

This plan overlaps with many of the recommendations that would be implemented by a TDM program for residential and non-residential/employee aspects of the project. The implementation of the Mobility Plan would also be considered soft mitigation to address project impacts on the two street segments. Specific provisions of the Mobility Plan include encouraging the use of public transit (shuttle service to the Gold Line station and other destinations, and provision of Metro bus passes to members of the property owners' association, senior life/care employees and residents, and office users); promoting bicycling to and from the site; provision of a "wayfinding" signage program internal to the site, at entrances and along the site's perimeter; protecting the neighborhood from traffic intrusion, provision of carpooling and shared parking opportunities; and, annual monitoring by the City to evaluate the effectiveness of the program. These provisions are part of the project and will provide trip reduction benefits. In addition, should the Department of Transportation consider that any other TDM elements are required to be implemented, above and beyond those included in the Mobility Plan for the project, they shall be a condition of approval for the project prior to issuance of Certificates of Occupancy. TDM measures should be implemented to encourage trip reduction by employees of the office and senior life/care uses. Lastly, if the applicant retains ownership of the institutional support uses (Maranatha High School) that part of the project will also be subject to provisions of the City's Trip Reduction Ordinance.

**Mitigation Measure 3.10-3:** Prior to issuance of a certificate of occupancy for the senior life/care facility, a traffic signal with appropriate pedestrian crossing features shall be installed at the intersection of Green Street and Terrace Drive in order to provide maximum safety for the seniors and potential disabled persons crossing at this location.

**vii. Findings Pursuant to CEQA Guidelines Section 15091**

Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible mitigation measures or project alternatives identified in the Final EIR.

**viii. Supporting Explanation**

Using a conservative analysis approach, the EIR determined current 2005 traffic volumes, and then added a traffic growth factor of 1.5 percent per year to develop a future year 2009 "baseline" figure. The growth factor accounts for increases in traffic resulting from projects not yet proposed or outside of the study area. Traffic expected to be generated from other known or

reasonably foreseeable projects from the list of projects in the EIR is then added to these baseline traffic volumes to form the basis for a 2009 no-project condition. When compounded annual growth is added to related project volumes, the future 2009 “no project” baseline conditions have been established. Lastly, Project volumes are analyzed as an incremental addition to these 2009 no-project condition to determine project-specific impacts. (EIR, p. 3.10-20.)

The traffic analysis in the EIR shows that, even with the addition of future and project traffic, only two of the 18 intersections which were studied would operate at level of service (“LOS”) E or greater during the AM and/or PM peak hour period: Pasadena Avenue and Del Mar Boulevard, and Pasadena Avenue and California Boulevard. The LOS at Pasadena Avenue and Del Mar Boulevard will increase from E to F during the PM peak hour without the proposed project. The intersection of Pasadena Avenue and California Boulevard would increase from E to F in the AM peak hour and from D to F in the PM peak hour without the proposed project. The Project’s impact to the LOS at these two intersections will be 0.003 and 0.001, respectively, which are below the City’s significant thresholds. The remaining 16 studied intersections would all operate at LOS D or better with or without the Project. Consequently, no significant intersection impacts would occur with the Project and no mitigation is required. (EIR, p. 3.10-27.)

In the EIR, an assessment of potential impacts to eight local street segments was undertaken to evaluate project impacts relative to the City’s significance thresholds for street segments. Only two of the eight street segments studied require “soft” (or no physical construction required) mitigation since Project traffic would be 2.5 percent or more of total daily trips: Orange Grove Boulevard (3.6 percent) and St. John Avenue (2.7 percent) north of Green

Street and in close proximity to Green Street. (EIR, p. 3.10-31.) Mitigation Measure 3.10-2 sets forth the mitigation required to reduce the impact to below a level of significance.

A total of 511 new subterranean parking spaces would be provided for new development, including 279 spaces to serve the senior life/care component and 232 spaces to serve the new residential component. Four additional guest parking spaces for the new residential component would also be provided at the Italian gardens motor court. An additional 30 new subterranean parking spaces would also be provided for institutional uses on the block as may be needed. A total of 25 spaces would be provided for converted office uses and 74 spaces would be provided for converted residential uses (24 spaces would be provided off-site in the adjacent Maranatha High School garage: 20 spaces for Grove Manor/Villa Francesca and South Orange Grove residential, four assigned office spaces for the Rankin House). In total, 644 spaces would be provided for the Project. This exceeds the parking requirements for the Project and there are no significant impacts from parking. (EIR, p. 3.10-33.) The loss of the occasional use of existing surface parking would not result in any significant parking impacts, particularly considering that the use of such spaces by an adjacent use is currently provided as a courtesy by the existing property owner. (Ibid.) Final parking provisions for the Project have been determined during the CUP process, however, the provision of excess parking, above and beyond adequate parking as required by Code, is not in and of itself a significant environmental impact that warrants further analysis in the EIR. (Id. at p. 3.10-33.)

Additionally, the project will provide for appropriately scaled and visible signage for the public to easily find the access point on Green Street. The signage will also discourage the public from entering upon any land that is not a part of the project and not a part of the public easement – particularly the Harvest Rock Church and Maranatha High School properties, which

will further control the flow of pedestrian activity in and around the senior life/care facility. (EIR, p. 8.1-81.)

The EIR studied pedestrian crossing safety, and specifically analyzed the pedestrian crossing on Green Street adjacent to the project near Terrace Drive. Once the Project is completed, pedestrian crossing could potentially increase on Green Street near Terrace Drive. The intersection of Green Street and Terrace Drive is unsignalized with a stop sign on the southbound approach on Terrace Drive. Crosswalks are currently not striped at this location. Implementation of the signal at that intersection pursuant to Mitigation Measure 3.10-3 reduces any impacts to below a level of significance. (EIR, p. 3.10-35 to 36.) Estimated pedestrian volumes around the site are anticipated to be less than 17 trips per hour for all routes, and would not be expected to interfere or pose any hazards or vehicular conflicts. There are safe pedestrian routes to Old Pasadena from the site, and there is no evidence in the record to the contrary. There are no times of the week, including evenings or weekends, when pedestrian traffic generated by the Project would be so significant as to cause a hazard. (EIR, p. 3.10-33.)

A total of 42 bicycle spaces are required for the Project in addition to the spaces to be provided off-site on the Maranatha High School campus. The Project will provide, at minimum, the number of bicycle parking spaces and lockers required to satisfy City code. (EIR, p. 3.10-38.)

While construction traffic and staging was analyzed in the EIR and found to be less than significant, Mitigation Measure 3.10-1 requires that the applicant submit a Construction Staging and Traffic Management Plan to the satisfaction of the Department of Transportation to ensure that any impacts remain below a level of significance. Consequently, this short-term and intermittent impact is not considered significant. (EIR, p. 3.10-39.)

