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The Water and Power Department reviewed the proposed project through the City's Predevelopment Plan Review process and verified that they can serve the energy needs of the project.

**9. GEOLOGY AND SOILS.** Would the project:

a. *Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:*

i. *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? Refer to Division of Mines and Geology Special Publication 42. ( )*

                        
 
                         
 
                         

**WHY?** According to the 2002 adopted Safety Element of the City of Pasadena's General Plan, the San Andreas Fault is a "master" active fault and controls seismic hazard in Southern California. This fault is located approximately 21 miles north of Pasadena.

The County of Los Angeles and the City of Pasadena are both affected by Alquist-Priolo Earthquake Fault Zones. Pasadena is in four USGS Quadrants, the Los Angeles, and the Mt. Wilson quadrants were mapped for earthquake fault zones under the Alquist-Priolo Act in 1977. The Pasadena and Condor Peak USGS Quadrangles have not yet been mapped per the Alquist-Priolo Act.

Adjacent to and partially in the city of Pasadena are two faults, considered active, the Sierra Madre primarily north of the city and the Raymond Fault primarily south of the city. The 2002 Safety Element of the General Plan considers the Sierra Madre Fault to be in a Fault Hazard Management Zone and the Raymond Fault to be in an Alquist-Priolo Earthquake Fault Zone. Within the south west quadrant of the city, the Eagle Rock Fault is considered potentially active. The proposed project is 5 ½ miles south of the Sierra Madre Fault, 2 ½ miles south of a potentially active strand of the Sierra Madre Fault, one mile north of the Raymond Fault and 0.6 miles north of the Eagle Rock Fault.

The potential exists for people and property to be exposed to the hazards of seismic activity in most of California. This project will not increase the potential occurrence of earthquakes. The risk of earthquake damage is minimized because the new structure shall be built according to the Uniform Building Code and other applicable codes, and is subject to inspection during construction. Structures for human habitation must be designed to meet or exceed California Uniform Building Code standards for Seismic Zone 4.

ii. *Strong seismic ground shaking? ( )*

                        
 
                         
 
                         

**WHY?** See 9.a.i.

The City of Pasadena is within a larger area traversed by active fault systems, such as the San Andreas and Newport-Inglewood. Any major earthquake along these systems will cause seismic ground shaking in

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Pasadena. At a minimum the earthquake-resistant design and materials of new projects must meet or exceed the current seismic engineering standards of the California Uniform Building Code Seismic Zone 4 requirements. Much of the City is on sandy, stony or gravelly loam formed on the alluvial fan adjacent to the San Gabriel Mountains. This soil is more porous and loosely compacted than bedrock and thus subject to greater impacts from seismic ground shaking than bedrock.

iii. *Seismic-related ground failure, including liquefaction as delineated on the most recent Seismic Hazards Zones Map issued by the State Geologist for the area or based on other substantial evidence of known areas of liquefaction?* ( )

                        
 
                         
 
                         

**WHY?** According to Plate P-1 of the Cities Safety Element of the General Plan (as based on the State's Seismic Hazard Zone Maps) or Plate 1-3 of the Technical background Report to the Cities Safety Element of the Genera Plan, the project site is not in an area subject to liquefaction.

The site is generally flat with a difference in elevation of approximately five feet from north to south (in a distance of approximately 540 feet) and a difference of approximately seven feet from west to east (in a distance of approximately 360 feet). Existing City Municipal Code and Building Code regulations will control any slope instability; therefore there will be no impact.

Due to these codes and inspections there will be no increased exposure to seismic ground failure including liquefaction.

iv. *Landslides as delineated on the most recent Seismic Hazards Zones Map issued by the State Geologist for the area or based on other substantial evidence of known areas of landslides?* ( )

                        
 
                         
 
                         

**WHY?** According to Plate P-1 of the City's Safety Element of the General Plan (as based on the State's Seismic Hazard Zone Maps), the project site is not in a Landside Hazard Zone. According to the Slope Instability Map (Plate 2-4 of the Technical Background Report of the adopted 2002 Safety Element of the General Plan) the project is not in an area of slope instability. According to these same sources there is not any known historic evidence of landslides on the project site or adjacent properties. Existing City regulations will control any slope instability; therefore there will be no impact. In addition the Seismic Hazard map does not show this project to be located in an area where there is geologic evidence of past landslides.

b. *Result in substantial soil erosion or the loss of topsoil?* ( )

                        
 
                         
 
                         

**WHY?** Excavation and Grading Construction of the project will require grading of the approximately 3.5 acre site with 35,000 cubic yards of cut, which will be exported from the site. There are no plans for use of imported fill. The project will cover approximately 58% of the site. The existing building regulations and property site inspections ensure that construction activities do not create unstable earth conditions.

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The displacement of soil through cut and fill will be controlled by Appendix Chapter 33 of the 2001 California Building Code relating to grading and excavation therefore there will be no impact. The applicant must have an approved site to receive any exported cut earth.

If a detailed geotechnical and foundation investigation is required for planned structural facilities it should be performed by California licensed geologists and engineers and at a minimum contain the following information:

1. The characteristics of the soil materials below the construction site.
2. The most appropriate type of foundation for the proposed structure.
3. The static and dynamic design criteria for the recommended foundation type.
4. The estimated foundation settlement rate.
5. The necessary subgrade preparation for the foundation.
6. The lateral pressures for retaining walls.
7. The design slopes for cut and fill sections.
8. The suitability of on-site soils for use as backfill.

