB	Vibration acceptable only if there are an infrequent number of events per day

VdB = vibration decibels
Source: Federal Transit Administration. Transit Noise and Vibration Impact Assessment Manual. 2018.⁵⁹

The CAP is a policy document containing Plays that are consistent with the General Plan. Some of the CAP Play and Moves would support small-scale construction projects, such as electric vehicle charging station construction that may result in a temporary increase in groundborne vibration. However, CAP projects would be reviewed for consistency with the General Plan and Municipal Code and would be required to comply with applicable local, State, and federal regulations. Therefore, the CAP would result in a less-than-significant impact related to groundbourne vibration.

LESS THAN SIGNIFICANT IMPACT

- c. *For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?*

There are no airports or private airstrips within the South Pasadena City limits. As such, there are no City noise goals and policies associated with airport noise.⁶⁰ The CAP does not propose land use or zoning changes related to airports, airstrips, or heliports, nor does it include new habitable development that could increase exposure of persons to excessive noise levels associated with operation of airports, airstrips, or heliports. Therefore, the CAP would result in no impact related to aviation-related noise exposure.

NO IMPACT

57 Federal Highway Administration (FHWA). 2006. Highway Construction Noise Handbook. (FHWAHEP-06-015; DOT-VNTSC-FHWA-06-02). Available: <http://www.fhwa.dot.gov/environment/construction_noise/handbook>. Accessed September 28, 2020.
58 Federal Transit Administration (FTA). 2018. Transit Noise and Vibration Impact Assessment Manual. Available: <https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf>. Accessed September 28, 2020.
59 Federal Transit Administration. 2018. Transit Noise and Vibration Impact Assessment Manual. <https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf>. Accessed September 2020.
60 South Pasadena, City of. 1998. General Plan Safety and Noise Element. Available: <<https://www.southpasadenaca.gov/government/departments/planning-and-building/general-plan>>. Accessed September 28, 2020.

Cumulative Impacts

The cumulative projects scenario is total projected population growth South Pasadena (26,649 persons) in 2030. The CAP is a policy document containing Plays and Moves that are consistent with the City of South Pasadena General Plan. Some of the CAP Plays and Moves would support small-scale construction projects, such as electric vehicle charging station construction, which may result in a temporary increase in groundborne vibration or noise levels. However, cumulative projects, including the CAP, would be subject to review by the City for compliance with the General Plan and Municipal Code and would be required to comply with applicable State and federal regulations. Additionally, the CAP encompasses a suite of GHG-reduction opportunities that would decrease traffic and traffic-related noise. As such, implementation of the CAP would not generate excessive groundborne vibration or noise levels. Therefore, the CAP would result in a less-than-significant cumulative impact related to noise.

LESS THAN SIGNIFICANT IMPACT

14 Population and Housing

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a. *Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*

or

b. *Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?*

The CAP does not include Plays and Moves that would increase the population or induce additional population growth that would displace people or housing. Therefore, the CAP would result in **no impact** related to population and housing.

NO IMPACT

Cumulative Impacts

The cumulative projects scenario is total projected population growth for South Pasadena (26,649 persons) in 2030. Cumulative projects, including the CAP, are not anticipated to displace people or housing nor induce substantial unplanned population growth in the City. Specifically, the CAP would not contribute to person or housing displacement in the City of South Pasadena nor result in population growth beyond that already assumed and planned for in the General Plan. Therefore, the CAP would result in no cumulative impact related to population and housing.

NO IMPACT

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15 Public Services

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

▪ Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
▪ Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
▪ Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
▪ Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
▪ Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered facilities, or the need for new or physically altered facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for:*

- *Fire protection;*
- *Police protection;*
- *Schools;*
- *Parks; or*
- *Other public facilities?*

The CAP is a policy document containing Plays and Moves that are consistent with the South Pasadena General Plan. Implementation of the CAP would not result in increases in population or induce additional population growth. As such, the CAP would not require the construction of new or physically altered governmental facilities to serve additional population, the construction of which could cause significant environmental impacts. Furthermore, CAP projects would be reviewed for consistency with the South Pasadena General Plan and other applicable local and State regulations.

Nonetheless, implementing the CAP would require some modification of existing policies, including developing and implementing new programs and projects, or modifying existing ones. The CAP is designed to reduce adverse environmental impacts associated with climate change. While modifications of existing policies are needed, the CAP Plays and Moves would not result in increases in population or induce additional population growth that would result in the provision of new or physically altered governmental facilities or the need for new or physically altered governmental facilities. Therefore, the CAP would result in no impact related to public services in terms of need for the construction of new or altered governmental facilities.

NO IMPACT

Cumulative Impacts

The cumulative projects scenario is total projected population growth for South Pasadena (26,649 persons) in 2030. Implementation of cumulative projects, including the CAP, would not result in increases in population or induce additional population growth beyond that assumed under the South Pasadena General Plan. Therefore, implementation of the CAP would not result in substantial cumulative need to expand public services facilities. Therefore, the CAP would result in a less-than-significant cumulative impact related to public services.

LESS THAN SIGNIFICANT IMPACT

16 Recreation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a. *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?*

or

b. *Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?*

South Pasadena is a primarily urbanized community with 92.2 total acres of parks and recreational spaces incorporated throughout the City, including 73.9 acres of the Arroyo Seco Park within the western portion of the City and five City parks (Garfield Park, Eddie Park, Library Park, Orange Grove Park, and War Memorial Park) encompassing 18.1 acres.⁶¹ The General Plan Open Space and Conservation Element and Municipal Code Parks Chapter incorporate goals and policies to protect open space and recreational resources in the City, including prohibiting the removal of trees within parks.^{62, 63} And City Municipal Code Chapter 21 (Parks) regulates park provision, services, and maintenance within the City.

61 South Pasadena, City of. 2020. Parks and Facilities Overview., Available: <<https://www.southpasadenaca.gov/government/departments/community-services/administration/parks-and-facilities/>>. Accessed September 24, 2020.

62 South Pasadena, City of. 1998. General Plan Open Space and Resource Conservation Element. Available:

<<https://www.southpasadenaca.gov/government/departments/planning-and-building/general-plan/>>. Accessed September 23, 2020.