In sum, the Project's traffic impacts are less than significant. No significant intersection impacts requiring mitigation will be created by the project at the 18 studied locations. The Project provides soft mitigation as described in Mitigation Measure 3.10-2 to address its contribution of daily trips to two impacted street segments. A construction staging and management plan would be provided by Mitigation Measure 3.10-1 and a traffic signal to maximize pedestrian safety would be provided by Mitigation Measure 3.10-3. Additionally, the Project would not generate sufficient trips to require further analysis at four CMP designated locations in the project area. Lastly, the Project will provide parking that exceeds City Code requirements. (EIR, p. 3.10-41.)

### **Cumulative Impacts**

In order to address cumulative traffic growth in the City of Pasadena, the City Council has adopted a new "Transportation Improvement and Traffic Reduction Fee" that would pay for the implementation of the City's Mobility Element improvement program. This fee has been adopted, and payment of the fee will be a condition of approval for the Project, and for pending related projects. This program is sufficient to address the cumulative impacts of the Project and related development, and thus no significant cumulative impacts are anticipated. (EIR, p. 3.10-41.)

With respect to parking, the Project would exceed City code requirements. The development of related projects would not compound the less than significant impacts of the Project by displacing available parking to the Project and/or placing an additional demand that could not be met by the Project. Consequently, no significant cumulative parking impacts are expected. (EIR, p. 3.10-42.)

## **h. UTILITIES AND SERVICES**

### **i. Potential Significant Impacts**

#### **ii. Proposed Mitigation**

**Mitigation Measure 3.11-1:** The applicant shall enlarge the existing 4-inch sewer lateral line within the project site to an 8-inch sewer line, adequate to the specifications of the City Engineer. The City Engineer shall approve all plans for the proposed upgrade prior to issuance of any building permit, and all improvements shall be provided to the satisfaction of the City Engineer prior to issuance of Certificates of Occupancy for Grove Manor and Villa Francesca.

**Mitigation Measure 3.11-2:** A 10-foot wide sewer easement along the 8-inch lines along Terrace Drive shall be granted to the City for maintenance purposes. The manholes along this sewer shall be accessible by means of sewer cleaning equipment such as sewer easement machines. The establishment of the easement shall be a requirement of the Plan Check approval process.

#### **iii. Findings Pursuant to CEQA Guidelines Section 15091**

Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible mitigation measures or project alternatives identified in the Final EIR.

#### **iv. Supporting Explanation**

The total Project peak wet flow accounts for 0.017 percent of the available capacity of the Whittier Narrows Water Reclamation Plant, and accounts for 0.057 percent of the remaining capacity of the Los Coyotes Water Reclamation Plant. Because the Project results in such a minimal use of the remaining capacity at both wastewater treatment facilities, the slight increase in peak wet flow wastewater generation would not require expansion of these facilities or the construction of new regional wastewater treatment facilities. Consequently, the Project is

considered to have a less than significant impact to regional wastewater facilities. (EIR, p. 3.11-3 and 4.)

The sewer flow from Villa Francesca, Grove Manor and some portion of the adjacent high school classrooms drain to an existing 4-inch sewer lateral line which will be inadequate to handle flows from those structures. Therefore, a potentially significant impact could occur. Installation of the larger 8-inch sewer line required by Mitigation Measure 3.11-1 will ensure that flows can be handled and the improvements are designed to the satisfaction of the City Engineer. Additionally, Mitigation Measure 3.11-2 will ensure that the City retains adequate access to sewer lines internal to the site. Consequently, no significant and unmitigated impacts would occur to the local sewer system or regional treatment facilities as a result of the Project. (EIR, p. 3.11-5.)

### **Cumulative Impacts**

The Project, in conjunction with the 38 related projects, could have a significant cumulative impact on wastewater treatment plant capacities as the combined projects would result in an overall increase in wastewater generation. The Project may be subject to a pro-rata payment as a condition of approval to fund sewer improvements in the City. These improvements would provide adequate capacity for the existing sewer flows, project flows and additional cumulative flows by addressing the deficiency in future wet and dry flows at two downstream reaches located in California Boulevard between Fair Oaks Avenue and Raymond Avenue. Therefore, the Project is not considered to have a significant cumulative impact with respect to local facilities and would not result in a cumulatively considerable contribution to significant impacts to wastewater treatment facilities and available capacities. Additionally, the connection fee required to facilitate improvements or expansion of the LASCD system on a pro-

rata, project-by-project basis would be applied toward the development of additional facilities, as may be needed to accommodate cumulative increases in wastewater flow. Furthermore, the capacities of regional treatment facilities are based on SCAG Regional Comprehensive Plan and Guide (RCPG) growth forecasts. The Project would be built within the overall growth foreseen for the area by the City of Pasadena General Plan, and thus within the RCPG forecasts. Therefore, no significant cumulative impacts to regional treatment facilities would occur as a result of the Project. (EIR, p. 3.11-5 and 6.)

#### **IV. RESOLUTION REGARDING ENVIRONMENTAL IMPACTS UNABLE TO BE MITIGATED TO BELOW A LEVEL OF SIGNIFICANCE**

The City Council finds that, although mitigation measures have been identified in the Final EIR which reduce the following potentially significant environmental impacts, the impacts cannot be mitigated to below a level of significance.

##### **a. AESTHETICS**

###### **i. Potential Significant Impacts**

Development of the senior assisted living component of the Project would result in increased density and massing at the Project site as it would change the primarily open landscaped character of this area to a modern high-density residential community. The proposed development along St. John Avenue may substantially degrade the existing visual character or quality of the northeastern portion of the Project site and views, particularly from the north. The proposed development of the lower campus building along Green Street may substantially degrade the existing visual character or quality of the northeastern portion of the project site and views, particularly from the northeast and east. (EIR, p. 3.1-13.) The development of the upper campus building would substantially increase massing along this portion of Green Street (mid-



block between Orange Grove Boulevard and St. John Avenue). (EIR, p. 3.1-21.) A potentially significant impact would result from the proposed development of the senior life/care component of the Project.

## **ii. Proposed Mitigation**

**Mitigation Measure 3.1-1:** As part of the Conditional Use Permit process, the Design Commission shall provide guidance to the applicant and decision-maker regarding specific design aspects of the senior life/care facility, including massing, articulation, and other architectural/design treatments, in order to integrate these considerations into the earliest stages of the decision-making process. This will ensure that any potential adjustments to design of these structures, as may be needed or recommended to provide a more compatible interface with the surroundings, will be fully considered by the decision-maker as part of the Conditional Use Permit. (*Id.* at p. 3.1-29.)

## **iii. Findings Pursuant to CEQA Guidelines Section 15091**

Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible mitigation measures or project alternatives identified in the Final EIR.

## **iv. Supporting Explanation**

**Green Street Views:** The proposed Italian Gardens units north of the Italian Gardens (which will be preserved,) will be adequately screened by existing mature trees with dense canopies or by new trees. As such, the Italian Gardens units will not substantially degrade the existing visual character or quality of the northwestern portion of the Project site and views, particularly from the north. (EIR, p. 3.1-21.)

