

## **ATTACHMENT G**

### **Summary of Final Environmental Impact Report**

The Final Environmental Impact Report (FEIR) has been prepared in accordance with the policies and procedures of the California Environmental Quality Act. The FEIR incorporates information from the Draft EIR (circulated from October 16, 2008, through December 10, 2008), the Revised Draft EIR (circulated from April 10, 2009 through May 25, 2009), clarifications that were made in response to both written and oral comments received during either of the public review periods (see Section 8.0 Addenda Errata/Comments and Responses), as well as some updates to setting information. To assist the reader in identifying changes, the FEIR includes all of the Draft EIR sections with new information is shown in underline format and deleted information is shown in ~~strikethrough-format~~ throughout this document.

#### Areas of Public Concern

Two scoping meetings were held for this project, the first of which occurred on July 18, 2007 and the second of which occurred at a Planning Commission meeting on September 26, 2007. Issues of public concern included design considerations, historic preservation and traffic. Areas of concern with respect to public agencies included the following:

- 1) Solid waste generation and recycling pursuant to the County of Los Angeles Public Works Department.
- 2) Air Quality analysis and identification of impacts from both construction and operation pursuant to the concerns of the South Coast Air Quality Management District.
- 3) Impacts as a result of wastewater generation and flow to the Sewerage System pursuant to the concerns of the County Sanitation Districts of Los Angeles County.
- 4) Cultural resources impacts and mitigation measures pursuant to the concerns of the Native American Heritage Commission.
- 5) Traffic impacts and mitigation measures pursuant to the concerns of Caltrans.

Concerns with respect to solid waste, wastewater and cultural resources were addressed in the initial study that was prepared for the project. Concerns regarding air quality and traffic were addressed within the body of the EIR. In addition, general areas of public concern throughout California include the topics of water and global climate change, both of which have been added to the EIR.

#### Alternatives

Five alternatives to the proposed project were selected for consideration, as described below:

*Alternative 1 - No Project.* This alternative assumes that the proposed project would not be developed and that the two-story commercial retail building would not be demolished. Thus the existing building would be preserved along with the 36 surface

parking spaces and 28 trees. In addition, the visual character of the Playhouse District would remain in its current state.

*Alternative 2 – Off-Site Parking Alternative.* This alternative explores providing a portion of the proposed parking at two alternative locations. The two distinct off-site locations are both within one block of the project site and would divert a portion of the project generated traffic off of El Molino Avenue between Colorado Boulevard and Playhouse Alley, where a significant street segment impacts occurs.

*Alternative 3 – Dual Access.* This alternative explores the provision of split access from both Green Street and El Molino Avenue as a method of diverting a portion of the project generated traffic off of El Molino Avenue between Colorado Boulevard and Playhouse Alley where a significant street segment impacts occurs.

*Alternative 4 – 100 percent Floor Area Ratio (FAR).* This alternative explores project impacts without the requested 10 percent FAR increase pursuant to Section 17.30.050(C) of the Zoning Code, which contains provisions that allow a request to exceed the FAR by 10 percent within the Central District Specific Plan area.

*Alternative 5 – 80 percent Reduced Project.* This alternative would involve reducing the overall square footage of the development from 159,971 to 31,471 square feet as an office use and is the only alternative that would eliminate the significant and unavoidable street impacts on the segments of El Molino Avenue between Colorado Boulevard and Playhouse Alley and between Union Street and Colorado Boulevard.

*Alternative 6 – Height Averaging Alternative.* This alternative maintains the same square footage and uses of the proposed project (145,564 square feet of office use plus 14,407 square of retail use) but changes the massing of the project to include six stories adjacent E. Colorado Bl. The height averaging alternative shifts the project massing such that the building steps down as it transitions from north to south. Under this alternative, 30 percent of the proposed fifth floor area would be relocated to create a sixth floor on the northern most portion of the property, adjacent Colorado Boulevard. The maximum building height would be 88 feet at the top of the sixth floor, 76 feet at the top of the fifth floor, 63 feet at the top of the fourth floor, 50 feet at the top of the third floor, 35 feet at top of the second floor, and about 25 feet at the top of the parking garage canopy. This alternative would require approval by the Design Commission, and it would have all of the same impacts as the proposed project.

Alternative 5 is environmentally superior overall since it would eliminate the Class I unavoidably significant impacts to El Molino Avenue between Colorado Boulevard and Playhouse Alley and between Union Street and Colorado Boulevard. None of the other alternatives, including the No-Project Alternative, would reduce the impact to these de-emphasized street segments for which physical mitigation measures are not allowed. However, this alternative would not provide an economically viable project for the applicant and would not meet the objective of providing a viable commercial project within the Playhouse District.