63 South Pasadena, City of. 2020. Municipal Code Chapter 21 (Parks). Available: <<https://www.codepublishing.com/CA/SouthPasadena/>>. Accessed September 23, 2020.

The CAP is a policy document containing programs that are consistent with the South Pasadena General Plan. Additionally, the CAP would not result in substantial population growth or direct land use changes. As such, implementation of the CAP would not result in a substantial physical deterioration of parks or other recreational facilities or result in the need to expand recreational facilities. Therefore, the CAP would result in no impact related to the need for construction of new or altered recreational facilities.

NO IMPACT

Cumulative Impacts

The cumulative projects scenario is total projected population growth for South Pasadena (26,649 persons) in 2030. Implementation of cumulative projects, including the CAP, would not result in increases in population or induce additional population growth beyond that assumed under the General Plan. In addition, the CAP would not result in population growth or direct land use change. Therefore, implementation of the CAP would not result in substantial cumulative physical deterioration of parks or other recreational facilities or result in the cumulative need to expand recreational facilities. Therefore, implementation of the CAP would result in no cumulative impact related to recreation.

NO IMPACT

17 Transportation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a. *Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*
- or*
- b. *Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?*

The City embraces a policy direction to make South Pasadena a place where bicycling and walking are encouraged and fostered, and where safety, education and facilities are provided as an ongoing part of transportation and recreational planning and programs. While allowing people to circulate without cars is an emphasis of the Circulation & Accessibility Element, another emphasis is getting people to share rides and reduce the number of vehicular trips. In order to accomplish this, the City aims to take specific actions that will assist people in finding ways to share a ride, give priority to vehicles with more than a single occupant, or even eliminate the need for the trip totally.⁶⁴

The City of South Pasadena General Plan Circulation and Accessibility Element includes the following applicable active transportation and transit with goal of reducing vehicle miles traveled policies:

- 1.5: Develop circulation system standards for roadway classifications, right-of-way width, design speed, capacity, maximum grades and associated features such as medians and bicycle lanes.
- 2.1: Develop efficient city-wide local public transportation servicing all segments of the population.

⁶⁴ South Pasadena, City of. 2001. General Plan Circulation and Accessibility Element. Available: <<https://www.southpasadenaca.gov/government/departments/planning-and-building/general-plan>>. Accessed September 22, 2020.

- 2.2: Develop and promote increased use of alternative modes of transportation, including but not limited to: walking, bicycling, ridesharing, transit, telecommuting, paratransit, and shuttles.
- 2.3: Promote the reduction of drive-alone trips and vehicular trips generally.
- 2.4: Support the development of additional regional public (mass) transportation facilities and services.
- 2.5: Encourage the provision of preferential parking for high occupancy vehicles (HOV's).
- 2.6: Develop and promote community-based public transit.
- 3.1: Coordinate with applicable regional, state and federal agencies in the development of transportation improvements.
- 4.2: Require developers to maximize the potential for transit use and other alternative modes of transportation by residents, employees and visitors.
- 4.3: Allow mixed-use zoning which includes housing, residential and commercial to encourage living, working, and shopping in the same area and the associated reduction of trips.
- 4.4: Encourage convenient access between affordable housing and affordable transportation.
- 4.7: Maintain existing pedestrian facilities and encourage new development to provide pedestrian walkways between developments.

In addition, the City Bicycle Master Plan and Municipal Code Chapter 7 (Bicycles) regulate the development and implementation of a bicycle and pedestrian network in order to provide a viable transportation alternative to the automobile, improves safety for bicyclists and pedestrians, and provides residents with access and good connections to parks, open space, trails and other recreational opportunities.⁶⁵ Furthermore, the SCAG 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) identifies how the southern California region would meet its GHG emission reduction targets.⁶⁶ The SCAG 2016 RTP/SCS is supported by a combination of transportation and land use strategies that help the region achieve State GHG emission reduction goals and federal Clean Air Act requirements, preserve open space areas, improve public health and roadway safety, support the vital goods movement industry, and utilize resources more efficiently.

The CAP is a policy document containing Plays and Moves that are consistent with the City General Plan Circulation and Accessibility, City Bicycle Master Plan, Municipal Code Chapter 7 (Bicycles), and the SCAG 2016 RTP/SCS with many that are aimed at facilitating the implementation of the local transportation programs and improvements. For example, CAP Plays T.2 and T.3 facilitate bike facilities and parking and public and shared transit to increase active transportation and decrease vehicle miles traveled within the City.

⁶⁵ South Pasadena, City of. 2020. Municipal Code Chapter 7 (Bicycles). Available: <<https://www.codepublishing.com/CA/SouthPasadena/>>. Accessed September 22, 2020.

⁶⁶ Southern California Association of Governments (SCAG). 2016. 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy. Available: <<http://scagrtpscs.net/Pages/FINAL2016RTPSCS.aspx#toc>>. Accessed September 17, 2020.

The CAP Plays and supporting Moves would be consistent with and promote the General Plan Circulation and Accessibility Element, including the Bicycle Master Plan, and the Municipal Code Chapter 7 (Bicycles). Implementation of some of the CAP transportation Plays and Moves may require future infrastructure development or improvements, such as bike paths and lockers. However, CAP projects would be reviewed for consistency with the General Plan and Municipal Code and be required to comply with applicable local, State, and federal regulations. Therefore, the CAP would result in no impact related to consistency with plans addressing the transportation circulation system.

NO IMPACT

c. *Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?*

or

d. *Would the project result in inadequate emergency access?*

The CAP is a policy document containing Plays and supporting Moves that are consistent with the City General Plan and would not facilitate development beyond that allowed under the General Plan. As such, it would not create transportation hazards or result in inadequate emergency access. For example, CAP Plays T.2 and T.3 facilitate bike lanes and bike parking to increase active transportation and decrease vehicle miles traveled within the City. These CAP Plays and supporting Moves would promote active transportation, ridership, and sustainable transportation practices within the community to enhance bicycle, pedestrian, and transit connectivity, which in turn would reduce potential transportation hazards and would provide adequate emergency access.

The CAP does not include Plays and Moves that would substantially increase transportation hazards due to a design feature or incompatible land uses. Furthermore, CAP projects would be reviewed for consistency with the South Pasadena General Plan and other applicable local and State regulations. Therefore, the CAP would result in a less-than-significant impact related to transportation hazards and emergency access.