**Orange Grove Views:** The proposed development of the Italian Gardens residential buildings along Orange Grove Boulevard will not substantially degrade the existing visual

character or quality of the northwestern and western portions of the Project site, as a result of the mature landscaping that will be retained, new landscaping that will be added, and the maintained setback from Orange Grove. (EIR, pp. 3.1-21 to 25.) The new Grove units will not have a significant aesthetic impact on views from Orange Grove, due to the presence of intervening mature trees, other landscaping elements, and the Rankin House. (EIR, p. 3.1-25.) Interior renovations to existing structures (South Orange Grove Apartments and Mayfair Mansion) will be integrated into the new residential components and would not result in any impacts to aesthetics or views. (Ibid.)

Del Mar Boulevard Views: The proposed Del Mar residential component would consist of two two-story buildings along Del Mar Boulevard west of Manor Del Mar and the relocated rose garden. Based on the style and building materials used for this Project component and due to the low-rise nature and low density of the proposed buildings, the Del Mar units are not anticipated to substantially change existing views along Del Mar Boulevard. The Project will result in the removal of trees on-site, but large mature trees along Del Mar Boulevard will be preserved in-place to maintain the existing canopies that dominate the north side of Del Mar Boulevard. Because the rose garden will be preserved at another location less than 300 feet to the east along Del Mar Boulevard, the relocation of the rose garden would not be considered a substantial loss of public benefit or substantially change the existing visual character of Del Mar Boulevard. The renovation and conversion of Grove Manor, Villa Francesca and Manor Del Mar will be integrated into the new residential components and will not result in any impacts to aesthetics or views. There will not be a significant aesthetic impact at Del Mar Boulevard. (EIR, pp. 3.1-25 to 28.)

Internal Project views from within the Project site will not be significantly impacted. While internal views of the Project site are dominated by a wide expanse of open space, gardens, courtyards, water features, walkways, and plazas that link all on-site uses, the Project would preserve the majority of the existing open space, and would continue to link the different uses on the site. In addition, the Project would preserve more than 50 percent of the existing structures on-site, and the views of the proposed senior life/care facilities from the Great Lawn and the plaza in front the Ambassador Auditorium are not visually and aesthetically different from existing conditions. (Final EIR, p. 3.1-28.)

Implementation of Mitigation Measure 3.1-1 would ensure that specific designs of the proposed structures, particularly the senior life/care facilities, address how massing may be reduced and include articulation and other architectural treatments to balance the density and massing with the adjacent and surrounding uses. Mitigation Measure 3.1-1 has already been fulfilled. However, as expected, this measure did not fully mitigate the substantial degradation of the existing visual character of the northeastern portion of the Project site. Therefore, a significant unavoidable impact would result from the development of the senior life/care component of the Project. (EIR, p. 3.1-29.)

### **Cumulative Impacts**

This development would occur in an area that has already been impacted by urban development. The EIR found that four cumulative projects within the vicinity of the Project site may contribute to the cumulative aesthetic and visual effects of the Project. After analysis, however, the EIR concluded that there would not be significant cumulative visual impacts from these projects and the Project. Cumulative projects, like the proposed Project, would be subject to height limits and building setbacks established by the Zoning Ordinance and WGSP. In

addition, all projects would be subject to design review by the City to ensure that project design is consistent with City standards. The significant visual impact of the senior life/care development on the northeastern part of the property would not be compounded by related projects, and as such, would not be cumulatively considerable. Therefore, no significant cumulative impacts to aesthetics and visual resources would occur. (EIR, p. 3.1-29 and 30.)

## **b. AIR QUALITY**

### **i. Potential Significant Impacts**

Although construction-related emissions are temporary, adverse air quality impacts may still result. (EIR, p. 3.2-15.)

### **ii. Proposed Mitigation**

**Mitigation Measure 3.2-1:** The construction area and all accessible areas (public streets, sidewalks, etc.) within 100 feet of the project site shall be swept (preferably with water sweepers) and watered at least twice daily.

**Mitigation Measure 3.2-2:** All unpaved roads, parking and staging areas shall be watered at least twice daily.

**Mitigation Measure 3.2-3:** Site access points shall be swept/washed within thirty minutes of visible dirt deposition. Street sweepers that comply with SCAQMD Rule 1186 and 1186.1 shall be used to sweep site access points.

**Mitigation Measure 3.2-4:** On-site stockpiles of debris, dirt or rusty material shall be covered or watered at least twice daily.

**Mitigation Measure 3.2-5:** All haul trucks importing and exporting soil from the project site shall either be covered or maintain two feet of freeboard. Smaller trucks can be used to transfer dirt, debris, and other materials to the haul trucks.

**Mitigation Measure 3.2-6:** All haul trucks shall have a capacity of no less than 12.75 cubic yards.

**Mitigation Measure 3.2-7:** All inactive disturbed surface areas shall be watered on a daily basis when there is evidence of wind-driven fugitive dust.

**Mitigation Measure 3.2-8:** Operations on any unpaved surfaces shall be suspended when winds exceed 25 miles per hour.

**Mitigation Measure 3.2-9:** Traffic speeds on unpaved roads shall be limited to 15 miles per hour.

**Mitigation Measure 3.2-10:** All diesel-powered construction equipment shall be maintained in good condition and in proper tune as per manufacturer's specifications.

**Mitigation Measure 3.2-11:** Architectural coating to be used shall contain no more than 217 grams of VOC per liter (1.81 pounds per gallon).

**Mitigation Measure 3.2-12:** Equipment used for architectural coating shall have a transfer efficiency rate of at least 65 percent. Equipment with a transfer efficiency rate of 65 percent includes High Volume Low Pressure Turbines (HVLP).

**Mitigation Measure 3.2-13:** A sign shall also be posted at the construction site. All notices and the signs shall indicate the dates and duration of construction activities, as well as provide a telephone number where interested parties can inquire about the construction process and register complaints concerning dust or other construction generated air quality concerns. The SCAQMD telephone number (1-800-CUT-SMOG) shall also be provided to allow parties to inform the SCAQMD if complaints are not resolved by the contractor. The telephone numbers shall be legible at a distance of 50 feet.

**Mitigation Measure 3.2-14:** All construction equipment and haul trucks shall be fueled with B20, which is a fuel that contains a blend of 20 percent bio-diesel and 80 percent petroleum diesel by volume.

### **iii. Findings Pursuant to CEQA Guidelines Section 15091**

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Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible mitigation measures or project alternatives identified in the Final EIR.

### **iv. Supporting Explanation**

#### **Project Construction Impacts**

Construction of the Project would last approximately 30 months and take place in four phases, which may overlap at certain points. The construction activities will temporarily create

emissions of dusts, fumes, equipment exhaust, and other air contaminants. (EIR, p. 3.2-15.) The EIR concluded that daily construction emissions are anticipated to exceed the South Coast Air Quality Management District (“SCAQMD”) thresholds for volatile organic compounds (“VOC”) during architectural coating activities under Phase 4 and when construction activities and phases overlap. Carbon monoxide (“CO”) emissions would exceed the SCAQMD threshold when construction activities and phases overlap, and CO concentrations would exceed the California Ambient Air Quality Standards (“CAAQS”) for the eight-hour period at three sensitive receptors near the site. Additionally, nitrogen oxides (“NOx”) emissions would exceed the SCAQMD threshold during building construction activities for all phases of construction and when construction activities and phases overlap, and concentrations of NO<sub>2</sub> and PM<sub>10</sub> would exceed the CAAQS and the SCAQMD threshold, respectively, at all sensitive receptors. Thus, significant impacts are anticipated. (EIR, pp. 3.2-15 to 19.)

