

Potentially
Significant
Impact

Significant
Unless
Mitigation is
Incorporated

Less Than
Significant
Impact

No Impact

to-work trip planning, sale of transit fares, forming and sustaining vanpools, arranging parking, and working with tenants on supplying TDM information to employees and visitors.

- Encourage alternative employee work schedules to avoid peak hours (i.e., 7:00 to 9:00 AM and 4:00 to 6:00 PM) to the extent feasible. This action is subject to operating needs of the tenants and would be subject to change based on the departure and arrival of new tenants.
- Provide employees with discounts on transit fares (both public bus and light rail transit). Reduced transit fares could be offered as an inducement to start riding the bus with a continuing incentive provided should patronage be sustained.
- Provide reduced rate (or free) parking for qualified employee car/vanpools with two or more occupants.
- Provide preferentially located and reserved parking for employee car/vanpools. The part or parts of the employee parking area/areas located most conveniently to the employee entrance/entrances should be designated for car/vanpools. Car/vanpool spaces should be provided on demand; however, employees should be authorized by the ETC to use the spaces.
- Designate car/vanpool zones for passenger discharge and pick-up near employee entrances.
- Provide priority parking opportunities for clean-fuel vehicles.
- Provide new employees with an orientation to alternative transportation opportunities on being hired.
- Provide ride matching information to employees at the time of hiring and quarterly through area ridesharing services.
- Conduct quarterly promotional events that include financial incentives, such as discounts on commute-related merchandise.
- If applicable, work with tenants to establish short distance vanpools (e.g., 15 miles or less) to serve employees that may live close to work, but within areas not served well by transit lines.
- Extensive bicycle parking will be provided on the site. Provide employees with information on convenient bicycles routes from residential areas.
- If required by the ETC through review of the TDM plan for this project, building management shall provide a Guaranteed Ride Home to employees that do not drive to work. This service allows employees to leave their vehicles at home without feeling that they would be stranded at work should an emergency arise that requires transportation to their home area.

Dial-A-Ride Impact

The City of Pasadena offers a Dial-A-Ride reservation program for registered seniors and persons with disabilities who cannot use fixed-route transit. Dial-A-Ride is a shared, curb-to-curb transportation service provided for residents who live in Pasadena, San Marino, Altadena and the other unincorporated Los

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Angeles County areas. This service is restricted to passengers who are 60 years and older or for those under 60 years with a physician-certified disability that prevents the use of regular public transit.

Based on discussions with Pasadena Department of Transportation staff, City Transit Operations staff researched the number of Dial-A-Ride trips that occur to and from the Huntington Memorial Hospital and nearby buildings in the vicinity. Medical-related trips in the area bounded by California Boulevard to the north, Allesandro Street to the south, Fair Oaks Avenue to the east, and Pasadena Avenue to the west were researched. During a typical five day period (i.e., Monday through Friday), a total of approximately 120 passenger trips occur to and from this area (i.e., about 60 passenger pick-ups and 60 passenger drop-offs). Based on this total and the current rider fare cost of 50 cents, the annual fare revenue for these trips is a total of approximately \$3,120.00 (120 trips × 0.50 × 52 weeks = \$3,120.00 on an annual basis). Mitigation measure TRA-5 will ensure the impact to the City's Dial-A-Ride program will be less than significant.

Mitigation Measure

TRA-5 For the Dial-A-ride trips attributable to the proposed medical building project, the acceptance letter dated May 18, 2005 from the Department of Transportation indicates the fair share for the project is \$50,000. Pacific Medical Buildings will pay a one-time contribution of \$50,000, to be deposited into an account established by the City for Dial-A-Ride services. This contribution is intended to provide on-going operation and maintenance costs associated with project-related demand for this service.

Construction Impacts

Project construction would generate traffic from construction worker travel, as well as the arrival and departure of trucks delivering construction materials to the site and the removal of debris generated by on-site demolition activities. Both the number of construction workers and trucks would vary throughout the construction process in order to maintain a reasonable schedule of completion.

It is anticipated that construction workers would arrive and depart the site during off peak hours and that construction-related traffic would be largely freeway oriented. Construction workers would arrive and depart via nearby on and off ramps serving Interstate 110 (I-110, Pasadena Freeway) and the Interstate 710 (I-710) freeway extension. The most commonly used freeway ramps would be nearest the project site, including the northbound and southbound on and off ramps at Arroyo Parkway, Saint John Avenue and Pasadena Avenue. The construction work force would likely be from all parts of the Los Angeles, San Fernando Valley and San Gabriel Valley regions and are, therefore, assumed to arrive from all directions. The majority of construction workers are expected to arrive and depart the project site during off peak hours (i.e., arrive prior to 7:00 AM and depart before the 4:00 PM time frame), thereby avoiding generating trips during the 7:00 to 9:00 AM and 4:00 to 6:00 PM peak periods. Consequently, their impact on peak hour traffic in the vicinity of the site would be negligible. Given the off-peak nature of construction worker traffic, a less than significant adverse impact is anticipated with regard to the local road network as well as the freeway mainline and on and off ramps.