Erosion According to the Final Environmental Impact Report certified for the adoption of the 1994 Land Use and Mobility Elements, the natural water erosion potential of soils in Pasadena is low, unless these soils are disturbed during the wet season. Both the Ramona and Hanford soils associations, which underlay much of the City, have high permeability, low surface runoff and slight erosion hazard due to the gravelly surface layer and low topographic relief away from the steeper foothill areas of the San Gabriel Mountains.

Water erosion during construction will be minimized by limiting construction to dry weather, covering exposed excavated during periods of rain and protecting excavated areas from flooding with temporary berms.

Soil erosion after construction will be controlled by implementation of an approved landscape and irrigation plan. This plan shall be submitted to the Zoning Administrator (or Design Review Commission staff) for review and approval prior to the issuance of a building permit.

Construction may temporarily expose the soil to wind and/or water erosion. Erosion caused by strong wind, excavation and earth moving operations will be minimized by watering during construction and by covering earth to be transported in trucks to or from the site.

Any project, which involves more than 250 cubic yards of cut or fill should have an erosion and sediment transport control plan as part of the applicant's grading plan. The grading plan must be approved by the Building Official and the Public Works Department prior to the issuance of any building permits.

For major projects not subject to the Hillside Grading Ordinance, an erosion and sediment control plan should include the following measures if applicable:

Confine construction to the dry season (April 16th to October 14th), whenever possible; If construction needs to be scheduled for the wet season (October 15th to April 15th of the following year), ensure that structural erosion and sediment transport control measures are ready for implementation prior to the onset of the first major storm of the season: Locate staging areas outside major streams (such as the main Arroyo Seco or Eaton Wash streambed) and drainage ways; Keep slope lengths and gradients to a minimum; Discharge construction runoff into small drainages at frequent intervals to avoid buildup of large potentially erosive flows; prevent runoff from flowing over unprotected slopes; keep disturbed areas to the minimum

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necessary for construction; keep runoff away from disturbed areas during construction; Stabilize disturbed areas as quickly as possible, either by vegetative or mechanical methods; Direct flows over vegetated areas prior to discharge into public storm drainage systems; Trap sediment before it leaves the site with such techniques as check dams, sediment ponds, or siltation fences; Make removal and disposal of all project construction-generated siltation from off-site retention ponds the responsibility of the contractor; Use landscaping and grading methods that lower the potential for down-stream sedimentation. Modified drainage patterns and longer flow paths, encouraging infiltration into the ground, and slower storm-water conveyance velocities are examples of effective methods; and Control landscaping activities carefully with regard to the application of fertilizers, pesticides or other hazardous substances. Provide proper instruction to all landscaping personnel on the construction team.

- 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?* ( )

**WHY?** The City of Pasadena rests primarily on an alluvial plain. To the north the San Gabriel Mountains are relatively new in geological time. These mountains run generally east-west and have the San Andreas Fault on the north and the Sierra Madre Fault to the south. The action of these two faults in conjunction with the north south compression of the San Andreas tectonic plate is pushing up the San Gabriel Mountains. This uplifting combined with erosion has helped form the alluvial plain. Depending upon the nature of the soil on the project site, a geological study may be necessary to determine if the soil is stable enough to support the planned project without being graded and the soil compacted to specified standards per applicable codes.

According to State of California Seismic Hazard Zone Map (Pasadena Quadrangle) and the Seismic Hazards Map (Plate 1-3) and Slope Instability Map (Plate 2-4) of the adopted 2002 Safety Element of the General Plan, the project is not in an area with slope instability. In addition the Seismic Hazard map does not show this project to be in an area where there is geologic evidence of past landslides.

- d. *Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?* ( )

**WHY?** The Technical Background Report of the adopted 2002 Safety Element of the General Plan identifies the project site as underlain by stream channel deposits of gravel, sand and silt (Plate 2.1). This soil consists primarily of sand and gravel and is in the low to moderate range for expansion potential.

The project must be reviewed and approved by the Building Division prior to the issuance of a building permit. Compliance with all City requirements will ensure no impacts related to expansive soil.

- 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?* ( )

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**WHY?** The City of Pasadena allows septic tanks to be used for only specified areas in the hillsides per regulations found in Ordinances 3881 and 4170 and codified in Pasadena Municipal Code. The proposed project is not in any of these specified areas. New construction must be hooked up to a sewer if it is available. If the sewer is at a higher elevation than the project, the sewage is to be pumped up to the sewer.

**10. HAZARDS AND HAZARDOUS MATERIALS.** Would the project:

a. Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials? ( )

                        
 
                         
 
                         

**WHY?** The proposed project consists of the development of a medical office building and a parking structure. It will involve the transport, use, or disposal of typical hazardous materials during the construction phase such as oils, solvents, paints, adhesives, etc. Biomedical waste during operations of the medical building will occur on the project site. All use, storage, handling, and disposal of any hazardous materials/wastes are strictly regulated and all construction/operations will be required to comply with all existing applicable laws and regulations. Impact will be less than significant.