It is mandatory for all construction projects in the Basin to comply with SCAQMD Rule 403 for Fugitive Dust and Rule 431.2 for Sulfur Content of Liquid Fuels. Rule 431.2 requires diesel fuel to have a sulfur content of 15 ppm by weight or less, which would limit the amount of sulfur oxide (“SOx”) and fugitive dust that is emitted. Rule 403 requires the use of control measures to reduce PM<sub>10</sub> emissions. Implementation of mitigation measures 3.2-1 through 3.2-9 ensures proper implementation of Rule 403 and that less-than-significant SOx and fugitive dust impacts are anticipated. (EIR, p. 3.2-15.)

Implementation of Mitigation Measures 3.2-1 through 3.2-9 and 3.2-13 would reduce dust and PM<sub>10</sub> emissions during grading/excavation activities. Mitigation Measure 3.2-10 would reduce NOx, CO, and PM<sub>10</sub> emissions throughout the entire construction period. However, these reductions cannot be quantified. With implementation of these mitigation

measures, daily PM10 emissions would be less than the SCAQMD threshold of 150 pounds per day, during days with overlapping construction activities. (EIR, pp. 3.2-23 and 24.) During overlapping construction activity and phases, however, mitigation measures 3.2-11 and 3.2-12 would reduce VOC emissions, but VOC emissions would still exceed the SCAQMD thresholds when construction activities and phases overlap. (Id. at p. 3.2-24.) Mitigation Measure 3.2-10 would also reduce NOx and CO emissions during construction. However, these reductions cannot be quantified. No other feasible mitigation measures are available to reduce NOx and CO emissions. Even with implementation of Mitigation Measure 3.2-10, daily construction emissions would exceed the SCAQMD thresholds for NOx when construction activities and phases overlap. CO emissions would also exceed the SCAQMD thresholds when construction activities and phases overlap. Thus, under the worst case overlapping construction phase scenario, the Project would have a significant unmitigated impact with respect to VOC, NOX, and CO emissions. (Ibid.)

During public comment, a new mitigation measure was proposed, to require the use of alternative fuels during construction. (See Comment letter #8, EIR, p. 8-1.24.) Alternative construction fuels are currently being developed, but are generally cost-prohibitive and not commercially practical. The EIR considered the use of both aqueous fuels and Engine Gas Recirculation technology to reduce NOx emissions, and concluded that it was not feasible or commercially practical to require their use, and therefore was not considered further as mitigation measures in the EIR. (EIR, p. 8.1-25.) The EIR also considered the use of bio-diesel, and concluded that, while its use would reduce the levels of certain air contaminants, its use would actually increase NOx emissions, add additional construction time (and corresponding pollutants), and place undue hardships on the construction equipment and contractor that operate

to the detriment of the Project, and the environment. The EIR concluded that it was not feasible or commercially practical to require biodiesel use, and therefore, it was rejected as a mitigation measure. (EIR, p. 8.1-26.)

### **Project Operation Impacts**

The EIR analysis concluded that Project operation after construction is not anticipated to exceed any of the SCAQMD significance thresholds for criteria pollutants. (EIR, p. 3.2-20.)

With regard to localized CO hotspots, the EIR assumed that increases in traffic volumes are expected to be offset by increases in cleaner-running cars as a percentage of the entire vehicle fleet on the road. At the four study intersections, the EIR concluded that the Project would not contribute to an increase of more than 0.1 ppm compared to future “no project” conditions. The state one-hour and eight-hour standards of 20 and 9.0 ppm, respectively, would not be exceeded at the four study intersections. Thus, less-than-significant impacts are anticipated. (EIR, p. 3.2-20.)

### **Cumulative Impacts**

**Construction Impacts:** The EIR concluded that, with implementation of mitigation measures, regional VOC, NOX, and CO emissions would remain greater than the SCAQMD daily significance thresholds. Since VOC, NOX, and CO emissions would exceed the SCAQMD regional daily significance threshold during construction of the Project, VOC, NOX, and CO emissions would be cumulatively considerable when construction of related projects overlap with construction of the proposed Project. (EIR, pp. 3.2-24 to 26.)

In regards to localized concentrations, CO (8-hour), NO<sub>2</sub>, and PM<sub>10</sub> concentrations are anticipated to violate the CAAQS before and after implementation of mitigation measures. One related project pending construction is located adjacent to the project site (33 condominiums



across Green Street). Should construction of the proposed Project overlap with construction of this adjacent related project, it is anticipated that localized NO<sub>2</sub> and PM<sub>10</sub> concentrations would be compounded by both projects, and thus be cumulatively considerable, particularly at sensitive receptors within close proximity to the proposed Project and the related project. Thus, significant cumulative impacts are anticipated. (EIR, p. 3.2-26.)

Operational Impacts: Project-related rate of growth in population and employment vehicle miles traveled is less than project-related rate of growth in population and employment, respectively. As such, the proposed project would not significantly contribute to cumulative emissions. (EIR, p. 3.2-26.)

### **c. HISTORIC RESOURCES**

#### **i. Potential Significant Impacts**

*Ambassador Auditorium and Reflecting Pool:* The Ambassador Auditorium and Reflecting Pool are south of the proposed Senior Life Care Facility, and their historic setting will be impacted by replacement of the existing Administration Building with the Senior Life Care Facility. (EIR, p. 3.4-40.)

*Hulett C. Merritt House (Ambassador Hall):* All exterior work at the Merritt House shall be undertaken according to the Secretary's Standards at the east, south and west elevations. Because work shall be undertaken according to the Secretary's Standards at the east, south, and west elevations and the interior, no significant effect would occur from its adaptive reuse in these areas. Design review mitigation measures have been proposed to ensure the work meets the Secretary's Standards prior to construction. (EIR, p. 3.4-42.) However, alterations to the northern portion would result in a significant effect. The northern elevation is one of only two elevations of this resource that have not already been substantially altered. In addition, the

proposed connection between the Merritt Mansion and the Senior Center would alter its immediate surroundings. (Id. at p. 3.4-43.)

*Lewis J. Merritt House (Manor Del Mar):* At Manor Del Mar (Lewis J. Merritt House), another historic resource, no changes are proposed to the exterior or the entrances, but there may be some modifications necessary to comply with the Americans With Disabilities Act, and the east entrance would be returned to its historic function as the main entrance. This work shall be undertaken according to the Secretary's Standards, and no significant effect would occur. Design review mitigation measures have been proposed to ensure the work meets the Secretary's Standards prior to construction. (EIR, p. 3.4-43.) However, the loss of the non-original rose garden and heavily altered former garage, alterations to the clinker brick wall along Del Mar Boulevard, and construction in the west yard set back 23 feet instead of 40 feet would constitute "alteration of [the historical resource's] immediate surroundings." These changes in the immediate surroundings of the main house and yards would be considered a significant effect on a cumulative basis. (Id. at p. 3.4-45.)