Summary of Impacts and Mitigation Measures

Table ES-1 lists the environmental impacts of the proposed project, proposed mitigation measures, and residual impacts. Impacts are categorized by classes. Class I impacts are defined as significant, unavoidable adverse impacts, which require a Statement of Overriding Considerations pursuant to Section 15093 of the CEQA Guidelines if the project is approved. Class II impacts are significant adverse impacts that can be feasibly mitigated to less than significant levels and which require findings to be made under Section 15091 of the CEQA Guidelines. Class III impacts are adverse, but less than adopted significance thresholds. Class IV impacts are beneficial.

*Unavoidable Adverse Class I Impacts on Traffic/Transportation*

The FEIR found that traffic impacts on eight of ten studied street segments were found to be less than significant. Two street segments were found to have unavoidably significant impacts because their respective Average Daily Traffic (ADT) volume increases: 1) N. El Molino Ave. between Union St. and Colorado Bl. would have a 6.5 percent ADT increase; and 2) S. El Molino Ave. between Colorado Bl. and Playhouse Alley, with an increase in ADT volume of 10.4 percent.

The table below shows the City’s ADT thresholds for new projects and the required review procedures and mitigations:

<b>ADT* Growth on Street Segment</b>	<b>Required Traffic Mitigations</b>
0.0 - 2.4% ADT Growth	-Staff Review and Conditions.
2.5% - 4.9% ADT Growth	-Initial Study is required if existing count is greater than 2,000 VPD. -Soft mitigation required.
5.0% - 7.4 % ADT Growth	-Initial Study Required. -Soft Mitigation Required. -Physical Mitigation May Be Required.
7.5% + ADT Growth	-Initial Study Required. -Soft Mitigation Required. -Extensive Physical Mitigation May Be Required. -Project Alternatives May Be Considered.

Although mitigation measures are proposed they will not reduce the ADT to a level that is less than significant. Further, El Molino Avenue is defined as a “de-emphasized” street by the City, and therefore it is not encouraged to be altered in order to increase its traffic capacity. Even if physical street improvements (e.g., street widening) could potentially reduce some traffic impacts, implementation of physical improvements would be contrary to City transportation policy. In order for a proposed new development at the subject site to not result in any significant traffic impacts, it could not exceed approximately 31,000 square feet of office uses, which is 80 percent smaller than the proposed project. Therefore, in order for the proposed project to be approved, the City

Council would be required to adopt a Statement of Overriding Considerations for the project.

Other transportation and traffic impacts would be mitigated by many measures and conditions, including compliance with the Trip Reduction requirements and fee contributions to important programs and improvements managed by the Department of Transportation

*Other Impacts that Can be Mitigated to Less than Significant Levels*

Aesthetics – The project would result in a substantial change from the existing two-story commercial building and surface parking lot on the subject site. The project was evaluated for its impacts on Aesthetics and Cultural Resources. The project site is adjacent to the Playhouse National Register District which includes the Pasadena Playhouse and smaller historic buildings located across the street on E. El Molino Ave. It is also adjacent to the Arcade Land building, which is not a designated landmark but it has character-defining historic features. Further, the project as proposed includes a five story building at a prominent street corner on the City's primary commercial street in the Central District.

The FEIR concludes that the impacts on aesthetics and the surrounding historic structures is less than significant because the project is required to be reviewed by the Design Commission (which also assumes the role of the Historic Preservation Commission in the Central District) in the City's design review process. This is consistent with the policies and procedures of the Municipal Code, specifically the Zoning Code. Also, this procedure is consistent with other review of other major residential, mixed-use, and commercial projects that have been developed in the Central District.

Air Quality – Air pollutants would be generated during construction and from the operation (vehicle trips, building operations) of the project. Mitigation measures include the use of lower-pollutant construction materials, requirements to reduce dust, and compliance with Southern California Air Quality Management District (SCAQMD) standards.

Noise & Vibration – Project construction would increase noise levels and operations would create noise in the vicinity. Construction methods shall not exceed acceptable noise levels and construction materials (windows, ventilation equipment, etc.) shall be used to minimize noise exposure to persons working in the building and noise created by the building to persons in the vicinity.

Geology and Soils – All new projects are required to show that a subject site is safe for construction. Also, particulate emissions resulting from soil excavation and transportation will occur on the site. The project is required to meet local and State construction standards and geological evaluation requirements prior to construction. Particulate emission will be reduced during soil excavation with coverings, water spray, and specific transport methods.

Water Service - All new projects are required to employ strategies that in the aggregate use 20 percent less water than the water baseline calculated for the building with the use of water efficient appliances and sanitary equipment. The proposed project is estimated to require a net increase of 14,680 gallons of water per day on the site. Prior to issuance of a Certificate of Occupancy for the project, the project shall show methods to reduce the water usage by a minimum of 20 percent to not 11,744 gallons of water use per day.

Also, as a condition of approval, the project shall comply with all regulations associated with the Level 1 Water Shortage declared by the City Council on July 15, 2009.

Cultural Resources – If archaeological or paleontological resources are encountered during construction, all construction activities in the vicinity of the find shall cease until a certified archeological professional evaluates the find and recommends a course of action.