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? ( )

                        
 
                         
 
                         

**WHY?** The former Shell Service Station, located on a portion of the project site at the corner of California Boulevard and Fair Oaks Avenue, contained five underground storage tanks (UST) and one abandoned water oil UST. Of the five USTs, three were removed, while the other two USTs (8,000 gallons each) and the 1,000-gallon waste oil UST were abandoned in place and filled with concrete slurry. Three companies performed soils investigations and the results revealed soils impacted by Total Petroleum Hydrocarbons (TPH-g), benzene, toluene, ethylbenzene and xylenes (BTEX) to a depth of 37 feet below the ground surface.<sup>3</sup>

A final closure letter was issued by the Pasadena Fire Department, stating that no further action to the UST release is necessary.<sup>4</sup> Significant levels of contaminated soils were left in place, as permitted by State law. The Pasadena Fire Department has indicated that "if the site is excavated or subsurface work is conducted, excavated material may be regulated and site workers may require protective equipment."

The proposed project will not involve excavation on the portion of the site where the Shell Service Station was located.. On that portion of the project site, site preparation will include minor grading for foundation work for the medical building. This activity has the potential to disturb soils that may contain residual contamination. The disposition of such contaminated materials is strictly regulated by local, State and

<sup>3</sup> Tetra Tech, Inc. Letter from Ronald J. Chu, P.E. to George Chan of Tetra Tech ISG dated February 23, 2001 referencing review of materials available from the City of Pasadena Fire Department associated with the UST closure at 587 South Fair Oaks Avenue, Pasadena, California.

<sup>4</sup> Ibid.

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Federal laws, and the applicant will be required to comply with all applicable regulations. Excavation of 35,000 cubic yards for the subterranean levels of the parking structure will not involve the portion of the site where the Service Station was located. Therefore, with mitigation, impacts will be less than significant.

**Mitigation Measure**

HAZ-1 The applicant shall submit to the Fire Department a Work Plan and, if the Fire Department determine necessary, a Remediation Plan For Contaminated Soils, which must be reviewed and approved prior to issuance of a grading permit,

c. *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? ( )*

                        
 
                         
 
                         

**WHY?** The Sequoyah School, a private K through 8 private school, is located approximately one-quarter mile to the west of the project site. The operation of the proposed project will not involve the emission of hazardous materials. Given the proposed medical office use, there will be some handling of hazardous materials. However, this will not be inconsistent with the adjacent hospital use. The applicant must comply with all regulations for the handling and disposal of medical waste and therefore no impacts will result.

d. *Be located on a site which is included on a list of hazardous materials 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? ( )*

                        
 
                         
 
                         

**WHY?** The project site is not located on the State of California Hazardous Waste and Substances Sites List of sites published by California Environmental Protection Agency (CAL/EPA).

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 for people residing or working in the project area? ( )*

                        
 
                         
 
                         

**WHY?** The project site is not within an airport land use plan or within two miles of a public airport or public use airport.

f. *For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? ( )*

                        
 
                         
 
                         

**WHY?** The project site is not within the vicinity of a private airstrip. The Bob Hope Airport in Burbank is located approximately 15 miles west of the project site, and El Monte Airport, a general aviation facility is located approximately 12 miles to the east. The project site is not located within an airport land use plan,

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within two miles of a public airport or public use airport, or within the vicinity of a private airstrip. Therefore, the construction and operation of the proposed project will not result in adverse safety impacts related to airports.

g. *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?* ( )

                        
 
                         
 
                         

**WHY?** To ensure compliance with zoning, building and fire codes, the applicant is required to submit appropriate plans, including a construction staging and management plan, for review prior to the issuance of a building permit. Adherence to these requirements ensures that the project will not have a significant impact on emergency response and evacuation plans.

The proposed project will not interfere with an adopted emergency response plan or emergency evacuation plan. Access to the proposed HMM Outpatient Services Pavilion project will be provided via three site driveways: one driveway on Fairmount Avenue, one driveway on Fair Oaks Avenue and one driveway on Congress Street. All three project site driveways will be constructed to City of Pasadena standards. The proposed project will not result in the permanent closure or the reduction in capacity of any roads. A beneficial impact of the proposed project will be the increased capacity along a major corridor, California Boulevard. Therefore, the construction and operation of the proposed project will not result in adverse impacts related to emergency response or evacuation plans.

The City of Pasadena maintains a citywide emergency response plan, which goes into effect at the onset of a major disaster (e.g., a major earthquake). The Fire Marshall maintains the disaster plan. In case of a disaster, the Fire Marshall is responsible for implementing the plan, and the Pasadena Police Department devises evacuation routes based on the specific circumstance of the emergency.

The City has pre-planned evacuation routes for dam inundation areas associated with Devil's Gate Dam, Eaton Wash, and the Jones Reservoir. According to the Technical Background Report of the adopted 2002 Safety Element of the General Plan (Plate 3-1), the project site is not within any of these dam inundation areas.

There are no areas in the City designated as eligible for flood insurance by the Federal Emergency Management Administration (FEMA).

h. *Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?* ( )

i.

                        
 
                         
 
                         

**WHY?** According to the Technical Background Report of the adopted 2002 Safety Element of the General Plan as shown on Plate 4-2, Wildfire Hazard Map, the project site is in an area of low fire hazard. The project is in an urban area and is not adjacent to wildlands.