LESS THAN SIGNIFICANT IMPACT

Cumulative Impacts

The cumulative projects scenario is total projected population growth for South Pasadena (26,649 persons) in 2030. The CAP is a policy document containing Plays and Moves that are consistent with the City's General Plan, and, similar to the other cumulative projects, the CAP does not propose development beyond that anticipated under the General Plan that would require transportation facilities. The CAP Plays and Moves included promote alternative modes of transportation and reduction of the amount of vehicle miles traveled throughout the City. In addition, the CAP Plays and Moves would not conflict with the objectives and policies of the General Plan or Bicycle Master Plan but would rather be consistent with and promote those plans. Therefore, the CAP would result in a less-than-significant cumulative impact related to transportation.

LESS THAN SIGNIFICANT IMPACT

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18 Tribal Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in a Public Resources Code Section 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <p>a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <p>b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

a. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code Section 21074 that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?*

or

b. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074 that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1?*

On September 17, 2020, the six following Native American Heritage Commission (NAHC)-identified local Native American tribal groups were formally notified that the City initiated environmental review of the CAP and were invited to provide consultation:

- Gabrieleno Band of Mission Indians – Kizh Nation;
- Gabrieleno/Tongva San Gabriel Banc of Mission Indians;
- Gabrieleno/Tongva Nation;
- Gabrieleno Tongva Indians of California Tribal Council;

- Gabrieleno-Tongva Tribe; and
- San Fernando Band of Mission Indians.

On September 22, 2020, the NAHC was also notified that the City initiated environmental review of the CAP and were invited to provide consultation. As of the time of this writing and document publication, no responses have been received, and no formal consultation has been requested.

The CAP would not involve land use or zoning changes but would instead promote infrastructure development and redevelopment. As a policy document, the CAP would also not directly entail ground disturbing activities. Implementation of the following CAP Plays may promote infrastructure development and redevelopment. CAP Plays E.2 and E.3 promote electrification of newly constructed and existing buildings, and CAP Play E.4 promotes installation of battery back-up systems or generators and solar panels to facilitate the switching of building fuel away from natural gas within the City. Electrification retrofits may change the physical environment through the need for upgraded service and electrical panels, branch circuit upgrades, and installation of condensate drains to facilitate the installation of electric heat pumps for water and space heating. The physical changes these upgrades and additions would entail are dependent on the year of building construction and location of electrical and service panels and plumbing connection of condensate drains, which sometimes may include modifications to the interior and/or exterior of buildings for wiring and panel replacement and minor excavation for connection of drainage to sewer systems.

CAP Play T.1 encourage the installation of electric vehicle charging stations and supporting infrastructure, and CAP Plays T.2 and T.3 involve the installation of new bicycle, electric bicycle/scooter, and pedestrian facilities. In addition, CAP Play M.2 requires electrification of the municipal fleet and mobile equipment, requiring installation of electric vehicle charging stations at municipal buildings. Furthermore CAP Play CS.1, promotes the increased planting of trees and provision of green space, and CAP Play W.1 aims to bring recycled water lines and infrastructure to the City. The physical changes these installations and enhancements would entail are dependent on the location of construction for the electric vehicle charging connections, active transportation pathways, and trees/green spaces, which in some cases may include minor temporary excavation.

Implementation of these CAP Plays could impact unknown tribal cultural resources during construction that involves below-grade activities. However, CAP projects would be required to comply with City Ordinance 2315 (Cultural Heritage Ordinance) and General Plan Open Space and Resource Conservation Element purpose that require the identification and preservation of sites and structures of architectural, historical, archaeological, and cultural significance. This includes sites, structures, and areas that are associated with tribal cultural activities or persons that contribute to the cultural character of artifacts. As such, tribal cultural resources would be protected upon discovery and, thus, impacts would be reduced to a minimal level. Therefore, the CAP would result in a less-than-significant impact related to tribal cultural resources.

LESS THAN SIGNIFICANT IMPACT

Cumulative Impacts

The cumulative projects scenario is total projected population growth for South Pasadena (26,649 persons) in 2030. Cumulative projects could increase the potential for adverse effects to unknown tribal cultural resources in the City. Impacts to tribal cultural resources are site-specific; accordingly, as required under applicable laws and regulations, potential impacts associated with cumulative developments would be addressed on a case-by-case basis as cumulative project details and locations become known. Therefore, the CAP would result in a less-than-significant cumulative impact related to tribal cultural resources.

LESS THAN SIGNIFICANT IMPACT

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19 Utilities and Service Systems

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

- a. *Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?*

The CAP is a policy document aimed at reducing water and energy consumption and related GHG emissions throughout the City of South Pasadena and does not include site-specific infrastructure designs or project proposals. Implementing the CAP would not result in an increase in population and housing nor would it facilitate growth beyond that anticipated by the General Plan. As such, implementing the CAP would not create new demand related to water, wastewater, stormwater drainage, electric power, natural gas power, or telecommunications utilities.

However, projects resulting from CAP implementation could include redevelopment and/or restructuring of electricity and natural gas power facilities and infrastructure. For example, CAP Plays E.2 and E.3 require electrification of 100 percent of new buildings and incremental amount of existing buildings, and CAP Play E.4 promotes installation of solar panels to provide greener renewable electricity within the City, In addition, CAP Plays T.1 and M.2 encourages the installation of electric vehicle charging stations and supporting infrastructure, and CAP Plays T.2 and T.3 involve the installation of new bicycle, electric bicycle/scooter, and pedestrian facilities. Additionally, CAP Play CS.1 facilitates increasing trees and open space.

Water Supply Facilities/Infrastructure

City Municipal Code Chapter 35 (Water) regulates water use, service, and installation within the City.⁶⁷ The City obtains water for use in municipal and irrigation operations through City operated groundwater wells. Likewise, nearly all of the potable water (99.26% in 2016) is delivered to the South Pasadena community from well production in the San Gabriel Basin and the remainder is purchased from Pasadena Water and Power (PWP) and Metropolitan Water District (0.47 and 0.07 percent, respectively).

