

RESOLUTION NO. 8998

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PASADENA CERTIFYING THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE 680 EAST COLORADO BLVD. PROJECT, AND ADOPTING ENVIRONMENTAL FINDINGS, A STATEMENT OF OVERRIDING CONSIDERATIONS, AND A MITIGATION MONITORING AND REPORTING PROGRAM

WHEREAS, the 680 East Colorado Boulevard project (the "Project") proposes to demolish the existing structure on the site, and develop a six-level subterranean garage and an approximately 159,971 square foot, five-story commercial office building with approximately 522 subterranean spaces (155 of which serve the Playhouse District as public parking spaces). The ground floor of the structure would have approximately 14,407 square feet of retail use, provides all of its parking (367 spaces) onsite, and provides 155 public parking spaces. The Project incorporates a pedestrian corridor or paseo between the Pasadena Playhouse and the Arcade Lane Building, which would provide for future pedestrian line-of-sight between the historic Pasadena Playhouse and the Arcade Lane Building. The Project description never included a crosswalk on El Molino Avenue. The Project would be designed to qualify for a Leadership in Energy and Environmental Design ("LEED") energy efficiency certification and would be developed in compliance with the City Green Building Ordinance (PMC 14.90). The Project requires approval of a Conditional Use Permit for construction over 25,000 square feet, two Minor Conditional Use Permits for construction over 15,000 square feet in a Transit Oriented District and for commercial

parking, Central District floor area increase of up to 10%, an Adjustment Permit to address issues related to the fact that the site straddles different zoning districts, including density averaging, and floor area ratio exceedance, and to address proposed height exceedance, reduced setbacks, and reduced loading spaces, a Tree Removal Permit, Design Review, and other subsequent discretionary approvals, from the City and other regional and State agencies; and

WHEREAS, the City of Pasadena is the lead agency for the Project pursuant to the California Environmental Quality Act ("CEQA," Cal. Pub. Res. Code §21000 *et seq.*), the State CEQA Guidelines (the "Guidelines," 14 Cal. Code Regs. §15000 *et seq.*), and the City's local environmental policy guidelines; and

WHEREAS, pursuant to Section 15063 of the Guidelines, the City prepared an Initial Environmental Study (the "Initial Study") for the Project. The Initial Study concluded that there was substantial evidence that the Project might have a significant environmental impact on several specifically identified resources and governmental services, including: (1) Aesthetics; (2) Air Quality; (3) Geology and Soils; (4) Transportation and Circulation; (5) Noise and Vibration; and (6) Water Service; and

WHEREAS, pursuant to Guidelines Sections 15064 and 15081, and based upon the information in the Initial Study, the City ordered the preparation of an environmental impact report for the Project ("EIR"). On July 6, 2007, the City prepared and sent a Notice of Preparation of the Draft EIR and a copy of the Initial Study to

responsible, trustee, and other interested agencies and persons in accordance with Guidelines Sections 15082(a) and 15375; and

WHEREAS, pursuant to Guidelines Section 15082, the City solicited comments from potential responsible and trustee agencies for a 30-day period, commencing on July 6, 2007, requesting details about the scope and content of the environmental information related to the responsible agency's area of statutory responsibility that should be studied in the EIR, as well as the significant environmental issues, reasonable alternatives and mitigation measures that the responsible agency would have analyzed in the Draft EIR. The City received six comment letters in response to the NOP. In addition, two EIR scoping meetings was held by the City of Pasadena, on July 18, 2007, and in conjunction with the Planning Commission meeting on September 26, 2007; and

WHEREAS, pursuant to Public Resources Code section 21092, the City provided a public Notice of Completion and Availability ("NOA") of the Draft EIR on October 16, 2008, through mailing to all property owners within 500 feet of the Project and to local neighborhood organizations. The NOA also gave notice of three public meetings: Transportation Advisory Commission on November 6, 2008; Design Commission on November 24, 2008; and Planning Commission on December 10, 2008, at which comments on the Draft EIR would be taken. Copies of the Draft EIR were also placed at the City's Planning and Development Department at 175 North Garfield Avenue, the Pasadena Central Library, and on the City's website; and

WHEREAS, the Draft EIR was circulated, together with technical appendices, to the public and other interested persons for a 45-day public comment period, from October 16, 2008 through December 1, 2008, and was informally extended to December 10, 2008. During the comment period, the City held three duly noticed public meetings at which the public was given the opportunity to provide comments on the Draft EIR, as follows: Transportation Advisory Commission on November 6, 2008; Design Commission on November 24, 2008; and Planning Commission on December 10, 2008; and