**11. HYDROLOGY AND WATER QUALITY.** Would the project:

a. *Violate any water quality standards or waste discharge requirements?* ( )

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**WHY?** The project will not violate any water quality standards or waste discharge requirements. The project must comply with federal Water Pollution Control Act (Clean Water Act) National Pollution Disposal Elimination System (NPDES) permit requirements and the City's Storm Water and Urban Runoff Control Regulations.

There are no bodies of water near the project, whose surface waters would receive any discharge from the project. However, if there is water runoff from the site, this runoff may be discharged via Los Angeles County Flood Control Channels into the San Pedro Bay.

The project is not located near any significant body of fresh or marine water. Further, Pasadena has adopted the Standard Urban Storm Water Mitigation Plan (SUSMP) to help implement the National Pollutant Discharge Elimination System (NPDES).

*b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? ( )*

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**WHY?** The project will use the existing water supply system provided by the Pasadena Department of Water and Power and the existing sewer provided by the Public Works Department. Therefore, there will be no direct additions or withdrawals from the ground waters. Moreover there is no known aquifer condition in the project site or in the surrounding area, which could be intercepted by excavation for the project.

Under normal operation the project will use approximately 26,125 gallons of water per day. The source of some of the water from the Pasadena Water and Power Department is ground water, stored in the Raymond Basin.

During drought conditions, the project must comply with the Water Shortage Procedures Ordinance (Chapter 13 of the Pasadena Municipal Code) the project shall only consume 90% of expected consumption. To ensure compliance with this ordinance, the applicant shall submit a water conservation plan limiting the project's water consumption to 90% of expected consumption. This plan shall be submitted to and approved by the City's Water and Power Department and the Building Division prior to the issuance of a building permit. The applicant's irrigation and plumbing plans shall comply with the approved water conservation plan.

Further, the Water Department reviewed the proposed project through the City's Predevelopment Plan Review process and determined they can serve the needs of the project.

*c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on-or off-site? ( )*

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**WHY?** The Outpatient Services Pavilion site project site is presently developed with a surface parking lot and structure that cover approximately 90% of the site. Similar to the existing condition, the proposed new building and hardscape development will cover approximately 75% of the site. Therefore, development of the site will not significantly increase the amount of surface paving and will therefore not significantly reduce the amount of area covered with impervious surfaces. The applicant is required to develop a Standard Urban Storm Water Mitigation Plan (SUSMP) in compliance with the City's Storm Water and Urban Runoff Control Regulations. The SUSMP requirements will be submitted for the review and approval of the Building Division and both the Public Works and Transportation Departments, before the issuance of a building permit. This plan requires that the peak post-development storm-water runoff discharge rates do not exceed the estimated pre-development rate.

The drainage of surface water from the project will be controlled by building regulations and directed towards the City's existing streets, flood control channels, storm drains and catch basins. The applicant shall submit a site drainage plan for review and approval by the Building Division and the Public Works Department prior to the issuance of a building permit. Due to the existing building regulations and the submission, approval and implementation of a drainage plan there will be no significant impact from surface runoff.

*d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site? ( )*

                        
 
                         
 
                         

**WHY?** The existing drainage pattern of the area will not be altered, nor will the project substantially increase the rate or amount of surface runoff that would result in flooding on- or off-site. If drainage patterns are altered, the applicant shall provide an approved method of controlling storm water runoff. Approval shall be made by the Planning and Development Department and the Department of Public Works prior to issuance of a grading or building permit for this site.

If the proposed improvement drains to the driveway, the applicant shall construct a non-sump grate drain in the driveway at the back of the sidewalk. This drain shall discharge to the street at an approved angle in a cast iron curb drain or an approved curb outlet.

The City of Pasadena contains two streams the Arroyo Seco and Eaton Creek, the project is not located near either stream. The project will not substantially alter the course of these streams or any ravines or gullies on the site.

*e. 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? ( )*

                        
 
                         
 
                         

**WHY?** The project site is adequately served by existing stormwater drainage systems.

*f. Otherwise substantially degrade water quality? ( )*

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**WHY?** The project will not substantially degrade water quality during construction or operation. Runoff will be controlled during construction using required Best Management Practices.

Hazardous materials located underground will not be disturbed by project grading. The former Shell Service Station, located on the project site at the corner of California Boulevard and Fair Oaks Avenue, contained five underground storage tanks (UST) and one abandoned water oil UST. Of the five USTs, three were removed, while the other two USTs (8,000 gallons each) and the 1,000-gallon waste oil UST were abandoned in place and filled with concrete slurry. Three companies performed soils investigations and the results revealed soils impacted by Total Petroleum Hydrocarbons (TPH-g), benzene, toluene, ethylbenzene and xylenes (BTEX) to a depth of 37 feet below the ground surface.<sup>5</sup>

A final closure letter was issued by the Pasadena Fire Department, stating that no further action to the UST release is necessary.<sup>6</sup> Significant levels of contaminated soils were left in place, as permitted by State law, The Pasadena Fire Department has indicated that "if the site is excavated or subsurface work is conducted, excavated material may be regulated and site workers may require protective equipment."