The City of South Pasadena addresses issues of water supply in its Urban Water Management Plan (UWMP).⁶⁸ The 2015 UWMP is a long-range planning document used to assess current and projected water usage, water supply planning and conservation and recycling efforts. According to the UWMP, the City of South Pasadena has analyzed three different hydrological conditions to determine the reliability of water supplies: average/normal water year, single dry water year, and multiple, dry water year periods. In addition, the 2015 UWMP includes a Water Shortage Contingency Plan (WSCP).

CAP Play W.1 promotes water consumption reduction through continued implementation of the Model Water Efficient Landscapes Ordinance, working with regional water districts to bring recycled water lines and infrastructure to the City and adopting an ordinance to restrict use of potable water for excess water users (golf course, car washes, park fields, etc.). This CAP Play and supporting Moves may slightly change the amount or characteristics of the water supply compared to existing conditions. However, the CAP would not result in new land uses that would contribute to an increase in water use, compared to existing conditions, or require relocation or construction of new water infrastructure. Therefore, a less-than-significant impact related to need for construction or expansion of water supply facilities and infrastructure would occur.

Wastewater Treatment Facilities/Infrastructure

The City of South Pasadena does not operate a wastewater facility nor is there one within the city boundaries. Instead, wastewater generated by the City is treated by the Sanitation Districts of Los Angeles County (LACSD). According to the City of South Pasadena 2015 UWMP, generated wastewater entering the sewer system is conveyed to the Whittier Narrows Water Reclamation Plant (WNWRP) where primary, secondary, and tertiary treatment is provided. WNWRP treats an average flow of 7.4 million gallons of wastewater per day; which is primarily discharged to the San Gabriel and Rio Hondo rivers for groundwater recharge purposes. Primary and secondary biosolids

67 South Pasadena, City of. 2020. Municipal Code Chapter 35 (Water). Available: <<https://www.codepublishing.com/CA/SouthPasadena/>>. Accessed September 28, 2020.

68 South Pasadena, City of. 2015. Urban Water Management Plan. Available: <<https://www.southpasadenaca.gov/home/showdocument?id=2905>>. Accessed September 28, 2020.

generated from processing at WNWRP are returned to the LACSD outfall system and are pumped to anaerobic digestors at the Joint Waters Pollution Control Plant (JWPCP).^{69,70}

The CAP would not result in new land uses that would generate sanitary wastewater or otherwise contribute to an increase in wastewater treatment requirements. The amount or characteristics of wastewater treated would not change compared to existing conditions with implementation of the proposed plan. The CAP would not require relocation or construction of new wastewater treatment infrastructure. Therefore, no impact related to need for construction or expansion of wastewater treatment facilities and infrastructure would occur.

Stormwater Drainage Facilities/Infrastructure

City Municipal Code Chapter 23 (Stormwater and Urban Runoff Pollution Control) regulates stormwater collection within the City.⁷¹ As discussed in Section 10, *Hydrology and Water Quality*, implementation of the following CAP Plays and supporting Moves may promote infrastructure development and redevelopment. CAP Plays promote installation of solar PV systems and pairing battery storage, installation of electric vehicle charging stations and supporting infrastructure, installation of bicycle facilities and parking, and increased active transportation, ridership, and sustainability practices within the transit system. Construction of infrastructure development and redevelopment could result in erosion and potential redirect of flood flows or drainage patterns. However, implementation of CAP projects would not include large scale construction within South Pasadena, and the CAP-related infrastructure changes would not result in additional sources of runoff. As a result, the CAP would not result in new land uses that would generate an increased amount of stormwater that requires modified drainage or storm drain systems. Therefore, implementing the CAP would have no effect on runoff amount. Therefore, no impact related to need for construction or expansion of stormwater drainage facilities and infrastructure would occur.

Electric Power Facilities/Infrastructure

CAP Plays E.2 through E.3 propose revisions to existing ordinances and adoption of new ordinances to incorporate electrification of all new buildings and five percent of existing buildings within the City by 2030. Also, CAP Play E.3 promotes the replacement of appliances with electric versions. Furthermore, new electric vehicle charging station installation as part of CAP Plays T.1 and M.2 would involve the construction of new electric power facilities and infrastructure and could also involve the relocation of existing electric power infrastructure and transmission lines. The CAP would serve as a pathway to reduce GHG emissions and other beneficial environmental and sustainability effects. These benefits include reduction in energy consumption. In addition, the environmental impacts of providing updated and additional electrical power facilities and infrastructure has been analyzed throughout this IS-ND and determined to be less than significant. Therefore, the CAP would result in a less-than-significant impact related to construction, expansion, or relocation of electric power facilities and infrastructure.

69 El Monte, City of. 2017. Whittier Narrows average treatment: El Monte Downtown Main Street TOD Specific Plan Final EIR. Available: <<http://www.elmonteca.gov/DocumentCenter/View/1420/Final-EIR-and-Responses-to-Comments-March-2017?bidId=>>. Accessed September 28, 2020.

70 Sanitation District of Los Angeles. 2012. Joint Outfall Systems 2010 Master Facilities Plan Final EIR/EIS. Available: <<https://www.lacsd.org/civicax/filebank/blobdload.aspx?blobid=3258>>. Accessed September 28, 2020.

71 South Pasadena, City of. 2020. Municipal Code Chapter 23 (Stormwater and Urban Runoff Pollution Control). Available: <<https://www.codepublishing.com/CA/SouthPasadena/>>. Accessed September 28, 2020.

Natural Gas Power Facilities/Infrastructure

The CAP would not involve new land uses that require new or additional natural gas service. However, implementation of CAP Play E.3 would involve the removal of existing natural gas facilities and infrastructure. The CAP would serve as a pathway to reduce GHG emissions and other beneficial environmental and sustainability effects. These benefits include reduction in energy consumption. In addition, the environmental impacts of removing natural gas power facilities and infrastructure has been analyzed throughout this IS-ND and determined to be less than significant. Therefore, the CAP would result in a less-than-significant impact related to removal of natural gas power facilities and infrastructure.

Telecommunications Facilities/Infrastructure

The proposal plan would not involve new land uses that would require telecommunications infrastructure and is not anticipated to involve the relocation of existing telecommunications facilities. Therefore, the CAP would result in no impact related to need for construction or expansion of telecommunication facilities and infrastructure.