Depending on the specific nature of the construction activity (e.g., demolition, excavation or concrete pouring), it is assumed the majority of truck traffic would be distributed evenly across the work day. Approvals required by the City of Pasadena for implementation of the proposed project include a Construction Staging and Traffic Management Plan approved by the Pasadena Departments of Transportation and Public Works. Based on preliminary review, haul trucks and delivery trucks would generally travel along State Route 134, Interstate 210 and I-110, as well as Fair Oaks Avenue, Arroyo

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Parkway, Del Mar Boulevard and California Boulevard (i.e., west of Fair Oaks Avenue) to access and depart the project site. In addition, with regard to other construction traffic-related issues, construction equipment would be stored within the perimeter fence of the construction site/sites, and construction workers would park within the project site.

With the required haul route approval and other construction management practices described above, construction activity traffic impacts on area roads and freeways is considered to be less than significant. Impacts would be further reduced with the implementation of the design features in mitigation measure TRA-6, below.

Mitigation Measure

TRA-6 Pacific Medical Buildings will:

- Maintain existing access for land uses in proximity of the project site during project construction;
- Limit any potential lane closures to off-peak travel periods;
- Schedule receipt of construction materials to non-peak travel periods, to the extent possible;
- Coordinate deliveries to reduce the potential of trucks waiting to unload for protracted periods of time; and
- Prohibit parking by construction workers on adjacent streets and direct construction workers to available parking on the project site.

b. *Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?* ()

WHY? The Congestion Management Program (CMP) is a state-mandated program that was enacted by the Legislature with the passage of Proposition 111 in 1990. The program is intended to address the impact of local growth on the regional transportation system.

As required by the 2004 Congestion Management Program for Los Angeles County, a Traffic Impact Assessment (TIA) was prepared to determine the potential impacts of the proposed project traffic on designated monitoring locations on the CMP highway system. The analysis was prepared in accordance with procedures outlined in the *2004 Congestion Management Program for Los Angeles County*, County of Los Angeles Metropolitan Transportation Authority, July, 2004.

The following two CMP intersection monitoring locations in the project vicinity have been identified:

<u>CMP Station</u>	<u>Intersection</u>
Int. No. 119	Arroyo Parkway/California Boulevard
Int. No. 120	Pasadena Avenue-St. John Avenue/California Boulevard

These two CMP intersection monitoring locations are analyzed in this report (study intersection nos. 3 and 14). The CMP TIA guidelines require that intersection monitoring locations must be examined if the

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proposed project will add 50 or more trips during either the AM or PM weekday peak periods. The proposed project will not add 50 or more trips during the AM or PM peak hours at the two CMP monitoring intersections which is the threshold for preparing a TIA, as stated in the CMP manual. Therefore, no further review of potential impacts to intersection monitoring locations which are part of the CMP highway system is required.

The following two CMP freeway monitoring locations in the project vicinity have been identified:

<u>CMP Station</u>	<u>Segment</u>
Seg. No. 1056	Route 134 Freeway west of San Rafael Avenue
Seg. No. 1060	I-210 Freeway west of Routes 134/170

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The CMP TIA guidelines require that freeway monitoring locations must be examined if the proposed project will add 150 or more trips (in either direction) during either the AM or PM weekday peak periods. The proposed project will not add 150 or more trips (in either direction) during either the AM or PM weekday peak hours to the two CMP freeway monitoring locations which is the threshold for preparing a TIA, as stated in the CMP manual. Therefore, no further review of potential impacts to freeway monitoring locations that are part of the CMP highway system is required.

Pursuant to the CMP guidelines, the proposed project is forecast to generate demand for a net increase of 16 transit trips (13 inbound trips and 3 outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, the proposed project is anticipated to generate demand for a net increase of 18 transit trips (4 inbound trips and 14 outbound trips). Over a 24-hour period, the proposed project is forecast to generate demand for a net increase of ten daily transit trips.

It is anticipated that the existing transit service in the project area and, in particular the nearby MTA Gold Line, will adequately accommodate the net increase of project generated transit trips. Thus, based on the calculated number of generated transit trips, no project impacts on existing or future transit services in the project area are expected to occur as a result of the proposed project and no mitigation is required.

c. *Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? ()*

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

d. *Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? ()*

WHY? The project has been evaluated by the Transportation Department and its impact on circulation due to the proposed use and its design has been found not to be hazardous to traffic circulation either within the project or in the vicinity of the project.

e. *Result in inadequate emergency access? ()*

WHY? The ingress and egress for the site have been evaluated by the Transportation Department and found to be adequate for emergency access and access to nearby uses. The project must comply with all Building, Fire and Safety Codes and plans are subject to review and approval by the Public Works and the Transportation Departments, and the Building Division and Fire Department.

f. *Result in inadequate parking capacity (vehicle or bicycle)? ()*

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WHY? The City of Pasadena Zoning Code 17.46.040 requires medical office uses to provide four vehicle parking spaces for each 1,000 square feet of gross floor area, as well as ten spaces per 1,000 square feet for restaurants and three per thousand for retail sales. Based on this Code parking requirement, a total of approximately 770 spaces would be required for the proposed HMM Outpatient Services Pavilion, depending on the specific mix of medical office, restaurant, and retail sales uses.

The proposed project will be located within a designated Transit Oriented Development District (TOD). TODs are intended to promote development that is transit-oriented, use of alternative transportation modes, and to facilitate parking and transportation demand strategies. A ten-percent reduction in required parking applies to the proposed project. Therefore, based on the ten-percent TOD reduction requirement, a total of 693 vehicle parking spaces would be required for the proposed project.