*West Del Mar Grouping:* The proposed Del Mar Units would result in the demolition of the rose garden. The former Lewis J. Merritt garage, while not an historic resource itself, is located within the West Del Mar Grouping, and is proposed for demolition. New construction will obscure some views to the west elevation of the Lewis J. Merritt House, which would be a significant effect on the West Del Mar Grouping. (EIR, p. 3.4-48.)

## **ii. Proposed Mitigation**

**Mitigation Measure 3.4-3:** *Ambassador Auditorium and Reflecting Pool* To ensure compatibility with the Ambassador Auditorium, prior to issuance of any building permits for the Senior Care Facility, a Design Review Approval must be issued by the Design and Historic Preservation Section of the Planning & Development Department or the Design Commission. The Design Commission shall review all building and design plans and provide a determination that the proposed construction of the Senior Care Facility is compatible with the massing, design

and scale of the Ambassador Auditorium, and that it takes into account certain important existing design characteristics and relationships, such as the relationship to the axis of the Reflecting Pool, the New Formalism elements, and a two-story interior lit volume at the at the fountain axis.

**Mitigation Measure 3.4-4:** *Hulett C. Merritt Mansion* The Hulett C. Merritt Mansion, especially the north elevation, shall be archivally photographed in a manner similar to Historic American Buildings Survey ("HABS") standards, and the documentation shall be donated to a suitable repository, such as the Pasadena Library or Pasadena Museum of History. A Historic Structures Report shall be prepared for the Hulett C. Merritt Mansion. All exterior modifications necessary to convert the Hulett C. Merritt Mansion into recreation and community use for seniors shall be undertaken according to the Secretary's Standards. Prior to issuance of any building permits, a Certificate of Appropriateness must be approved by the Design and Historic Preservation Section of the Planning & Development Department or the Historic Preservation Commission (depending on the extent of the proposed changes). A third-party architectural/historic preservation expert retained by the applicant and approved by the Planning Staff shall review all exterior building and design plans and provide a determination that the spirit and intent of the Standards have been met, prior to proceeding with construction.

**Mitigation Measure 3.4-5:** *Lewis J. Merritt House (Manor Del Mar)* The Lewis J. Merritt House, garage, west yard, rose garden, east yard and clinker brick wall shall be archivally photographed in a manner similar to Historic American Buildings Survey ("HABS") standards, and the documentation shall be donated to a suitable repository, such as the Pasadena Library or Pasadena Museum of History. Prior to issuance of any building permits, a Certificate of Appropriateness must be approved by the Design and Historic Preservation Section of the Planning & Development Department or the Historic Preservation Commission (depending on the extent of the proposed changes). A third-party architectural/historic preservation expert retained by the applicant and approved by Planning and Development Staff shall review all exterior building and design plans, including the clinker brick wall, and provide a determination that the Standards have been met, prior to proceeding with construction.

**Mitigation Measure 3.4-6:** *West Del Mar Grouping* A series of streetscape photographs of the contributing elements of the West Del Mar Grouping shall be archivally photographed in a manner similar to Historic American Buildings Survey ("HABS") standards, and the documentation shall be donated to a suitable repository, such as the Pasadena Library or Pasadena Museum of History.

### **iii. Findings Pursuant to CEQA Guidelines Section 15091**

Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible mitigation measures or project alternatives identified in the Final EIR.

### **Supporting Explanation**

*Ambassador Auditorium and Reflecting Pool:* Replacement of the Administration Building and Dining Hall/Student Center with the Senior Life Care Facility will take place in the historic setting of the Auditorium and Pool. This is a significant effect pursuant to State CEQA Guidelines Section 15064.5(b)(1) because historic materials and design elements that have been part of the setting of the Auditorium since its construction in 1972-1974 would be permanently replaced. Mitigation Measure 3.4-3 requires design mitigation to further ensure compatibility of the proposed Senior Care Facility with the Auditorium and Pool, however there would still be a significant impact after mitigation because of the change in setting caused by the loss of the Administration Building. (EIR, p. 3.4-40 to 42.)

*Hulett C. Merritt House (Ambassador Hall):* The Hulett C. Merritt Mansion will be retained and converted into recreation and community facilities for the seniors. The east and north facades of the Mansion retain integrity. No alterations would be done to east façade, however, some alterations would be done to the other three sides of the building. Pursuant to Mitigation Measure 3.4-4, all exterior work shall be undertaken according to the Secretary's Standards at the east, south and west elevations, and therefore no significant effect would occur from adaptive reuse. Also pursuant to Mitigation Measure 3.4-4, design review mitigation measures have been proposed to ensure the work meets the Secretary's Standards prior to construction. There must be a connector with an open deck above that would provide access to the Senior facility from the Merritt Mansion, and the connector would have to be physically

attached to the Merritt House, thereby affecting its design and materials on the north facade. This results in a significant effect, because the north elevation is one of only two elevations of this resource that have not already been substantially altered, and because the connection to the Senior facility would alter its immediate surroundings. No views of the Mansion are significantly impacted by the Project. (EIR, pp. 3.4-42 to 43.)

*Lewis J. Merritt House (Manor Del Mar):* Manor del Mar would be retained by Maranatha High School and converted into administrative offices, and while no changes are proposed to the exterior or the entrances from their existing condition, there may be some Americans With Disabilities Act modifications and the east entrance would be returned to its historic function as the main entrance. The rose garden would be displaced by the proposed Del Mar Units, and the clinker brick garden wall and gate on the south side of the property along Del Mar Boulevard would be retained, although new driveway openings and compatible clinker brick piers would have to be constructed. Pursuant to Mitigation Measure 3.4-5, design review mitigation measures have been proposed to ensure the work meets the Secretary's Standards prior to construction. However, there would still be a significant impact after mitigation because the immediate surroundings of Manor Del Mar would be materially impaired and some views to the historical resource would be obscured. (EIR, p. 3.4-43 to 45.)

*West Del Mar Grouping:* The proposed Del Mar Units new construction 30 feet to the west of the Lewis J. Merritt House would be set back only 23 feet instead of the required 40 feet, and this would obscure views from Del Mar to the west elevation of the Lewis J. Merritt House, a contributing structure to the Grouping. Introduction of new construction at this location would make the obstruction of views of the Merritt house more complete and more permanent, thus significantly impacting the Grouping. The proposed Del Mar Units would also result in the

demolition of the rose garden and former garage, which would also be a significant effect on the Grouping. While Mitigation Measure 3.4-5 requires photographic documentation of the current setting, it does not mitigate the impact to below a level of significance. There would still be a significant impact after mitigation because of the introduction of new buildings within the district boundary, and the view impact on the contributing Lewis J. Merritt House (Manor Del Mar). (EIR, pp. 3.4-45, 48.)