LESS THAN SIGNIFICANT IMPACT

b. *Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?*

or

c. *Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*

The CAP is a policy-level document that does not include site-specific infrastructure designs or project proposals, nor does it grant entitlements for development that would have the potential to increase demand for water supply or other utility services. Implementing the CAP would include no new residential construction and would have no effect on water demand and wastewater treatment demand. Thus, the CAP would result in no impact related to water supply and wastewater treatment.

NO IMPACT

d. *Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?*

or

e. *Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?*

Athens Services is the waste hauler for the City of South Pasadena. South Pasadena's solid waste is transferred to a variety of landfills, including: Chiquita Canyon Sanitary Landfill, Antelope Valley Public Landfill, Azusa Land Reclamation Co. Landfill, Chiquita Canyon Sanitary Landfill, El Sobrante Landfill, Frank R. Bowerman Sanitary LF, Lancaster Landfill and Recycling Center, Mid-Valley Sanitary Landfill, Olinda Alpha Landfill, San Timoteo Sanitary Landfill, Scholl Canyon Landfill, Simi Valley Landfill & Recycling Center, Simi Valley Landfill & Recycling Center, Southeast Resource Recovery Facility, Sunshine Canyon City/County Landfill, and Victorville Sanitary Landfill. Although the City waste haulers could use multiple landfills, the majority (91% or 19,552 tons) of the waste is transferred to Mid-Valley Sanitary Landfill, San Timoteo Sanitary Landfill, and Scholl Canyon Landfill. CalRecycle reports that in 2019 a total of 21,482 tons of solid waste from South Pasadena was disposed at 14 different landfills. Additionally, the City of South Pasadena has a landfill within City jurisdictional boundaries, the South Pasadena City Dump; however, this facility has been closed since 1958.

The CAP would not involve new land uses that require new or additional solid waste collection service. Rather CAP Plays SW.1 and SW.2 promote waste reduction via participation in recycling and organic waste programs and reducing such waste going to landfills to achieve 75 percent reduction in waste-related GHG emissions by 2025. CAP Play SW.2 also encourages use of reusable foodware, reduction of waste in the food industry, and food waste being compostable. Furthermore, CAP Plays SW.1 and SW.2 require all new buildings to subscribe to recycling and organic waste collection services and provide adequate space for recycling and compost containers, in accordance with SB 1383 and AB 1826. The CAP would not facilitate habitable development and, thus, would not affect solid waste collection and disposal demand. Additionally, because the CAP is a policy document that would not facilitate growth beyond that anticipated by the General Plan, it would not generate solid waste in excess of State or local standards. Therefore, the CAP would result in no impact related to solid waste.

NO IMPACT

Cumulative Impacts

The cumulative projects scenario is total projected population growth South Pasadena (26,649 persons) in 2030. Cumulative projects within the City could result in increases in population and additional use of or need for utilities and service systems. While implementation of the CAP and related infrastructure projects would not result in increases in population or induce additional population growth that would require additional use of existing City utilities or service systems, implementation of new or replacement energy or transportation infrastructure under the CAP could result in less-than-significant cumulative utility construction impacts. Therefore, implementation of the CAP would result in a less-than-significant cumulative impact related to utilities and service systems.

LESS THAN SIGNIFICANT IMPACT

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20 Wildfire

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Substantially impair an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

- a. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?*
- or
- b. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?*
- or
- c. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*

or

- d. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

The major potential sources of wildland fire in South Pasadena are the Monterey and Repetto Hills and natural brushlands of the Arroyo Seco. The steeper slopes of the San Gabriel Mountains located further north and the vegetated Puente Hills slopes located further south pose a secondary threat to the City in that windborne embers may travel long distances in the wind and ignite rooftops and/or areas of dry grasses. According to California Department of Forestry and Fire Protection (CalFIRE), South Pasadena is not located in designated California Fire Hazard Severity Zones,⁷² or in a State Responsibility Area.⁷³ However, California Fire Hazard Severity Zones are located immediately west of South Pasadena in Los Angeles City limits.⁷⁴ Per the South Pasadena General Plan Safety Element, the threat of wildland fire to the City is generally low.⁷⁵ A small portion of the southwestern corner of the City is identified in the Los Angeles County General Plan as having a high wildland fire hazard potential.⁷⁶ The CAP is a policy-level document that does not propose new habitable development that could be at risk from wildfire, nor does it grant entitlements for development that would have the potential to directly cause wildfire. Rather, the CAP would aim to reduce natural gas infrastructure that poses wildfire risk if damaged during seismic events and to underground new or restructured electric power lines that pose wildfire risk if damaged during high-wind events. Thus, the CAP would result in no impact related to wildfire.

NO IMPACT

Cumulative Impacts

The cumulative projects scenario is total projected population growth for South Pasadena (26,649 persons) in 2030. Cumulative projects that include new habitable development would not be located in areas designated as high wildland fire hazard zones, given that such designation only exists in the southwestern corner of the City within the Arroyo Seco where housing is not a permitted land use. In addition, the CAP does not include new habitable development that could be at risk from wildfire, nor does it grant entitlements for development that would have the potential to cause wildfire. Therefore, the CAP would result in no cumulative impact related to wildfire.

NO IMPACT

72 California Department of Forestry and Fire Protection (CalFIRE). 2020. Fire Hazard Severity Zone Viewer. Available: <<https://egis.fire.ca.gov/FHSZ/>>. Accessed September 25, 2020.

73 California Department of Forestry and Fire Protection (CalFIRE). 2020. California State Responsibility Areas. Available: <<https://www.arcgis.com/home/webmap/viewer.html?layers=5ac1dae3cb2544629a845d9a19e83991>>. Accessed September 25, 2020.

74 California Department of Forestry and Fire Protection (CalFIRE). 2020. Fire Hazard Severity Zone Viewer. Available: <<https://egis.fire.ca.gov/FHSZ/>>. Accessed September 25, 2020.

75 South Pasadena, City of. 1998. General Plan Safety and Noise Element. Available:

<<https://www.southpasadenaca.gov/government/departments/planning-and-building/general-plan>>. Accessed September 28, 2020.

76 Los Angeles, County of. 2015. General Plan 2035 Safety Element. Available: <<http://planning.lacounty.gov/generalplan/generalplan>>. Accessed September 25, 2020.