In addition, the Zoning Code 17.46.320 requires that, for a parking requirement of 693 vehicle spaces, at least 35 bicycle spaces be provided.

A parking structure will be provided within the project site to accommodate the parking requirement. As proposed, the parking structure would include 693 spaces in two and a half subterranean levels and four above grade levels. As required, at least 35 bicycle spaces will be provided. No impact will result.

g. *Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g. bus turnouts, bicycle racks)? ()*

WHY? As stated above, the proposed project is located in a TOD. Alternative transportation, including pedestrian and bicycle access, has been designed into the project site plan. The project site is adjacent to and accessible from the Huntington Memorial Hospital campus, nearby medical office uses and amenities, as well as the nearby Gold Line station and public bus transit stops. The pedestrian walkways within the site will be well lit and include a wayfinding signage program to ensure that pedestrians can appropriately access uses on and off the project site.

The use of bicycles as a transportation mode to and from the project site will be encouraged by the provision of ample and safe bicycle parking on the project site. As required by City Code, the required amount of bicycle parking spaces is five percent of the required number of automobile spaces. Based on this requirement, a total of 36 bicycle parking spaces ($702 \times 0.05 = 35$ spaces) will be provided on site as part of the proposed project.

Therefore, the proposed project will not result in adverse impacts related to alternative transportation modes and no mitigation is required.

19. UTILITIES AND SERVICE SYSTEMS. Would the project:

a. *Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? ()*

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WHY? The project will not exceed wastewater treatment requirements of the California Regional Water Quality Control Board, Los Angeles Region. Los Angeles County treats the City's wastewater; individual projects are subject to a Los Angeles County fee when the project is hooked up to a sewer line. The City is within Los Angeles County Sanitation District 16. There are not unusual wastes in the project's wastewater, which cannot be treated by L.A. County Sanitation District.

b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? ()

WHY? The proposed project could have a significant adverse impact on wastewater facilities due to the potential of increased sewer flow. The Department of Public Works has identified two mitigation options. The project applicant will comply with one of the mitigation options described below, which will reduce the impact of the project on waste water treatment facilities to below a level of significance.

The following mitigation measure will reduce project impacts to a less than significant level.

Mitigation Measure

UTL-1 Pacific Medical Buildings will submit a sewer flow analysis, prepared by a civil engineer registered in the State of California, to the City of Pasadena Department of Public Works for review and approval prior to the issuance of a demolition, grading or building permit, whichever permit comes first. The sewer flow analysis shall include sewer flow monitoring at specific locations to be determined by the Department of Public Works. The sewer flow analysis shall include calculations for the quantities of sewer flow for the pre-development and post-development conditions and determine the impact on all affected City sewerage facilities. The applicant will be required to mitigate any potential sewer capacity deficiency by method approved by the Department of Public Works. The applicant shall also be responsible for all costs required in mitigating the potential sewer capacity deficiency, including upgrading the existing sewer mains and/or replacing the mains with larger mains, including sewers downstream of the proposed project. All sewer mitigation shall be completed prior to the issuance of a Certificate of Occupancy.

Or

Pacific Medical Buildings, in lieu of the sewer flow analysis, sewer flow monitoring and the improvements to mitigate any sewer capacity deficiency may submit to the Department of Public Works a payment of \$158,327 for sewer capacity mitigation based on increased sewer loading. Payment shall be made prior to the issuance of a demolition, grading or building permit, whichever permit comes first.

c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? ()

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WHY? The project will not require the construction of new stormwater drainage facilities or the expansion of existing facilities. The project is located in a developed urban area where storm drainage is provided by existing streets, storm drains, flood control channels, and catch basins. The project development will not result in the need for a new or substantial alteration to the existing drainage system.

Further, the project must have an on-site drainage plan approved by the Building Official and the Public Works Department prior to the issuance of any building permits. Any on-site improvements needed to provide drainage or to connect the project with the existing City drainage system are the responsibility of the applicant.

The project meets a standard for review of drainage plans for compliance with the Standard Urban Storm Water Mitigation Plan (SUSMP) Ordinance. Thus, the Building Division of the Planning and Development Department and the Public Works Department must review drainage plans. The City of Pasadena through Ordinance 6837 adopted the Standard Urban Storm Water Mitigation Plan recommended by the California Regional Water Quality Control Board, Los Angeles Region. This ordinance enables the City to be part of the municipal storm sewer permit issued by the Los Angeles Region to the County of Los Angeles. The City Council is committed to adopting any changes made to the Standard Urban Storm Water Mitigation by the California regional Water Quality Control Board, Los Angeles Region.

d. *Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?* ()

WHY? The City of Pasadena Water and Power, Water Division has indicated water can be served to the proposed project. Currently, there is a 12-inch water main in California Boulevard, 33 feet north of the south property line of California Boulevard, a 12-inch main in Fair Oaks Avenue, 16 feet east of the west property line of Fair Oaks Avenue, and a 12-inch main in Fairmount Avenue, 25 feet east of the property line of Fairmount Avenue. The proposed project is consistent with the City's General Plan and the water needs for the General Plan were based on long term land use. Therefore, the Impact of the proposed project on water supplies is less than significant.