WHEREAS, during the public comment period the City received written and oral comments on the Draft EIR, and consulted with all responsible and trustee agencies, and other regulatory agencies pursuant to Guidelines Section 15086; and

WHEREAS, based on public comment received, the City conducted further traffic studies and recirculated the traffic portion of the Draft EIR. The City provided a Notice of Availability on April 10, 2009 for a 45 day review period of the recirculated portion through May 25, 2009, and providing notice of a Planning Commission meeting on May 13, 2009, at which comments on the recirculated traffic portion could be made; and

WHEREAS, the City subsequently prepared written responses to all written comments received on the Draft EIR and made revisions to the Draft EIR, as appropriate, in response to those comments. The City distributed written responses to comments on the Draft EIR and Notice of Availability of the Final EIR on July 8, 2009, in

accordance with the provisions of Public Resources Code Section 21092.5 and Guidelines Section 15088. The Planning Commission reviewed the Final EIR at a duly noticed public meeting on July 22, 2009. The written responses to comments were made available for a 95 day period of public review before the commencement of the City Council public hearing regarding the certification of the Draft EIR.

WHEREAS, after reviewing the responses to comments and the revisions to the Draft EIR, particularly those made after the recirculation of the traffic section, the City concludes that the information and issues raised by the comments and the responses thereto did not constitute new information requiring further recirculation of the Draft EIR; and

WHEREAS, the Final Environmental Impact Report (the "Final EIR" or "EIR") is comprised of: the Draft EIR (which includes the recirculated traffic section) and numbered State Clearinghouse No. 2007071020; the comments and responses to comments on the Draft EIR set forth in the Final EIR dated July, 2009; technical appendices; and

WHEREAS, the City Council held a duly noticed public hearing on the Final EIR and the Project on October 12, 2009; and

WHEREAS, the findings made in this resolution are based upon the information and evidence set forth in the Final EIR and upon other substantial evidence that has been presented at all public meetings regarding the Project and in the record of the proceedings. The documents, staff reports, technical studies, appendices, plans,

specifications, and other materials that constitute the record of proceedings on which this resolution is based are on file and available for public examination during normal business hours in the Planning and Development Department and with the Director of Planning, who serves as the custodian of these records; and

WHEREAS, the City Council finds that agencies and interested members of the public have been afforded ample notice and opportunity to comment on the Final EIR and that the comment process has fulfilled all requirements of State and local law; and

WHEREAS, the City Council, as the decision-making body for the lead agency, has independently reviewed and considered the contents of the Final EIR and all documents and testimony in the record of proceedings prior to deciding whether to certify the Final EIR and approve the Project; and

WHEREAS, all other legal prerequisites to the adoption of this Resolution have occurred.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF PASADENA RESOLVES AS FOLLOWS:

I. RESOLUTION REGARDING CERTIFICATION OF THE EIR

Pursuant to State CEQA Guidelines Section 15090, the City Council certifies that: (1) the City Council has reviewed and considered the Final EIR prior to approving the Project, (2) the Final EIR is an accurate and objective statement that fully complies with CEQA, the State CEQA Guidelines, the City's local environmental guidelines, and (3)

the Final EIR reflects the independent judgment of the lead agency. The City Council certifies the Final EIR based on the findings and conclusions herein.

The City Council finds that the additional information provided in the staff report, in the comments (and any responses thereto) received after circulation of the Draft EIR and recirculation of the traffic section of the Draft EIR, in the evidence presented in written and oral testimony presented at public meetings, and otherwise in the administrative record, does not constitute new information requiring further recirculation of the Final EIR under CEQA. None of the information presented to the City Council after circulation of the Draft EIR or recirculation of the traffic section of the Draft EIR has deprived the public of a meaningful opportunity to comment upon a substantial environmental impact of the Project or a feasible mitigation measure or alternative that the City has declined to implement.

II. RESOLUTION REGARDING ENVIRONMENTAL IMPACTS NOT ANALYZED IN THE EIR

The City Council hereby finds that the following potential environmental impacts of the Project were found to be less than significant in the Initial Study, did not require the imposition of mitigation measures, and therefore did not require study in the EIR: (1) Agricultural Resources; (2) Biological Resources; (3) Cultural Resources; (4) Energy; (5) Hazards and Hazardous Materials; (6) Hydrology and Water Quality; (7) Land Use and Planning; (8) Mineral Resources; (9) Population/Housing; (10) Public Services; (11)

Recreation; and (12) Utilities and Service Systems (wastewater, solid waste, and dry utilities such as gas and electricity) (see Initial Study).