The proposed project will not involve excavation on the portion of the project site where the Shell Service Station was located. On that portion of the project site, site preparation will include minor grading for foundation work for the medical building. This activity has the potential to disturb soils that may contain residual contamination. The disposition of such contaminated materials is strictly regulated by local, State and Federal laws, and the applicant will be required to comply with all applicable regulations. Excavation of 35,000 cubic yards for the subterranean levels of the parking structure will not involve the portion of the site where the service station was located. Under 9.b. Mitigation Measure HAZ-1, the applicant must receive Fire Department approval of a Work Plan and Disposal Plan for Contaminated Soils prior to issuance of a grading permit. The impact will be less than significant.

The project will be connected to the existing water, sewer and storm drain systems so there will be no direct impact on groundwater quality.

- g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or dam inundation area as shown in the City of Pasadena adopted Safety Element of the General Plan or other flood or inundation delineation map? ( )*

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**WHY?** The project includes no housing. In addition, according to the Dam Failure Inundation Map, Plate 3-1, of the adopted 2002 Safety Element of the City's adopted General Plan, the project is not located in a dam inundation area.

- h. Place within a 100-year flood hazard area structures, which would impede or redirect flood flows? ( )*

<sup>5</sup> Tetra Tech, Inc. Letter from Ronald J. Chu, P.E. to George Chan of Tetra Tech ISG dated February 23, 2001 referencing review of materials available from the City of Pasadena Fire Department associated with the UST closure at 587 South Fair Oaks Avenue, Pasadena, California.

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**WHY?** The entire City of Pasadena is in Zone D on the Federal Emergency Management Agency (FEMA) map Community Number 065050. In Zone D the City is not required to implement any flood plain management regulations.

i. *Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?* ( )

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**WHY?** According to the Dam Failure Inundation Map, Plate 3-1, of the adopted 2002 Safety Element of the City's adopted General Plan, the project is not located in a dam inundation area.

There are no significant bodies of water either in or near the City of Pasadena, which could subject the City to tidal waves. An on-site drainage system will convey storm water runoff to designated flood control facilities.

j. *Inundation by seiche, tsunami, or mudflow?* ( )

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**WHY?** The City of Pasadena is not located near enough to any inland bodies of water or the Pacific Ocean to be inundated by either a seiche or tsunami. For mudflow see responses to 9. Geology and Soils a. iii and iv regarding seismic hazards such as liquefaction and landslides.

**12. LAND USE AND PLANNING.** Would the project:

a. *Physically divide an existing community?* ( )

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**WHY?** The project will not physically divide an existing community, because the site is surrounded by development on all sides, and the project is infill construction in a highly urbanized area.

b. *Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?* ( )

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**WHY?** The development project site is within both the IG/SP2 (General Industrial, South Fair Oaks Specific Plan) zoning district and also the PS (Public and Semi-Public district). The project proposes a zone change for the eastern portion of the development site, so that the entire site is within the IG-SP2 zoning district.

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This district is suitable for, and encourages with incentives, the project land use. Along with the rezoning the Huntington Memorial Hospital Master Development Plan boundary would be amended to exclude the project site and the 57,000 square foot medical office building would be eliminated from the list of buildings approved under the Master Development Plan. The existing PS zoning district and the Master Development Plan both support development of the project land use.

The project is consistent with the General Plan policies of targeting development into specific plan areas and of promoting technology-based uses.

c. *Conflict with any applicable habitat conservation plan (HCP) or natural community conservation plan (NCCP)? ( )*

                        
 
                         
 
                         

**WHY?** There are no Habitat Conservation or Natural Community Conservation Plans in Pasadena.

**13. MINERAL RESOURCES.** 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? ( )*

                        
 
                         
 
                         

**WHY?** No active mining operations existing in the city of Pasadena. There are two areas in Pasadena that may contain mineral resources. These two areas are Eaton Wash, which was formerly mined for sand and gravel, and Devils Gate Reservoir, which was formerly mined for cement concrete aggregate. The project site is not near these areas.

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? ( )*

                        
 
                         
 
                         

**WHY?** There are no locally important mineral-resource recovery sites delineated by the City of Pasadena Land Use Element of the Comprehensive General Plan. The 1994 certified final EIR for the Land Use Element states that there are two areas within Pasadena which contain aggregate for making Portland cement, one in the Arroyo Seco, the other in Eaton Canyon. These areas are zoned for Open Space uses and are not currently being mined. There are no mineral-resource recovery sites shown in the Hahamongna Watershed Park Master Plan. The 1999 "Aggregate Resources in the Los Angeles Metropolitan Area" map published by the California Department of Conservation, Division of Mines and Geology shows no aggregate resources with the City of Pasadena.

**14. NOISE.** Will the project result in:

a. *Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? ( )*

Potentially Significant Impact

Significant Unless Mitigation is Incorporated

Less Than Significant Impact

No Impact

**WHY?** The project itself will not lead to a significant increase in ambient noise. Noise generated by construction activities may have a short-term impact and noise from air conditioning and heating systems may increase the existing level of ambient noise after construction. Significant long-term impacts are not anticipated. The project will adhere to City regulations governing hours of construction, noise levels generated by construction and mechanical equipment, and the allowed level of ambient noise (Chapter 9.36 of the Pasadena Municipal Code). Regulations in the Municipal Code regarding ambient noise levels apply to stationary noise sources. The Noise Restrictions Ordinance does not regulate traffic noise.