21 Mandatory Findings of Significance

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Does the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <p>a. Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <p>b. Have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <p>c. Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

a. *Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?*

The intent of the CAP is to reduce GHG emissions from South Pasadena community and municipal operations through implementation of Plays and corresponding Moves. The CAP Plays and Moves are consistent with the South Pasadena General Plan and encourage residents, businesses, and the City to reduce energy, fuel use, water use, VMT, and solid waste generation and the associated GHG emissions. The CAP would not facilitate development that would eliminate or threaten wildlife habitats or eliminate important examples of the major periods of California history or prehistory.

Therefore, as discussed in more detail in Sections 4, *Biological Resources*, and 5, *Cultural Resources*, the CAP would result in a less-than-significant impact related to biological and cultural resources.

LESS THAN SIGNIFICANT IMPACT

- b. *Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?*

Implementation of the CAP would result in a cumulatively beneficial reduction of GHG emissions across the City. In addition, as discussed throughout the respective cumulative impacts discussions within this document, the CAP would not result in significant cumulative impacts. Rather, implementation of the CAP would be consistent with General Plan policies aimed at reducing emissions of GHGs and air pollutants, reducing VMT, reducing energy and water supply demands on utilities, and decreasing solid waste generation. Therefore, the CAP would result in an overall less-than-significant cumulative impact related to all CEQA topics addressed within this document.

LESS THAN SIGNIFICANT IMPACT

- c. *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

The CAP would not result in adverse effects on human beings. Rather, as discussed throughout this document, the CAP would serve as a pathway to reduce GHG emissions and other positive environmental and sustainability effects. These benefits include reduction in non-renewable building energy consumption and VMT (and thus air pollution), in transportation-related GHG emissions, energy and water consumption, and solid waste generation. However, as discussed in more detail in Sections 3, *Air Quality*, 13, *Noise*, and 17, *Transportation*, the CAP could cause temporary construction impacts related to transportation, air quality, and noise that could, in turn, affect human beings but would not result in a substantial adverse environmental effect. Therefore, the CAP would result in a less-than-significant impact related to potential for adverse effects on human beings.

LESS THAN SIGNIFICANT IMPACT

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Appendix A

Sources, Health Effects, and Typical Controls Associated with Criteria Pollutants

Sources, Health Effects, and Typical Controls Associated with Criteria Pollutants

Pollutant	Sources	Health Effects	Typical Controls
Ozone (O ₃)	Formed when reactive organic gases (ROG) and nitrogen oxides react in the presence of sunlight. ROG sources include any source that burns fuels (e.g., gasoline, natural gas, wood, oil); solvents; petroleum processing and storage.	Breathing difficulties, lung tissue damage, vegetation damage, damage to rubber and some plastics.	Reduce motor vehicle reactive organic gas (ROG) and nitrogen oxide (NO _x) emissions through emission standards, reformulated fuels, inspections programs, and reduced vehicle use. Limit ROG emissions from commercial operations, gasoline refueling facilities, and consumer products. Limit ROG and NO _x emissions from industrial sources such as power plants and manufacturing facilities.
Carbon monoxide (CO)	Any source that burns fuel such as automobiles, trucks, heavy construction and farming equipment, residential heating.	Chest pain in heart patients, headaches, reduced mental alertness.	Control motor vehicle and industrial emissions. Use oxygenated gasoline during winter months. Conserve energy.
Nitrogen dioxide (NO ₂)	See Carbon Monoxide.	Lung irritation and damage. Reacts in the atmosphere to form ozone and acid rain.	Control motor vehicle and industrial combustion emissions. Conserve energy.
Sulfur dioxide (SO ₂)	Coal or oil burning power plants and industries, refineries, diesel engines.	Increases lung disease and breathing problems for asthmatics. Reacts in the atmosphere to form acid rain.	Reduce use of high sulfur fuels (e.g., use low sulfur reformulated diesel or natural gas). Conserve energy.
Respirable particulate matter (PM ₁₀)	Road dust, windblown dust, agriculture and construction, fireplaces. Also formed from other pollutants (NO _x , SO _x , organics).	Increased respiratory disease, lung damage, cancer, premature death, reduced visibility, surface soiling.	Control dust sources, industrial particulate emissions, woodburning stoves and fireplaces. Reduce secondary pollutants which react to form PM ₁₀ . Conserve energy.
Fine particulate matter (PM _{2.5})	Fuel combustion in motor vehicles, equipment, and industrial sources; residential and agricultural burning. Also formed from reaction of other pollutants (NO _x , SO _x , organics, and NH ₃).	Increases respiratory disease, lung damage, cancer, and premature death, reduced visibility, surface soiling. Particles can aggravate heart diseases such as congestive heart failure and coronary artery disease.	Reduce combustion emissions from motor vehicles, equipment, industries, and agricultural and residential burning. Precursor controls, like those for ozone, reduce fine particle formation in the atmosphere.
Lead	Metal smelters, resource recovery, leaded gasoline, deterioration of lead paint.	Learning disabilities, brain and kidney damage. Control metal smelters.	No lead in gasoline or paint.
Sulfur Dioxide (SO ₂)	Coal or oil burning power plants and industries, refineries, diesel engines.	Increases lung disease and breathing problems for asthmatics. Reacts in the atmosphere to form acid rain.	Reduce use of high sulfur fuels (e.g., use low sulfur reformulated diesel or natural gas). Conserve energy.
Sulfates	Produced by reaction in the air of SO ₂ , (see SO ₂ sources), a component of acid rain.	Breathing difficulties, aggravates asthma, reduced visibility.	See SO ₂

Pollutant	Sources	Health Effects	Typical Controls
Hydrogen Sulfide	Geothermal power plants, petroleum production and refining, sewer gas.	Nuisance odor (rotten egg smell), headache and breathing difficulties (higher concentrations).	Control emissions from geothermal power plants, petroleum production and refining, sewers, and sewage treatment plants.
Visibility Reducing Particulates	See PM _{2.5}	Reduced visibility (e.g., obscures mountains and other scenery), reduced airport safety.	See PM _{2.5}
Vinyl Chloride	Exhaust gases from factories that manufacture or process vinyl chloride (construction, packaging, and transportation industries).	Central nervous system effects (e.g., dizziness, drowsiness, headaches), kidney irritation, liver damage, liver cancer.	Control emissions from plants that manufacture or process vinyl chloride, installation of monitoring systems.
Toxic Air Contaminant (TAC)	Combustion engines (stationary and mobile), diesel combustion, storage and use of TAC-containing substances (i.e., gasoline, lead smelting, etc.)	Depends on TAC, but may include cancer, mutagenic and/or teratogenic effects, other acute or chronic health effects.	Toxic Best Available Control Technologies (T-BACT), limit emissions from known sources.