According to the Water Division of the Pasadena Water and Power Department, there are sufficient water supplies available to serve the project from existing entitlements and resources. The adequacy of water supply is a potential problem for all new development since the Southern California region has been known to experience periods of drought and needs a long-term reliable water supply. The medical office building project will result in an increase of approximately 26,125 gallons per day in water consumption. The current use parking lot consumes a minimal amount of water for landscaping. The net gain in water consumption would be approximately 26,000 gallons of water per day. However, this project will be required to comply with the City's Water Shortage Procedures Ordinance during periods of drought, thereby reducing monthly water consumption to 90 percent of the expected consumption for this type of land use. The impact will be reduced to a level that is not significant. Further, the Water Division of the Pasadena Water and Power Department has reviewed this project and determined that the City can serve it. The project does not affect any of the local groundwater recharge spreading grounds.

e. *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?* ()

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WHY? See responses to 19 a. and b.

The proposed medical office building, including pharmacy and restaurant, will increase the wastewater generated at the project site. To ensure this increase will not result in insufficient wastewater service, a sewer flow analysis, prepared by a civil engineer registered in the State of California, shall be submitted to the Department of Public Works for review and approval prior to the issuance of a demolition, grading, or building permit, whichever permit comes first. The sewer flow analysis shall include sewer flow monitoring at specific locations to be determined by the Department. The sewer flow analysis shall include calculations for the quantities of sewer flow for the pre-development and post-development conditions and determine the impact on all affected City sewerage facilities. The applicant will be required to mitigate any potential sewer capacity deficiency by a method approved by the Department. The applicant shall also be responsible for all costs required in mitigating the potential sewer capacity deficiency, including upgrading existing sewer mains and/or replacing the existing sewer mains with larger mains, including sewers, downstream of the proposed development. All sewer mitigation shall be completed prior to the issuance of a Certificate of Occupancy.

The proposed development shall connect to the public sewer by a method approved by the Department of Public Works. All sewer connection shall be 6" diameter vitrified clay pipe with a minimum slope of 2 percent.

Mitigation Measure

See UTL-1.

f. *Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?* ()

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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WHY? The project can be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs. The City of Pasadena is served primarily by Scholl Canyon landfill, which as of 2005 has a 20-year capacity, and secondarily by Puente Hills, which was re-permitted in 2003 for 10 years.

The project is located in a developed urban area and within the City's refuse collection area. The project will not result in the need for a new or substantial alteration to the existing system of solid waste collection and disposal.

The City Council approves franchises to specific solid waste collection firms who collect solid waste. These firms are to keep records showing that the firms are reducing the amount of solid waste taken to land fills.

g. *Comply with federal, state, and local statutes and regulations related to solid waste?* ()

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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WHY? The project will comply with applicable statutes and regulations related to solid waste. In 1992, the City adopted the "Source Reduction and Recycling Element" to comply with the California Integrated Waste Management Act. This act requires a 25% reduction in solid waste before 1995 and a 50% reduction before 2001, based on the solid waste generated in 1990.) Further, in accordance with the Construction and Demolition Ordinance (Chapter 8.62 of the Pasadena Municipal Code), the applicant must submit a Construction Waste Management Plan.

20. EARLIER ANALYSIS.

Earlier analysis may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. See CEQA Guidelines Section 15063(c)(3)(D). Earlier analyses are discussed in Section 18 at the end of the checklist.

- a) Earlier Analysis Used. Identify and state where they are available for review.
- b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
- c) Mitigation Measures. For effects that are "less than Significant with Mitigation Measures Incorporated," describe the mitigation measures, which were incorporated or refined from the earlier documents and the extent to which address site-specific conditions for the project.

21. MANDATORY FINDINGS OF SIGNIFICANCE.

- a. *Does the project have the potential to 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, 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? ()*

WHY? The subject site is in a highly urbanized area of Pasadena and does not have any unique biological resources or habitat. Thus, it does not have the potential to affect the habitat of any fish or wildlife species, cause any fish or wildlife population to drop below self-sustaining levels, threaten to eliminate any plant or animal community, or reduce the number or restrict the range of any rare or endangered plant or animal. The site has been developed with a variety of uses over time and no historic or prehistoric structures or sites exist on the site. Thus, the project will not result in the elimination of important example of major periods of California prehistory.

There are potential impacts to the environment related to Air Quality, Cultural Resources, Hazards and Hazardous Materials, Transportation/Traffic, and Utilities/Service Systems. However, with the projects adherence to the proposed mitigation measures, these impacts will be reduced to a less than significant level.

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- 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 project? ())

WHY? The project site is in a developed urban area. The proposed medical office building is an in-fill project in a developed area. The net increase of approximately 157,000 square feet is within the amount permitted per the General Plan, and the project meets the goals and objectives of the General Plan. In addition, the Transportation Department has reviewed the project, and implementation of the mitigation measures identified in this study address air quality, cultural resources, hazards and hazardous materials, transportation/traffic, and utilities/service systems to ensure that no significant unavoidable impacts will occur as a result of the project.

- c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? ())

WHY? The proposed project is compatible with other uses presently found in the South Fair Oaks Specific Plan area and adjacent Central District Specific Plan area. The proposed uses are consistent with the goals and objectives of the General Plan. Before issuance of building permits the project must be reviewed and approved by Building, Fire, and Public Works. The project must adhere to all applicable code regulations and will therefore not have a substantial adverse effect on human beings. The analysis in this Initial Study indicates that no adverse impacts on persons will result from the new development.