## **V. RESOLUTION REGARDING ALTERNATIVES**

The City Council declares that it has considered and rejected as infeasible the alternatives identified in the Final EIR as set forth herein. CEQA requires that an EIR evaluate a reasonable range of alternatives to a project, or to the location of a project, which: (1) offer substantial environmental advantages to the proposed project, and (2) may be feasibly accomplished in a successful manner within a reasonable period of time considering the economic, environmental, social and technological factors involved. An EIR must only evaluate reasonable alternatives to a project which could feasibly attain most of the basic project objectives, and evaluate the comparative merits of the alternatives. In all cases, the consideration of alternatives is to be judged against a rule of reason. The lead agency is not required to choose the environmentally superior alternative identified in the EIR if the alternative does not provide substantial advantages over the proposed project, and (1) through the imposition of mitigation measures the environmental effects of a project can be reduced to an acceptable level, or (2) there are social, economic, technological or other considerations which make the alternative infeasible.

The Final EIR identified the objectives for the Project as follows:

- Provide a high-quality development in which a mix of residents can live in and amongst historic structures and gardens in the unique setting of the Ambassador West property.

- Provide new and preserve existing high-quality housing opportunities that will meet the needs of a wide range of residents, including seniors and those with low-incomes.
- Preserve and enhance the unique historic character of the Ambassador West site.
- Provide a mix of much needed housing with comfortable and safe pedestrian linkage to commercial uses, mass transit, and existing infrastructure and services.
- Blend new development with existing historic buildings and gardens in a manner that will create a unique setting for residents and visitors.
- Protect and enhance open space and open space features and improve pedestrian access to allow for the enjoyment of these features.
- Respect and protect the character and scale of adjacent residential neighborhoods and institutions that inhabit the area.
- Create a design that will have minimal impacts on the overall character of the site and landscape while showcasing the gardens, fountains, lawns, streams, and other decorative elements.
- Facilitate and preserve access and use of the beautiful gardens, paths, lawns and historic features within the site.
- Create a safe environment where seniors, students, residents, visitors to the Ambassador Auditorium and others can interact. (EIR, p. ES-4, 5.)

**a. ALTERNATIVES ELIMINATED FROM CONSIDERATION**

The City of Pasadena eliminated the alternative site option from full consideration in the EIR. Alternatives may be eliminated from detailed consideration in the EIR if they fail to meet most of the project objectives, are infeasible, or do not avoid any significant environmental effects (CEQA Guidelines Section 15126.6(c)).

CEQA Guidelines Section 15126.6(f)(2) requires examination of an alternative location for the Project if such locations would result in the avoidance of or lessening of significant impacts. An alternative site for the Project was not considered because the Project objectives implement the WGSP by preserving and enhancing the existing historic character of the Ambassador West site, which is site specific to this Project location. The Project would retain

and incorporate historic gardens including the Great Lawn, provide public access to open space amenities and preserve and reuse historically significant buildings. Site-specific preservation and renovation could not be accomplished at another location. (EIR, p. 5.0-5.)

**b. Alternative 1: No Project/Retain Existing Conditions**

Pursuant to Guidelines Section 15126.6, the EIR discussed a No Project alternative. (EIR, p. 5.0-6.) Under this alternative, the Project would not be constructed and the property would be reused and developed. In particular, larger buildings proposed for demolition could potentially be reoccupied with limited new development elsewhere on the site. However, eventual development of the property could occur, as it is reasonable to assume that the applicant could seek to sell the property if unable to develop or reoccupy the site. (Ibid.) The No Project/Retain Existing Conditions Alternative would reduce or avoid all the significant, less than significant, and significant but mitigated environmental impacts that would occur with the Project. Significant impacts to visual resources, from NOX emission and localized NO2 and PM10 emissions during construction and from demolition/alteration of historic resources would not occur under this alternative. The alternative would not require deviations from the Zoning Code and the impacts concerning scale and massing relative of the senior life/care facility to the Ambassador Auditorium and Green Street would not occur. The alternative would not remove/relocate any protected trees. Furthermore, other construction related impacts, including increases in noise levels (significant prior to mitigation), increases in VOC and CO (significant prior to mitigation) would not occur with this alternative, nor would other less than significant impacts to public services, sewers, hydrology and drainage, traffic impacts to two street segments and land use. (EIR, pp. 5.0-6 to 10.)



However, the No Project/Retain Existing Conditions Alternative would not meet Project objectives for providing new housing opportunities. While objectives concerning protection of historic buildings and gardens would initially be met, they would not be assured as presumably other development opportunities would remain available. Similarly, the Project would facilitate public access, an objective that might not be met if the site was sold for other prospective development. Consequently, the No Project/Retain Existing Conditions Alternative fails to meet most basic Project objectives. (EIR, p. 5.0-10.) For these reasons, the City finds that the No Project/No Build alternative is infeasible.

**c. Alternative 2: No Project/Reuse of Existing Structures**

As further called for under CEQA Guidelines Section 15126.6(e)(3)(C), the No Project Alternative should also “analyze the impacts of the no project alternative by projecting what would reasonably be expected to occur in the foreseeable future, if the project were not approved based on current plans and consistent with available infrastructure and community services.” In the instance of the proposed project, it is reasonable and foreseeable to presume that if the project was not approved, the applicant or another user could re-occupy the existing buildings on the northern part of the site that were formerly used by Ambassador College. (EIR, p. 5.0-10.)

The EIR proposed different program reuses of the existing structures which would require modifications to the interiors of existing structures only. A total of 605 parking spaces were presumed to be provided for all new uses under this alternative which would necessitate the construction of a new six level above grade parking structure adjacent to the Hall of Administration along Green Street. In summary, this alternative would minimize new development (new construction would be limited to new parking and modifications of existing

structures), re-occupy existing structures on the site and require minimum entitlements. (EIR, pp. 5.0-10 to 14.)

Significant impacts to visual resources, from NOX emissions and localized NO2 and PM10 emissions during construction and from demolition/alteration of historic resources, would not occur, or would be substantially reduced under this alternative. The alternative would also not require deviations to the WGSP zoning code and the impacts concerning scale and massing relative of the senior life/care facility to the Ambassador Auditorium and Green Street would not occur. The alternative would also reduce the less than significant impact to the Tree Protection Ordinance due to removal/relocation of far fewer protected trees, and traffic impacts to two street segments that require soft mitigation. Furthermore, other construction related impacts, including increases in noise levels and increases in VOC and CO, would be reduced as new construction would be confined to the northeastern part of the site. Less than significant impacts to public services, sewers and hydrology and drainage would also be reduced. With the exception of a text amendment to the zoning code for the WGSP-1B zone (to allow re-occupancy of non-historic on-site structures greater than 120 feet from Green Street for office uses), no entitlements or zoning adjustments would be required under this alternative which would result in a reduced impact on land use. (EIR, pp. 5.0-14 to 21.)

However, the reduction in impacts associated with new construction and the physical effects of the alternative would be somewhat offset by an increase in trip generation and associated traffic, air quality and noise impacts of the proposed project. Also, the No Project/Reuse of Existing Structures Alternative would not meet Project objectives for providing new housing opportunities, but would meet objectives concerning protection of historic buildings and gardens. Presumably other development opportunities would remain available to

unoccupied areas of the site. Similarly, the Project would facilitate public access, an objective that might not be met with reoccupancy for commercial or institutional uses. Consequently, the No Project/Reuse of Existing Structures Alternative is considered to meet only limited Project objectives. (EIR, p. 5.0-21.) For these reasons, the City finds that the No Project/Reuse of Existing Structures alternative is infeasible.