Source: Compiled by Rincon Consultants, Inc. in September 2020

Appendix B

Description of Greenhouse Gases of California Concern

Description of Greenhouse Gases of California Concern

Greenhouse Gas	Physical Description and Properties	Global Warming Potential (100 years)	Atmospheric Residence Lifetime (years)	Sources
Carbon dioxide (CO ₂)	Odorless, colorless, natural gas.	1	50–200	Burning coal, oil, natural gas, and wood; decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; oceanic evaporation; volcanic outgassing; cement production; land use changes
Methane (CH ₄)	Flammable gas and is the main component of natural gas.	28 ⁷⁷	12	Geological deposits (natural gas fields) extraction; landfills; fermentation of manure; and decay of organic matter
Nitrous oxide (N ₂ O)	Nitrous oxide (laughing gas) is a colorless GHG.	298	114	Microbial processes in soil and water; fuel combustion; industrial processes
Chloro-fluoro-carbons (CFCs)	Nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (level of air at the Earth's surface); formed synthetically by replacing all hydrogen atoms in methane or ethane with chlorine and/or fluorine atoms.	3,800–8,100	45–640	Refrigerants aerosol propellants; cleaning solvents
Hydro-fluoro-carbons (HFCs)	Synthetic human-made chemicals used as a substitute for CFCs and contain carbon, chlorine, and at least one hydrogen atom.	140 to 11,700	1–50,000	Automobile air conditioners; refrigerants
Per-fluoro-carbons (PFCs)	Stable molecular structures and only break down by ultraviolet rays about 60 kilometers above Earth's surface.	6,500 to 9,200	10,000–50,000	Primary aluminum production; semiconductor manufacturing
Sulfur hexafluoride (SF ₆)	Human-made, inorganic, odorless, colorless, and nontoxic, nonflammable gas.	22,800	3,200	Electrical power transmission equipment insulation; magnesium industry, semiconductor manufacturing; a tracer gas

⁷⁷ The City of South Pasadena used a 20-year Global Warming Potential for methane.

Greenhouse Gas	Physical Description and Properties	Global Warming Potential (100 years)	Atmospheric Residence Lifetime (years)	Sources
Nitrogen trifluoride (NF ₃)	Inorganic, is used as a replacement for PFCs, and is a powerful oxidizing agent.	17,200	740	Electronics manufacture for semiconductors and liquid crystal displays

Source: Compiled by Rincon Consultants, Inc. in September 2020

Appendix C

Public Comments Received on Draft Initial Study-Negative Declaration and Responses to Comments

Responses to Comments Received on the South Pasadena CAP Draft IS-ND

Comment #	Response to Comment
<p>Miya Edmonson, IGR/CEQA Branch Chief, California Department of Transportation (Caltrans) District 7 letter received November 4, 2020</p>	
<p>1</p>	<p>It is noted that Caltrans recognizes that the City of South Pasadena 2020 Climate Action Plan (CAP) identifies municipal and communitywide greenhouse gas (GHG) emissions reduction Plays (measures) and a 2030 target of 40 percent below 2016 emissions level in order 1) to be consistent with State climate targets by reducing GHG emissions across various sectors and 2) to be considered a qualified GHG emissions reduction strategy per the California Environmental Quality Act (CEQA) and CEQA Guidelines. Specifically, the City intends to utilize the CAP programmatic CEQA document (the Initial Study-Negative Declaration [IS-ND]) for purposes of CEQA tiering with regard to project- and plan-level CEQA GHG emissions impact assessments. This approach is consistent with CEQA Guidelines Section 15183.5. No changes to the IS-ND were made as a result of this comment.</p>
<p>2</p>	<p>As this comment does not address the content or adequacy of the CEQA analysis, no changes to the IS-ND were made as a result. For informational purposes, the Final CAP (on page 65) provides a discussion of how the CAP Plays and Moves (strategies and measures) relate to climate adaptation. Specifically, the Plays and Moves included in the CAP aim to help the City adapt and increase its resilience to climate change by reducing the impacts from increased average temperatures and extreme heat; reductions in fresh water; and air pollution and are supported by the vulnerability assessment in CAP Appendix B. In addition, the City of South Pasadena currently addresses climate adaptation impacts as applicable in the utilities/service systems, hydrology/water quality, hazard/hazardous materials, and biological resources assessments in CEQA documents prepared for projects/plans within the City. Thus, the City would consult relevant CAP climate adaptation strategies and measures as well as the relevant Caltrans climate changed vulnerability assessments when considering implementation of transportation and other types of projects and plans within the City.</p>
<p>3</p>	<p>As this comment does not address the content or adequacy of the CEQA analysis, no changes to the IS-ND were made as a result. For informational purposes, the Final CAP (on page 51) includes Play T.3 (Develop and Implement an Active Transportation Plan) to shift 3 percent of passenger car vehicle miles traveled to active transportation by 2030, and 6 percent by 2045. The Final CAP (on page 51) also includes Move T.3.b that states “in conjunction with the City’s Complete Streets Policy, conduct a Street/Intersection Study to identify streets and intersections that can be improved for pedestrians and bicyclists through traffic calming measures and/or where multi-use pathway opportunities exist to increase active transportation.” In addition, the Final CAP (on page 49) includes Play T.1 focused on increasing use of zero-emission vehicles and an additional measure that focuses on transit by developing an Electric Vehicle (EV)</p>