Mitigation measures are required that will reduce the Air Quality, Cultural Resources, Hazards and Hazardous Materials, Transportation/Traffic, and Utilities/Service Systems impacts to a level of insignificance.

INITIAL STUDY REFERENCE DOCUMENTS

- | # | Document |
|----|--|
| 1 | Alquist-Priolo Earthquake Fault Zoning Act, California Public Resources Code, revised January 1, 1994 official Mt. Wilson, Los Angeles and Pasadena quadrant maps were released March 25, 1999. |
| 2 | Alquist-Priolo Earthquake Fault Maps- the official Los Angeles and Mt. Wilson, quadrant maps were released in 1977. |
| 3 | CEQA Air Quality Handbook, South Coast Air Quality Management District, revised 1993 |
| 4 | East Pasadena Specific Plan Overlay District, City of Pasadena Planning and Development Department, codified 2001 |
| 5 | Energy Element of the General Plan, City of Pasadena, adopted 1983 |
| 6 | Fair Oaks/Orange Grove Specific Plan Overlay District, City of Pasadena Planning and Development Department codified 2002 |
| 7 | Final Environmental Impact Report (FEIR) Land Use and Mobility Elements of the General Plan, City of Pasadena, certified 2004 |
| 8 | 2000-2005 Housing Element of the General Plan, City of Pasadena, adopted 2002. |
| 9 | Inclusionary Housing Ordinance Pasadena Municipal Code Chapter 17.71 Ordinance #6868 |
| 10 | Land Use Element of the General Plan, City of Pasadena, adopted 2004 |
| 11 | Mobility Element of the General Plan, City of Pasadena, adopted 2004 |
| 12 | Noise Element of the General Plan, City of Pasadena, adopted 2002 |
| 13 | Noise Protection Ordinance Pasadena Municipal Code Chapter 9.36 Ordinances # 5118, 6132, 6227, 6594 and 6854 |
| 14 | North Lake Specific Plan Overlay District, City of Pasadena Planning and Development Department, Codified 1997 |
| 15 | Regional Comprehensive Plan and Guide, "Growth Management Chapter," Southern California Association of Governments, June 1994 |
| 16 | Safety Element of the General Plan, City of Pasadena, adopted 2002 |
| 17 | Scenic Highways Element of the General Plan, City of Pasadena, adopted 1975 |
| 18 | Seismic Hazard Maps, California Department of Conservation, official Mt. Wilson, Los Angeles and Pasadena quadrant maps were released March 25, 1999. The preliminary map for Condor Peak was released in 2002. |
| 19 | South Fair Oaks Specific Plan Overlay District Planning and Development, codified 1998 |
| 20 | State of California "Aggregate Resource in the Los Angeles Metropolitan Area" by David J. Beeby, Russell V. Miller, Robert L. Hill, and Robert E. Grunwald, Miscellaneous map no. .010, copyright 1999, California Department of Conservation, Division of Mines and Geology |
| 21 | Storm Water and Urban Runoff Control Regulations n Pasadena Municipal Code Chapter 8.70 Ordinance #6837 |
| 22 | Transportation, Housing, and Child Care Survey: A Report Describing the Results and Findings of a Survey of Employees in the City of Pasadena, Child Care Planning Associates for the City of Pasadena, April 11, 1990 |
| 23 | Tree Protection Ordinance Pasadena Municipal Code Chapter 8.52 Ordinance # 6896 |
| 24 | West Gateway Specific Plan Overlay District, City of Pasadena Planning and Development Department codified 2001 |
| 25 | Zoning Code, Chapter 17 of the Pasadena Municipal Code |



City of Pasadena
Planning Division
175 N. Garfield Avenue
Pasadena, California 91101-1704

MITIGATED NEGATIVE DECLARATION

PROJECT TITLE: Huntington Memorial Hospital
Outpatient Services Pavilion

PROJECT APPLICANT: Pacific Medical Buildings

PROJECT CONTACT PERSON: Robert Davidson

ADDRESS: 85 North Mar Vista Avenue, Ste.1
Pasadena, California 91106

TELEPHONE: 626/796-2031

PROJECT LOCATION: 70 West California Boulevard
City of Pasadena
County of Los Angeles
State of California

PROJECT DESCRIPTION:

The site includes the parcels at the southwest corner of the intersection of Fair Oaks Avenue and California Boulevard, with a site area of approximately 153,400 square feet. The site is divided between two separate zoning districts: (1) on the eastern portion of the site, the IG Industrial district, which is also subject to the SP-2 South Fair Oaks Specific Plan Overlay District and (2) on the western portion of the site, the PS Public and Semi-Public district, which is also subject to the Huntington Memorial Hospital Master Development Plan. Project involves a zoning map amendment to rezone a portion of the site from PS Public and Semi-Public to IG/SP-2. The boundary of the Huntington Memorial Hospital Master Development Plan would follow the amended boundary of the PS Public and Semi-Public district, and development potential for a medical office building of 57,000 square feet on the site affected by the zone change and amendment would be eliminated from the Master Development Plan.