CEQA Guidelines Section 15126.6(c) requires that, if the environmentally superior alternative is the No Project Alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives. The No Project Alternative is the environmentally superior alternative, but would not achieve any of the Project objectives. Among the other alternatives, the No Project/Reuse of Existing Structures Alternative would be the environmentally superior alternative. (EIR, p. 5.0-39.) The reduction in impacts with the Reuse of Existing Structures Alternative to historic resources, and possibly aesthetics to less than significant levels, and a reduction in the impact from massing of development in the northeast part of the site, makes this alternative environmentally superior, even in the event that a new significant air quality impact is possible. However, the alternative would not meet most of the basic Project objectives, as discussed above.

#### **d. Alternative 3: Reduced Entitlements**

The Reduced Entitlements alternative evaluates an alternative which could be undertaken without the numerous entitlement requests required to implement the Project. Such an alternative would scale back massing and density on the western portion of the site due to reduced building heights and full setbacks in the WGSP-1B zone. It would also replace the senior life/care component with multi-family housing that does not require a CUP. (EIR, p. 5.0-21.) As with the proposed project, it is assumed that historic structures could be reoccupied with

new uses consistent with the Secretary of the Interior's Standards. The EIR proposed different program reuses under this alternative. (Id. at pp. 5.0-21 to 22.)

The Reduced Entitlements Alternative would scale back development by reducing building heights, respecting setbacks and eliminating the senior life/care component which requires a CUP. Rather, the alternative would construct two-story multi-family units throughout the site in many of the same areas to be developed with the proposed Project. The number of new residential units would be substantially reduced (by 42 percent) and related occupancy-driven impacts would be similarly reduced. These impacts include reduced daily trip generation (and impacts to two street segments requiring soft mitigation), operational air quality and other associated effects. Conversely, peak hour trips would increase and so would associated impacts (though with no change in overall impacts to traffic, air quality and noise). However, the alternative shows that although density would decrease, suitable areas for development within the site would remain generally the same. Consequently, associated physical impacts from demolition/alteration of historical resources and removal of trees subject to the Tree Protection Ordinance, while reduced in comparison to the proposed Project, would not be sufficient to eliminate all related significant impacts (due to historical resources that would still be affected). The alternative would, however, reduce the visibility, massing and profile of the project to a degree that would substantially lessen the impact to visual resources. Construction impacts including increases in noise levels (significant prior to mitigation) and increases in VOC and CO emissions (significant prior to mitigation) would be reduced in quantity and/or duration, although significant impacts due to NOX emissions during construction would not be expected to be reduced below a level of significance. Since the alternative is guided by reducing exceptions and relief requested by the proposed Project, and would reduce the mass of the development in the

northeast part of the site, the Reduced Entitlements Alternative would have a reduced land use impact in comparison to the proposed Project. Less than significant impacts to public services, sewers and hydrology and drainage would also be reduced. Overall, the Reduced Entitlements Alternative would reduce most environmental impacts of the proposed Project. (EIR, pp. 5.0-22 to 29.)

However, the Reduced Entitlements Alternative would not meet all of the basic Project objectives. Specifically, the alternative would meet most objectives for providing new housing opportunities, and protection of historic buildings and gardens. However, the alternative would not meet the objective for a wide range of residents, including seniors and those with low-incomes, as no senior housing would be provided and the number of affordable units would be reduced. Similarly, the proposed Project facilitates public access, an objective that might not be met under the Reduced Entitlements Alternative. (EIR, p. 5.0-29.) For these reasons, the City finds that the No Project/Reuse of Existing Structures alternative is infeasible.

**c. Alternative 4: Existing Subdivision**

The existing site is currently divided into 29 parcels as a result of land divisions that have occurred over several decades. These parcels are all legally established lots. Under this alternative, the project would develop the site in a manner that would accommodate single-family homes on individual lots. (EIR, p. 5.0-29.) This alternative would change the character of development to mixed single- and multi-family residential, a reduction in new construction from 318 units to 68 new units (approximately 80 percent fewer). The alternative shows how residential density is very limited without any entitlements or alterations to existing ownership. (Id. at p. 5.0-33.)

The Existing Subdivision Alternative would change the character of the project from a senior life/care and multi-family development to multi- and single-family development that would use existing structures for office and institutional uses. The scale of development would be lessened with single-family homes located throughout the site replacing new condominium and senior/life care uses and new multi-family buildings replacing senior life/care uses in the northeastern part of the site. The number of new residential units would be substantially reduced (by 80 percent), but trip generation would increase due to a greater office component. Related impacts would thus increase, including conditions at two impacted street segments, operational air quality emissions, and noise, although no additional significant impacts would be expected. However, the alternative shows the constraints of strictly adhering to existing legally established lots and zoning requirements. As a result, associated physical impacts from demolition/alteration of historical resources and removal of trees subject to the Tree Protection Ordinance would be reduced in comparison to the proposed project, but some impacts would still result (new impacts to the Great Lawn, impacts to Manor Del Mar). The alternative would also reduce the visibility, massing and profile of the project to a degree that would lessen the impact to visual resources to a less than significant level. Construction impacts including increases in noise levels and increases in VOC and CO emissions would be reduced in quantity and/or duration, although it is speculative whether significant NOX emissions would be reduced to below a level of significance. Conversely, the 16 percent increase in daily trips could possibly exceed the significance threshold for VOC (which would not be exceeded with the proposed Project). Less than significant impacts to public services, sewers and hydrology and drainage would also be reduced. Overall, the Existing Subdivision Alternative would reduce most environmental impacts of the proposed Project. (EIR, pp. 5.0-33 to 38.)

However, the Existing Subdivision Alternative would not meet most of the basic Project objectives. Specifically, the alternative would meet most objectives for providing new housing opportunities, and protection of historic buildings and gardens (although potential impacts to the Great Lawn could occur) that would not result from the proposed Project. However, the alternative would not meet the objective for a wide range of residents, including seniors and those with low-incomes as no senior housing would be provided and the number of affordable units, if so provided, would be reduced. Similarly, the proposed Project would facilitate public access, an objective that would not be met under the Existing Subdivision Alternative, as much of the open space would be placed under private ownership with the alternative (although new public access would be provided through the extension of an historic street, but not to open space). (EIR, p. 5.0-37.) Consequently, the Existing Subdivision Alternative does not meet most of the basic Project objectives. For these reasons, the City finds that this alternative is infeasible.

## **VI. RESOLUTION REGARDING SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES**

State CEQA Guidelines Section 15126.2(c) requires an EIR to discuss the significant irreversible environmental changes which would be caused by the proposed project. An impact would occur under this category if, for example: (1) the Project involved a large commitment of nonrenewable resources; (2) the primary and secondary impacts of the Project would generally commit future generations to similar uses; (3) the Project involves uses in which irreversible damage could result from any potential environmental incidents associated with the Project; and (4) the proposed consumption of resources are not justified (for example, results in wasteful use of resources).