	Readiness Plan, adopting an EV Charging Retrofit in Existing Commercial and Multifamily Buildings Reach Code, streamlining permit processes for EV infrastructure and alternative fuel stations, and establishing an ordinance that restricts the use of gas-powered lawn equipment.
4	As this comment does not address the content or adequacy of the CEQA analysis, no changes to the IS-ND were made as a result. For informational purposes, the Final CAP (on page 51) includes Play T.3 (Develop and implement an Active Transportation Plan). The City would consult such relevant CAP strategies and measures as well as the relevant National Association of Transportation Officials' (NACTO) and Federal Highway Administration (FHWA) bicycle-lane design resources when considering implementation of bicycle infrastructure.
5	As this comment does not address the content or adequacy of the CEQA analysis, no changes to the IS-ND were made as a result. For informational purposes, the City of South Pasadena adopted CEQA vehicle miles traveled (VMT) thresholds on May 20, 2020. The City currently utilizes these City of South Pasadena CEQA VMT thresholds as well as the California Governor's Office of Planning and Research technical advisory resources for purposes of transportation analyses when preparing CEQA documents for projects/plans within the City.
6	As this comment does not address the content or adequacy of the CEQA analysis, no changes to the IS-ND were made as a result. For informational purposes, the Final CAP (on page 51) promotes increased public transit and reduced vehicle miles traveled and parking via inclusion of Move T.2.d (Adopt a Transportation Demand Management [TDM] Plan for the City that includes a transit system focus) that provides incentives for implementation of TDM measures by local businesses and new developments.
7	As this comment does not address the content or adequacy of the CEQA analysis, no changes to the IS-ND were made as a result. For informational purposes, the Final CAP (on page 54) includes Plays W.1 that directly refer to increasing water conservation and reducing stormwater runoff by implementing Plays 1 through 4 under Goal II of the Green Action Plan. Additionally, the City is currently preparing a separate Integrated Water and Wastewater Management Resources Plan that is anticipated to be available by July 2021.

DEPARTMENT OF TRANSPORTATION

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Making Conservation
a California Way of Life.

November 4, 2020

Julia Lee,
Deputy Public Works Director
City of South Pasadena
1414 Mission Street
South Pasadena, CA 91030

RE: City of South Pasadena 2020 Climate Action
Plan – Draft Initial Study - Negative
Declaration (DIS-ND)
SCH # 2020100107
GTS # 07-LA-2020-03390
Vic. South Pasadena

Dear Julia Lee:

1

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The City is preparing the 2020 CAP to include measures addressing municipal and communitywide GHG emissions. Using the 2016 GHG emissions as a baseline, the City is committed to a GHG emissions reduction target of 40 percent below 2016 levels by 2030. This 2030 GHG emissions goal is selected to be consistent with Senate Bill 32 State emissions targets and CEQA Guidelines for a qualified GHG emissions reduction strategy, and to be achievable by City-supported measures identified in the 2020 CAP. To achieve the South Pasadena 2030 GHG emissions target, the City has developed 15 CAP Plays (measures) related to energy, transportation, water, waste, and carbon sequestration.

2

Based on the information received in the Draft Initial Study - Negative Declaration for the City of South Pasadena 2020 Climate Action Plan, Caltrans has the following comments:

Caltrans supports South Pasadena's plans to reduce GHG emissions and adapt to changing climate conditions. If applicable in the project area, please refer to Caltrans' Climate Change Vulnerability Assessments when completing the CAP and future CEQA documents. <https://dot.ca.gov/programs/transportation-planning/2019-climate-change-vulnerability-assessments>

Further information provided for your consideration:

3

Caltrans supports the implementation of complete streets and active transportation safety improvements, especially those represented in the Transportation section of the Draft IS-ND. Some of Caltrans' recommended improvements include, but are not limited to, measures such as road diets, bike lanes, and other traffic calming elements to promote sustainable transportation. The Federal Highway Administration (FHWA) recognizes the road diet treatment as a proven safety countermeasure, and the cost of a road diet can be significantly reduced if implemented in tandem with routine street resurfacing.

4

When considering implementation of innovative bicycle infrastructure, the City may consult resources such as the National Association of Transportation Officials' (NACTO) Urban Bikeway Design Guide, or FHWA

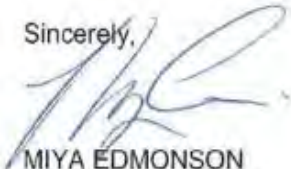
*"Provide a safe, sustainable, integrated and efficient transportation system
to enhance California's economy and livability"*

Julia Lee
November 4, 2020
Page 2 of 2

- 4 cont. Separated Bike Lane Planning and Design Guide, to assist in the design process. Caltrans formally endorsed the NACTO Guide in 2014 and the FHWA released its guide in 2015. Also, the State's Highway Design Manual now contains provisions for protected bike lanes under "Design Information Bulletin Number 89: Class [V Bikeway Guidance (Separated Bikeways/ Cycle Tracks)."
- 5 Effective July 2020, Caltrans replaced Level of Service (LOS) with Vehicle Miles Traveled (VMT) when evaluating traffic impact. Per SB 743 requirements, Caltrans supports the City's efforts towards developing these metrics and any development that may reduce VMT. As a reminder, Senate Bill 743 (2013) mandates that VMT be used as the primary metric in identifying transportation impacts of all future development projects under CEQA, starting July 1, 2020. For information on determining transportation impacts in terms of VMT on the State Highway System, see the Technical Advisory on Evaluating Transportation Impacts in CEQA by the California Governor's Office of Planning and Research.
- 6 With regards to parking, Caltrans supports reducing the amount of parking whenever possible. Research on parking suggests that abundant car parking enables and encourages driving. Research looking at the relationship between land-use, parking, and transportation indicates that the amount of car parking supplied can undermine a project's ability to encourage public transit and active modes of transportation. For any future project to better promote public transit and reduce vehicle miles traveled, we recommend the implementation of Transportation Demand Management (TDM) strategies as an alternative to building excessive parking.
- 7 Storm water run-off is a sensitive issue for Los Angeles county. For any future projects Caltrans supports designs that discharge clean run-off water and/or incorporate green design elements that can capture storm water. Incorporating measures such as, but not limited to, permeable pavement, landscaping, and trees reduce urban water run-off and encourage a healthy, sustainable environment.

If you have any questions or concerns regarding these comments, please contact project coordinator, Reece Allen at reece.allen@dot.ca.gov and refer to 07-LA-2020-03390.

Sincerely,



MIYA EDMONSON

IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse

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to enhance California's economy and livability"*