The proposed medical office building, known as the Outpatient Services Pavilion, has a floor area of 189,818 square feet. It includes a pharmacy and coffee shop, as well as radiation oncology and surgery facilities and medical offices. The northern portion of the L-shaped building is three stories, or 46 ½ feet, in height. The southern portion is four

stories, or 60 feet. The building abuts the sidewalk on California Boulevard and on Fair Oaks Avenue. The sidewalk on Fair Oaks Avenue would be widened by three feet. Approvals would provide for an extension of the eastbound right hand turn lane on California Boulevard.

Proposed east of the medical office building is a 693-space parking structure: two and one half levels below grade and four levels above. The parking structure is 51 feet in height. It is set back 55 feet from California Boulevard. Vehicle access is provided from Fair Oaks Avenue, Congress Street, or Fairmount Avenue, depending on whether the access is for patients, service, or staff and physicians. The primary pedestrian entrance is at the intersection of Fair Oaks and California, but midblock walkways and entrances are also available on both major streets.

FINDING

On the basis of the initial study on file in the Current Planning Office:

The proposed project COULD NOT have a significant effect on the environment.

The proposed project COULD have a significant effect on the environment, however there will not be a significant effect in this case because the mitigation measures described in the Mitigation Monitoring Program on file in the Planning Division Office were adopted to reduce the potential impacts to a level of insignificance.

The proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

Completed by: William Trimble
Title: Senior Planner
Date: September 22, 2005

Determination Approved: *Janet Paige Sack*
Title: *Senior Planner*
Date: *9/22/05*

PUBLIC REVIEW PERIOD: September 22, 2005 through October 24, 2005
COMMENTS RECEIVED ON DRAFT: Yes No
INITIAL STUDY REVISED: Yes No

MITIGATION MONITORING AND REPORTING PROGRAM

Huntington Memorial Hospital Outpatient Services Pavilion 70 West California Boulevard UP- 4594

This Mitigation Monitoring and Reporting Program (MMRP) for the Huntington Memorial Hospital Outpatient Services Pavilion, located at 70 West California Boulevard, has been prepared pursuant to the California Environmental Quality Act (CEQA – Public Resources Code, Section 21000 *et seq.*), the CEQA Guidelines (Cal. Code Regs., Title 14, Chapter 3, Sections 15074 and 15097) and the City of Pasadena CEQA Guidelines. A master copy of this MMRP shall be kept in the office of the Zoning Administrator and shall be available for viewing upon request. A copy also will be available at the office of the Condition/Mitigation Monitoring Coordinator.

PROJECT DESCRIPTION:

The site includes the parcels at the southwest corner of the intersection of Fair Oaks Avenue and California Boulevard, with a site area of approximately 153,400 square feet. The site is divided between two separate zoning districts: (1) on the eastern portion of the site, the IG Industrial district, which is also subject to the SP-2 South Fair Oaks Specific Plan Overlay District and (2) on the western portion of the site, the PS Public and Semi-Public district, which is also subject to the Huntington Memorial Hospital Master Development Plan. Project involves a zoning map amendment to rezone a portion of the site from PS Public and Semi-Public to IG/SP-2. The boundary of the Huntington Memorial Hospital Master Development Plan would follow the amended boundary of the PS Public and Semi-Public district, and development potential for a medical office building of 57,000 square feet on the site affected by the zone change and amendment would be eliminated from the Master Development Plan.

The proposed medical office building, known as the Outpatient Services Pavilion, has a floor area of 189,818 square feet. It includes a pharmacy and coffee shop, as well as radiation oncology and surgery facilities and medical offices. The northern portion of the L-shaped building is three stories, or 46 ½ feet, in height. The southern portion is four stories, or 60 feet. The building abuts the sidewalk on California Boulevard and on Fair Oaks Avenue. The sidewalk on Fair Oaks Avenue would be widened by three feet. Approvals would provide for an extension of the eastbound right hand turn lane on California Boulevard.

Proposed east of the medical office building is a 693-space parking structure: two and one half levels below grade and four levels above. The parking structure is 51 feet in height. It is set back 55 feet from California Boulevard. Vehicle access is provided from Fair Oaks Avenue, Congress Street, or Fairmount Avenue, depending on whether the access is for patients, service, or staff and physicians. The primary pedestrian entrance is at the intersection of Fair Oaks and California,

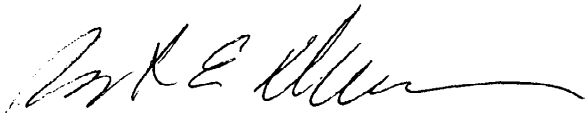
but midblock walkways and entrances are also available on both major streets.

This MMRP includes mitigation measures in the Mitigation Monitoring and Reporting Matrix on the following pages that correspond to the final Mitigated Negative Declaration (MND) for the project. The matrix lists each mitigation measure or series of mitigation measures by environmental topic. For each mitigation measure, the frequency of monitoring and the responsible monitoring entity is identified. Mitigation measures may be shown in submittals and may be checked only once, or they may require monitoring periodically during and/or after construction. Once a mitigation measure is complete, the responsible monitoring entity shall date and initial the corresponding cell, and indicate how effective the mitigation measure was.

If any mitigation measures are not being implemented, the City may pursue corrective action. Penalties that may be applied include, but are not limited to, the following: (1) a written notification and request for compliance; (2) withholding of permits; (3) administrative fines; (4) a stop-work order; (5) forfeiture of security bonds or other guarantees; (6) revocation of permits or other entitlements.