The impact from construction noise will be short-term and limited to normal working hours (7 a.m. to 9 p.m. Monday through Saturday in or within 500 feet of a residential area) in accordance with City regulations. A construction related traffic plan would be required to ensure that truck routes for transportation of materials and equipment are established with consideration for sensitive uses in the neighborhood. A traffic and parking plan for the construction phase will be submitted for approval to the Traffic Engineer in the Public Works and Transportation Department and to the Zoning Administrator prior to the issuance of any permits. The project must comply with the City's Noise Restrictions Ordinance (Chapter 9.36 of the Pasadena Municipal Code) and the California Sound Transmission Control Standards (CAC, Title 24, building Standards, Chapter 12 Appendix Section 1208A).

The 2002 adopted Noise Element of the Comprehensive General Plan contains objectives and policies to help minimize the effects of noise from different sources. According to Figure 1, Guidelines for Noise Compatible Land Use of the Noise Element, a medical office building project should be located in an area with a "clearly to normally acceptable" ambient noise range of 67-77 dBA. According to Table 2, Existing Noise Contours (2001), the project is located within the 60 dBA contour.

b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? ( )

**WHY?** See response to 14.a. The development project is in a fully developed urban area and will not increase ground borne vibration or ground borne noise levels. The Noise Restrictions Ordinance (Pasadena Municipal Code Chapter 9.36) sets the allowed ambient noise level.

c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? ( )

**WHY?** See response to 14.a. The Noise Restrictions Ordinance (Pasadena Municipal Code Chapter 9.36) sets the allowed ambient noise level. The project is in a fully developed urban area and will not increase ambient noise levels

<b>Potentially Significant Impact</b>	<b>Significant Unless Mitigation is Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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d. *A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? ( )*

                                                                

**WHY?** The project will not cause a substantial temporary or periodic increase in ambient noise levels. The City's Noise Ordinance (Chapter 9.36 of the Pasadena Municipal Code) and the California Sound Transmission Control Standards (CAC, Title 24, building Standards, Chapter 2-35) regulate hours of construction, noise levels generated by construction and mechanical equipment, and the allowed level of ambient noise. The impact from construction noise will be short-term and limited to normal working hours (7 a.m. to 9 p.m. Monday through Saturday) in accordance with City regulations. Also, the Public Works Department requires a construction-related traffic plan to ensure that truck routes for transportation of materials and equipment are established with consideration for the surrounding area. A traffic and parking plan for the construction phase shall be submitted for approval to the Traffic Engineer in the Public Works Department and to the Zoning Administrator before the issuance of any permits. This plan shall show the impact of the various construction stages on the public right-of-way including street occupations, closures, detours, staging areas, and routes of construction vehicles entering and exiting the construction site.

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 expose people residing or working in the project area to excessive noise levels? ( )*

                                                                

**WHY?** There are no airports or airport land use plans within the City of Pasadena. Pasadena is part of the Burbank, Glendale Pasadena Airport Authority, but the airport is in the City of Burbank.

f. *For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? ( )*

                                                                

**WHY?** The project is not within the vicinity of the Police Heliport or the Fire Camp in the Arroyo Seco.

**15. POPULATION AND HOUSING.** Would the project:

a. *Induce substantial 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)? ( )*

                                                                

**WHY?** The proposed project development project is the construction of an outpatient medical services pavilion and parking structure to provide expanded medical services to existing residents in the project area. Currently, the project site consists of vacant lots and parcels with buildings proposed for demolition; no housing or people will be displaced. The proposed project is not anticipated to result in increased population in the City of Pasadena or the surrounding area because the employees for the pavilion are

Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact
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anticipated to be drawn from the existing employment base in the City and the surrounding areas. Therefore, the proposed project will not result in adverse impacts related to housing and no mitigation is required.

b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? ( )

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**WHY?** The project does not involve the demolition of housing units.

c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? ( )

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**WHY?** The project does not involve the demolition of housing units.

**16. PUBLIC SERVICES.** Will the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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:

a. Fire Protection? ( )

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**WHY?** The project site is located in a low wildfire hazard area according to the Wildfire Hazard Map (Plate 4-2) of the Technical Appendix of the adopted 2002 Safety Element of the City's General Plan. The closest fire station to the site is Station 31 at 135 S. Fair Oaks Ave., approximately one half mile from the project site. Station 31 has one engine-company and one rescue ambulance staffed with four-crew per each ladder and engine company and two-crew per rescue ambulance.

The project will include safety and security features such as fire sprinklers and alarm systems and the required access for emergency vehicles to ensure fire safety. Therefore, it will not result in the need to alter existing or construct new fire protection facilities, the construction of which could result in significant impacts on the physical environment. Impacts will be less than significant.

b. Libraries? ( )

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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<b>Potentially Significant Impact</b>	<b>Significant Unless Mitigation is Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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**WHY?** The project is located approximately 4,000 feet from the nearest branch library, Allendale Library. The City as a whole is well served by its Public Information (library) System; and the project would not significantly impact library services

c. *Parks?* ( )