Construction of the Project would result in a commitment of limited, slowly renewable, and nonrenewable resources. Such resources would include certain types of lumber and other forest products; metals such as steel, copper, and lead; aggregate materials used in concrete and asphalt (e.g., stone, gravel, and sand); and other construction materials such as plastic. In addition, fossil fuels used in construction vehicles would also be consumed during construction of the project. (EIR, p. 4.0-2.) Operation of the Project would involve the continued consumption of limited, nonrenewable, and slowly renewable resources similar to other urban developments. These resources would include natural gas and electricity, petroleum-based fuels, fossil fuels, and water. Energy resources would be used for heating and cooling of buildings, transporting people and goods to and from the site, heating and refrigeration for food storage and preparation, heating and cooling of water, and lighting. (Ibid.)

## **VII. RESOLUTION REGARDING GROWTH-INDUCING IMPACTS**

State CEQA Guidelines Section 15126.2(d) requires an EIR to discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Growth inducement, however, is not considered necessarily detrimental, beneficial, or significant to the environment.

The Project would be built in an existing urban setting and served by existing infrastructure and adjacent streets. The Project would not provide through access to vacant undeveloped parcels whose development potential could otherwise be enhanced, nor would it not require extending or improving infrastructure in a manner that would facilitate off-site growth. New infrastructure improvements, such as the extension of infrastructure delivery lines to serve the site would not be to such a degree so as to induce growth in the area. Overall, the Project would



not remove obstacles to population growth, result in an increase in the population that may tax existing community service facilities, or encourage or facilitate other activities that could significantly affect the environment or the area, either individually or cumulative. (EIR, p. 4.0-3.)

### **VIII. RESOLUTION ADOPTING A MITIGATION MONITORING PLAN**

Pursuant to Public Resources Code Section 21081.6, the City Council hereby adopts the Mitigation Monitoring and Reporting Plan attached to this Resolution as Exhibit A, and incorporated herein.

### **IX. RESOLUTION ADOPTING A STATEMENT OF OVERRIDING CONSIDERATIONS**

Pursuant to State CEQA Guidelines Section 15093, the City Council declares that the City of Pasadena has balanced the economic, legal, social, technological, and other benefits of the Project against its unavoidable environmental risks in determining whether to approve the Project. If these benefits outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered “acceptable.”

The City Council finds that the Project’s benefits outweigh its unavoidable adverse environmental effects as set forth herein, finds that this Statement of Overriding Considerations is supported by substantial evidence in the administrative record, and therefore adopts the following Statement of Overriding Considerations.

#### **STATEMENT OF OVERRIDING CONSIDERATIONS**

1. Public Open Space. The Project preserves the 1.76-acre “Great Lawn,” and guarantees public access to the Great Lawn. Although the Great Lawn has been used by the public in the past, it has always been private property to which the public has no guaranteed right of

access or use. The Project will allow permanent public access to the Great Lawn. The Great Lawn will be maintained at the applicant's expense, and the applicant will be required to maintain the quality of the Great Lawn to City standards. This relieves the City of the expense of maintenance, and frees City funds to be spent on other public parks or public open space.

2. On-site Affordable Housing. The Project provides all of its inclusionary housing units required by the City Municipal Code on-site, and goes beyond its requirements by providing very low-income and low-income units on the Project site. By providing these units on-site, and across the range of affordability proposed, this Project provides access to affordable housing to the labor pool necessary to service many of the nearby Old Pasadena merchants (i.e., dishwashers, kitchen staff, wait staff, janitors, gardeners, etc.), and to serve the personal employment needs of the surrounding single family residences (i.e., gardeners, housekeepers, child care professionals, etc.). This Project will place these workers within walking, bicycling, or convenient bus transit distance from these types of jobs. The developer is providing these affordable housing units without seeking any density bonus or other incentives allowed in Section 17.43 of the Zoning Code.
3. Historic Preservation. The Project provides careful and informed preservation of historic structures and landscaping which could have otherwise been destroyed or redeveloped to such an extent that they could have lost their historic value, since at this time they are not protected by the City's historic preservation regulations. Specifically, an important core of architecturally and artistically significant single family residences along "Millionaire's Row" will be preserved. The preservation of these resources thereby increases in an important manner the City's preserved architectural, landscape architectural and botanical heritage.

4. Urban Forestry. While the Project is required by the City's Tree Protection Ordinance to mitigate the removal of protected trees and loss of tree canopy coverage, a large number of the replacement trees provided as mitigation will be placed as street trees and in parks throughout the City. This goes a long way in assisting the City with enhancing the quality of and encouraging the growth of its urban forest canopy, and would not occur without the Project.
5. Patronage to Existing Businesses. The residential density provided by the Project will ensure a consistent, reliable source of patronage to the businesses in Old Pasadena and to events at the Ambassador Auditorium, which is in easy walking distance of the Project. As such, the Project adds to the vitality and stability of Old Pasadena as a major regional commercial center, and supports use of the Ambassador Auditorium as a premier performance venue within walking distance of residences on the site.
6. Non-Auto Mobility. The Project includes implementation of a "Project Mobility Plan" which is a praiseworthy example implementation of the City's Mobility Element Guiding Principle that "Pasadena will be a city where people can circulate without cars," and also implements the City's Pedestrian Master Plan. A few examples from the Project Mobility Plan include the following: The Project encourages pedestrian mobility through the site by preserving walking paths throughout the site and limiting on-site vehicle traffic, and by providing signage that guides pedestrians to nearby destinations off the site, and on the site. The Project conditions call for pedestrian amenities on the Green Street bridge, which fulfill the Old Pasadena Streetscape, Alley and Walkway Plan. The Project will also provide secure bicycle parking facilities on site. The assisted senior living facility will provide shuttle services to local destinations and to the Gold Line Station, and the Master Property Owners

Association will provide Metro bus passes and EZ Passes, to encourage the use of area mass transit.

7. Creation of jobs: The Project will create approximately 120 full time equivalent jobs on the site.

**X. RESOLUTION REGARDING CUSTODIAN OF RECORDS**

The documents and materials that constitute the record of proceedings on which these findings have been based are located at the City of Pasadena, City's Planning and Development Department at 175 North Garfield Avenue, Pasadena, California 91101.

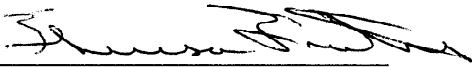
**XI. RESOLUTION REGARDING NOTICE OF DETERMINATION**

Staff is directed to file a Notice of Determination with the Clerk of the County of Los Angeles within five working days of final Project approval.

Adopted this \_\_\_\_\_ day of \_\_\_\_\_, 2007.

\_\_\_\_\_  
Jane L. Rodriguez, CMC  
City Clerk

APPROVED AS TO FORM:

  
\_\_\_\_\_  
Theresa E. Fuentes  
Deputy City Attorney

Ambassador West/CEQA Resolution – Ambassador West