Monitoring Program Cost:

I HEREBY AGREE TO PAY THE CITY MONITORING FEES, AND IMPLEMENT THESE MITIGATION MEASURES, AT A MINIMUM, IN THE DESIGN, CONSTRUCTION, AND MAINTENANCE OF THE PROJECT.


APPLICANT ROBERT E. DAVIDSON 9/23/05
FOR PACIFIC MEDICAL BLDG, DATE

Mitigation Monitoring and Reporting Program Matrix
Huntington Memorial Hospital Outpatient Services Pavilion
70 West California Boulevard
UP #4594

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity	Mitigation Measure Complete?	Effectiveness
Impact 1 – Air Quality				
AIR 1. All unpaved demolition and construction areas shall be watered at least twice a day during site preparation, excavation and construction to reduce dust emissions and meet the requirements of SCAQMD Rule 403, which prohibits dust clouds to be visible beyond the project site boundaries. When the site grading activities involve exporting soil off site, the haul roads on the project site shall be watered three times a day.	Inspected periodically during construction (at least once per month)	Building Division, Planning and Development Department		
AIR 2. Construction activities shall implement soil stabilizers to inactive areas.	Inspected periodically during construction (at least once per month)	Building Division, Planning and Development Department		
AIR 3. Construction equipment shall utilize aqueous diesel fuel and cooled exhaust gas recirculation whenever feasible.	Inspected periodically during construction (at least once per month)	Building Division, Planning and Development Department		
AIR 4. On site construction vehicle speeds shall be limited to a maximum of 15 miles per hour.	Inspected periodically during construction (at least once per month)	Building Division, Planning and Development Department		
AIR 5. The developer shall use zero Volatile Organic Compounds (VOC) content architectural coatings during the construction of the project to the maximum extent	Approval prior to issuance of building permit for the Project	Building Division, Planning and Development Department		

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity	Mitigation Measure Complete?	Effectiveness
<p>feasible. This measure will reduce VOC (ROG) emissions by 95 percent over conventional architectural coatings. The following websites provide lists of manufacturers of zero VOC content coatings: http://www.aqmd.gov/business/brochures/zerovoc.html http://www.delta-institute.org/publications/paints.pdf http://www.cleanaircounts.org/factsheets/FS%20PDF/Low%20VOC%20Paint.pdf</p>				
<p>AIR 6. During Construction, the contractor will comply with SCAQMD Rule 402 – Nuisance, Rule 403 – Fugitive Dust, and Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities. Under Rule 403, the site would be subject to the following requirements:</p> <ul style="list-style-type: none"> • The contractor shall prevent visible emissions beyond the property line and shall prevent emissions from vehicular-related traffic from exceeding 20 percent opacity (Rule 403 Implementation Handbook establishes procedures for measuring opacity); • Conduct watering for all sources of dust (demolition, paved and unpaved roadways, trenching and grading); • Upwind and downwind simultaneous samples shall not exceed 50 ug/m3 of PM₁₀; • Street sweeping will be initiated if visible dust is deposited on public roadways 	<p>Inspected periodically during construction (at least once per month)</p>	<p>Building Division, Planning and Development Department</p>		

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity	Mitigation Measure Complete?	Effectiveness
<p>due to the project;</p> <ul style="list-style-type: none"> Construction activities on the project site will comply with the requirements of Rule 402 – Nuisance, to minimize dust emissions and odors from impacting adjacent land uses. 				
Impact 2 – Cultural Resources				
<p>CUL 1. Pacific Medical Buildings shall be responsible for preserving the sign by donating it to a museum, such as the Museum of Neon Art in Los Angeles or a museum in Pasadena, or donating it for use in a commercial, cultural, or institutional setting. If efforts to find a suitable new location for the sign are unsuccessful, Pacific Medical Buildings shall extend these efforts for two months and during this period engage the services of a qualified historic preservation consultant or architect. A report on the final disposition of the sign shall be submitted to the Historic Preservation Commission and Planning Director before the City issues building permits for the project. If no suitable recipient is found for the sign, the report shall document the efforts made by Pacific Medical Buildings to find a new location for the neon sign.</p>	<p>Removal of the sign from the site shall be approved prior to issuance of a demolition permit. Disposition of the sign shall be approved prior to issuance of a building permit for the Project.</p>	<p>Design and Historic Preservation, Planning and Development Department</p>		
Impact 3 – Hazards and Hazardous Materials				
<p>HAZ 1. The applicant shall submit to the Fire Department a Work Plan and, if determined necessary by the Fire Department, a Remediation Plan for Contaminated Soils, which must be reviewed and approved prior to issuance of a grading permit.</p>	<p>Prior to issuance of a grading permit for the Project</p>	<p>Fire Department</p>		

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Impact 4 – Transportation/Traffic				
<p>TRA 1. ITS improvements will be implemented for the following four intersections:</p> <ul style="list-style-type: none"> 1. Pasadena Avenue/ California Boulevard 2. Fair Oaks Avenue/ California Boulevard 3. Fair Oaks Avenue/ Congress Street 3. Fair Oaks Avenue/ Glenarm Street <p>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.</p>	<p>Payment of one half of fee prior to issuance of a building permit for the Project and the remaining portion prior to issuance of the certificate of occupancy for the Project</p>	<p>Transportation Department</p>		
<p>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</p>	<p>The signal shall be installed prior to the issuance of a certificate of occupancy for the Project.</p>	<p>Transportation Department</p>		