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**WHY?** The project is located one quarter mile from the nearest park, Singer Park. The proposed project is a non-residential project that would not directly increase the City's population. However, there is a potential for an increase in usage of park space given the new employees and patrons associated with the proposed project. The City collects an impact fee of \$3.09 per square foot of non-residential space. Payment of this fee mitigates any impact on parks. In addition employees will also have access to the plazas and open spaces in the project. South Fair Oaks Specific Plan requires new development to include these passive spaces. The project is not expected to create a significantly increased demand for neighborhood or regional parks or other recreational facilities. Any impact on parks would be less than significant.

d. *Police Protection?* ( )

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**WHY?** The City of Pasadena maintains its own police force, and the main police station is at 207 North Garfield Avenue, approximately one mile from the project site. The project will have safety and security features, alarm systems, access for emergency vehicles, and safety and security lighting to deter crime. The Police Department will review the project plans prior to the issuance of a building permit. The project will not result in a need to alter existing or construct new police protection facilities, the construction of which could result in significant impacts on the physical environment. Impacts will be less than significant.

e. *Schools?* ( )

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**WHY?** The project includes no housing. The City of Pasadena collects a Pasadena Unified School District (PUSD) Construction tax on all new construction. Payment of this fee mitigates any impacts on schools.

f. *Other public facilities?* ( )

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**WHY?** The project's development may result in additional maintenance of public facilities. However, the projected revenue to the City in terms of impact fees, increased property taxes (and additional sales tax), and development fees will lower this impact to a level that is not significant.

**17. RECREATION.**



Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact
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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?* ( )

                        
 
                         
 
                         

**WHY?** See response 16 c.

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?* ( )

                        
 
                         
 
                         

**WHY?** The Pasadena Human Service and Recreation Department coordinates a number of recreational fitness activities, classes, and programs for all ages. The project has no recreational activities or facilities on the site. As discussed under item 16. c. and item 17.a. above, the City has sufficient parks and recreation facilities to absorb any increase in use by employees associated with the project , so the impact is with less than significant.

**18. TRANSPORTATION / TRAFFIC.** Would the project:

a. *Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?* ( )

                        
 
                         
 
                         

**WHY?** The project is located on a Multimodal Corridors identified in the 2004 Adopted Mobility Element of the General Plan, Fair Oaks Boulevard, and also within the transit-oriented district associated with the Goldline Light Rail station at Fillmore Street.

The Traffic Impact Study (Appendix B), prepared in accordance with the City of Pasadena "Preparation Guide Traffic Impact Reports," July, 1999 and the 2004 Congestion Management Program for Los Angeles County, concluded that a significant adverse traffic impact will result from the operation of the proposed project. The mitigation measures provided below will reduce the forecast adverse impacts to less than significant levels.

The proposed project is estimated to generate a net increase of 325 vehicle trips (259 inbound trips and 66 outbound trips) during the AM peak-hour. During the PM peak-hour, the proposed project is expected to generate a new increase of 370 vehicle trips (89 inbound trips and 281 outbound trips). Over a 24-hour period, the proposed project is forecast to generate a net increase of 5,059 trip ends during a typical weekday (2,530 inbound trips and 2,530 outbound trips).

Fifteen intersections were analyzed to determine traffic impacts from the project. According to the City's Sliding Scale Method for calculating the level of impact due to traffic generated by the proposed project, a significant adverse transportation impact is determined based on the sliding scale criteria. The City's

Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact
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Sliding Scale Method requires mitigation of project traffic impacts whenever traffic generated by the proposed development cause an increase of the analyzed intersection Volume-to-Capacity (v/c) ratio by an amount equal to or greater than the values shown in Table 4.

**Table 4  
City of Pasadena Intersection Impact Threshold**

Final v/c	Level of Service	Project Related Increase
≥ 0.000 - 0.600	A	Equal to or greater than 0.06
≥ 0.600 - 0.700	B	Equal to or greater than 0.05
≥ 0.700 - 0.800	C	Equal to or greater than 0.04
≥ 0.800 - 0.900	D	Equal to or greater than 0.03
≥ 0.900 - 1.000	E	Equal to or greater than 0.02
≥ 1.000	F	Equal to or greater than 0.01

Source: City of Pasadena, Department of Transportation 2005.

**Project and Pre-Intelligent Transportation Conditions**

The City of Pasadena has programmed area-wide and corridor level Intelligent Transportation (ITS) traffic signal improvements, including those associated with the 710 Interim Traffic Improvements on South Fair Oaks Avenue, within the project study area. Along the Fair Oaks Avenue corridor, a total of fifteen intersections are planned for ITS improvements.

The future analysis condition evaluated project-related impacts at the fifteen study intersections prior to the installation of area-wide ITS improvements by the City of Pasadena. The proposed project is expected to create significant adverse impacts at five of the fifteen study intersections during the AM and/or PM peak hours with the addition of ambient growth, cumulative project traffic and project-related traffic. The five intersections anticipated to perform at deficient v/c increase based on the project related traffic, without the ITC improvements, are:

- Pasadena Avenue/California Boulevard  
PM peak hour v/c ratio increase of 0.055 [0.817 to 0.872 (LOS D)]
- Fairmount Avenue/California Boulevard  
PM peak hour v/c ratio increase of 0.059 [0.563 to 0.622 (LOS B)]
- Fair Oaks Avenue/California Boulevard  
AM peak hour v/c ratio increase of 0.075 [0.957 to 1.032 (LOS F)]  
PM peak hour v/c ratio increase of 0.071 [0.966 to 1.037 (LOS F)]
- Fair Oaks Avenue/Congress Street

Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact
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PM peak hour v/c ratio increase of 0.134 [0.703 to 0.837 (LOS D)]

- Fair Oaks Avenue/Glenarm Street  
 AM peak hour v/c ratio increase of 0.040 [0.965 to 1.005 (LOS F)]  
 PM peak hour v/c ratio increase of 0.031 [0.984 to 1.015 (LOS F)]

The following programmed ITS mitigation improvement measures reduce project impacts to a less than significant level for four signalized locations. It is important to note that these ITS mitigation measures are approved mitigation measures in the South Fair Oaks Avenue Specific Redevelopment Plan EIR. The ITS improvements will improve operations at individual intersections as well as on a corridor level basis. The ITS improvements will provide computer control of traffic signals allowing automatic adjustment of signal timing plans to reflect changing traffic conditions, identification of unusual traffic conditions caused by accidents, the ability to centrally implement special purpose short term traffic timing changed in response to incidents, and the ability to quickly identify signal equipment malfunctions. The ITS improvements will provide real-time control of traffic signals and include additional loop detectors, closed-circuit television, an upgrade in the communications links and a new generation of traffic control software. The City of Pasadena Department of Transportation estimates that the ITS improvements reduce the critical v/c ratios by ten percent.

Mitigation measure TRA-2 will reduce the project impacts for the Fairmount Avenue/California Boulevard intersection to a less than significant impact.

**Mitigation Measures**

TRA-1 ITS improvements will be implemented for the following four intersections:

1. Pasadena Avenue/California Boulevard
2. Fair Oaks Avenue/California Boulevard
3. Fair Oaks Avenue/Congress Street
4. Fair Oaks Avenue/Glenarm Street

Based on direction from the Pasadena Department of Transportation, a project-related fair share contribution is required for the project mitigation towards the corridor and area-wide ITS improvements. The cost for ITS transportation improvements outlined in the area-wide and 710 Interim Traffic improvements total \$2,247,000. The acceptance letter dated May 18, 2005 from the Department of Transportation indicates the fair share for the Project is \$450,000.

TRA-2 Install a traffic signal at the Fairmount Avenue/California Boulevard intersection to improve overall operation of the intersection as well as to facilitate emergency access to Huntington Memorial Hospital. Based on discussions with the Pasadena Department of Transportation, an option for the design of the traffic signal may include what is referred to as a "hot green," which would allow the northbound left-turn to have a green arrow at the same time that the westbound approach would have a green phase with traffic merging west of Fairmount Avenue.

**Transportation Demand Management**

In accordance with the City of Pasadena Trip Reduction Ordinance (No. 6573) and the City's *Guidelines for Transportation Review of Projects*<sup>7</sup>, it is recommended that the proposed project implement an extensive

<sup>7</sup> City of Pasadena Department of Transportation, *Guidelines for Transportation Review of Projects*, February 2004.

Potentially Significant Impact	Significant Unless Mitigation is Incorporated	Less Than Significant Impact	No Impact
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Transportation Demand Management (TDM) program. The TDM measures implemented as part of the project are aimed at decreasing the number of vehicular trips generated by persons traveling to the site by offering specific facilities, services and actions designed to increase the use of alternative transportation modes (e.g., transit, rail, walking, bicycling, etc.) and ridesharing. The TDM measures are above and beyond those incorporated into the trip generation forecast to account for the proximity to the nearby MTA Gold Line Fillmore Street station. An eight percent trip reduction for TDM measures has been included in the fair share calculations.

The TDM strategies will identify opportunities to reduce parking demand and automobile dependency, as well as to promote alternative travel modes. The following subsections identify measures for general site visitors and site employees. The final TDM program for the proposed project will be developed in conjunction with the City of Pasadena.

General visitor trips to medical buildings are a challenge to influence, however, the project site is well situated near public bus and rail transit lines thereby providing opportunities to affect visitor travel modes. Mitigation measure TRA-3 will ensure a less than significant impact.

Employee trips are the easiest to affect using a variety of measures involving new and/or enhanced transportation facilities, employee policies, pricing and convenience incentives, and information. Mitigation measure TRA-4 will ensure a less than significant impact.

**Mitigation Measures**

TRA-3 Pacific Medical Buildings will:

- Provide travel information using kiosks and displays situated in common areas (e.g., main travel paths, central elevator banks, etc.).
- Work in conjunction with the Pasadena Department of Transportation and transit service providers to improve bus transit service on the corridors adjacent to the project site.
- Work with project site tenants to produce and distribute alternative travel mode and rideshare opportunities information to visitors and employees.
- Improve existing bus stops directly adjacent to the project site with shelters and transit information, consistent with the standards and requirements of the City of Pasadena and the transit service providers. Enhancements could include weather protection, lighting, benches, and trash receptacles. These improvements make riding the bus a safer and more attractive alternative for employees and visitors to the medical center.
- Install a pedestrian wayfinding program directing visitors and employees to/from the project site and public bus and rail transit lines, as well as to the Huntington Memorial Hospital campus and parking facilities.

TRA-4 Pacific Medical Buildings will:

- Operate a centralized Employee Transportation Center staffed by an Employee Transportation Coordinator (ETC) that is responsible for all elements of employee travel including personal home-