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<p>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.</p>				
<p>TRA 3. Pacific Medical Buildings will:</p> <ul style="list-style-type: none"> • 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 	<p>Plan to be approved prior to issuance of a certificate of occupancy for the Project</p>	<p>Transportation Department</p>		

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<p>medical center.</p> <ul style="list-style-type: none"> 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. 				
<p>TRA 4. Pacific Medical Buildings will:</p> <ul style="list-style-type: none"> 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-to-work trip planning, sale of transit fares, forming and sustaining vanpools, arranging parking, and working with tenants on supplying TDM information to employees and visitors. Encourage alternative employee work schedules to avoid peak hours (i.e., 7:00 to 9:00 AM and 4:00 to 6:00 PM) to the extent feasible. This action is subject to operating needs of the tenants and would be subject to change based on the departure and arrival of new tenants. Provide employees with discounts on transit fares (both public bus and light rail transit). Reduced transit fares could be offered as an inducement to start riding the 	<p>Plan to be approved prior to issuance of the certificate of occupancy for the Project</p>	<p>Transportation Department</p>		

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<p>bus with a continuing incentive provided should patronage be sustained.</p> <ul style="list-style-type: none"> • Provide reduced rate (or free) parking for qualified employee car/vanpools with two or more occupants. • Provide preferentially located and reserved parking for employee car/vanpools. The part or parts of the employee parking area/areas located most conveniently to the employee entrance/entrances should be designated for car/vanpools. Car/vanpool spaces should be provided on demand; however, employees should be authorized by the ETC to use the spaces. • Designate car/vanpool zones for passenger discharge and pick-up near employee entrances. • Provide priority parking opportunities for clean-fuel vehicles. • Provide new employees with an orientation to alternative transportation opportunities on being hired. • Provide ride matching information to employees at the time of hiring and quarterly through area ridesharing services. • Conduct quarterly promotional events that include financial incentives. 				

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<p>such as discounts on commute-related merchandise.</p> <ul style="list-style-type: none"> • If applicable, work with tenants to establish short distance vanpools (e.g., 15 miles or less) to serve employees that may live close to work, but within areas not served well by transit lines. • Extensive bicycle parking will be provided on the site. Provide employees with information on convenient bicycles routes from residential areas. • If required by the ETC through review of the TDM plan for this project, building management shall provide a Guaranteed Ride Home to employees that do not drive to work. This service allows employees to leave their vehicles at home without feeling that they would be stranded at work should an emergency arise that requires transportation to their home area. 				
<p>TRA 5. For the Dial-A-Ride trips attributable to the proposed medical building project, the acceptance letter dated May 18, 2005 from the Department of Transportation indicates the fair share for the Project is \$50,000. The applicant will pay a one-time contribution of \$50,000, to be deposited into an account established by the City for Dial-A-Ride services. This contribution is intended to provide on-going operation and maintenance costs</p>	<p>Payment of one half of fee prior to issuance of a building permit for the Project and the remaining portion prior to issuance of the certificate of occupancy for the Project</p>	<p>Transportation Department</p>		

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associated with project-related demand for this service.				
<p>TRA 6. In a Construction Staging and Construction Management Plan, to be approved by the Departments of Public Works and of Transportation, the applicant will include the following measures:</p> <ul style="list-style-type: none"> • Maintain existing access for land uses in proximity of the project site during project construction; • Limit any potential lane closures to off-peak travel periods; • Schedule receipt of construction materials to non-peak travel periods, to the extent possible; • Coordinate deliveries to reduce the potential of trucks waiting to unload for protracted periods of time; and • Prohibit parking by construction workers on adjacent streets and direct construction workers to available parking on the project site. 	Prior to issuance of a demolition, grading, or building permit for the Project	Public Works Department and Transportation Department		
Impact 5 – Utilities and Public Services				
UTL-1 Pacific Medical Buildings will submit a sewer flow analysis, prepared by a civil engineer registered in the	Prior to the issuance of a building permit for the	Public Works Department		

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<p>State of California, to the City of Pasadena Department of Public Works for review and approval prior to the issuance of a demolition, grading or building permit, whichever permit comes first. The sewer flow analysis shall include sewer flow monitoring at specific locations to be determined by the Department of Public Works. The sewer flow analysis shall include calculations for the quantities of sewer flow for the pre-development and post-development conditions and determine the impact on all affected City sewerage facilities. The applicant will be required to mitigate any potential sewer capacity deficiency by method approved by the Department of Public Works. The applicant shall also be responsible for all costs required in mitigating the potential sewer capacity deficiency, including upgrading the existing sewer mains and/or replacing the mains with larger mains, including sewers downstream of the proposed project. All sewer mitigation shall be completed prior to the issuance of a Certificate of Occupancy.</p> <p style="text-align: center;">Or</p> <p>Pacific Medical Buildings, in lieu of the sewer flow analysis, sewer flow monitoring and the improvements to mitigate any sewer capacity deficiency may submit to the Department of Public Works a payment of \$158,327 for sewer capacity mitigation based on increased sewer loading. Payment shall be made prior to the issuance</p>	Project			

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of a demolition, grading or building permit, whichever permit comes first.				