With regard to Cultural Resources, the Initial Study imposed standard mitigation measures to protect possible archaeological and paleontological resources, which are set forth in the Mitigation Monitoring and Reporting Program. No further potentially significant effects were identified in the Initial Study, and thus the EIR does not include a cultural resources chapter. Nonetheless, the EIR does mention cultural resources, particularly in the context of the aesthetics analysis, and concludes that there are no potentially significant cultural resources from the Project. (See EIR, pp. 4.1-8 to 4.1-11, 8-29 to 8-31, 8-75.)

With regard to Land Use and Planning, the analysis on pages 23-24 supports the conclusion that there was no potentially significant impact (although the wrong box was checked on page 23 of the Initial Study). Nonetheless, the EIR does analyze land use impacts and consistency with the General Plan and Specific Plan, and concludes that there no potentially significant land use impacts from the Project. (See *id.* at pp. 8-24 to 8-27.)

III. RESOLUTION REGARDING ENVIRONMENTAL IMPACTS MITIGATED TO BELOW A LEVEL OF SIGNIFICANCE

The City Council finds that mitigation measures have been identified in the Final EIR which will reduce the following potentially significant environmental impacts to below a level of significance.

a. AESTHETICS

i. Potential Significant Impacts

Impact AES-1: The Project could result in indirect aesthetic impacts on adjacent historic landmarks and landmark-eligible structures due to potential incompatibility of design and scale. (EIR, p. 4.1-8.)

Impact AES-2: The Project would introduce a new 72-foot tall structure plus 15-feet of appurtenances to a site currently occupied by a two-story building. This change would substantially alter the visual character of the site and its surroundings. (Id. at p. 4.1-11.)

Impact AES-3: The Project would result in new sources of light and glare and create new shadows on and around the project site. This would be due to the increased height and scale of development, as well as the larger proportion of glazing and potentially reflective metal materials, in contrast with the existing development on the site. (Id. at p. 4.1-14.)

ii. Proposed Mitigation

AES-3 Building Material Specifications. Prior to the issuance of any building permits, the applicant shall submit plans and specifications for all building materials to the Planning Division for review and approval. All structures facing any public street or neighboring property shall use minimally reflective glass and all other materials used on the exterior of buildings and structures shall be selected with attention to minimizing reflective glare. The use of glass with over 25% reflectivity shall be prohibited except as expressly approved by the Design Review Commission.

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 Project would not directly affect surrounding designated or eligible existing historic resources. However, the Project would be two- to four times taller than the principal Playhouse structure and the other structures within the Playhouse Historic District ("Playhouse District") across El Molino Avenue, and two- to three times taller than the Arcade Lane buildings. In addition to the difference in scale and height, the Project's contemporary architecture departs from the Mission/Spanish Colonial Revival styles of the Playhouse District. (EIR, p. 4.1-8.) The initial designs for the Project take these factors into consideration, and the Playhouse District Design Guidelines acknowledge a "unique design eclecticism" that includes "contemporary designs" in the district. (Id. at p. 4.1-9.) The Project will require review and approval by the Design Commission, which must consider the Playhouse District Design Guidelines. With guidance from those Guidelines, and the required approval by the Design Commission, the Project will have less than significant aesthetic impacts. (Id. at pp. 4.1-9 to 11.)

The existing building on the site is one story and unadorned, and not considered to be of high aesthetic value. Nonetheless, replacement with the Project will substantially change the visual character of the site. (EIR, p. 4.1-11.) The Playhouse District is comprised of a myriad of disparate architectural styles and building types, but nonetheless has some uniformity with regard to massing and proportion. (Ibid.) With regard to massing, the Project has utilized modulation strategies that make it compatible with the Playhouse District and with its place on Colorado Boulevard. (Id. at p. 4.1-12.)

With regard to architecture and materials, the Project has incorporated overarching strategies that enable it to relate to the diverse settings in which it is located, and proposes to use materials that will fit within its surroundings and meet current energy codes. In any event, the Project will be subject to Design Review, where architecture, materials, scale, massing, color, lighting, landscape, and other design concepts will be finalized and will ensure that the Project meets the City's criteria for a design that does not result in a significant adverse impact. (Id. at p. 4.1-13.)

The Project would introduce new sources of light and glare, which could have a significant impact depending on the design and type of lighting. Potential sources of increased lighting include the spillover of interior light onto the street from interior lighting and exterior lights and signage during the nighttime hours. The ingress and egress points for the proposed subterranean garage would also be lighted, and headlights of vehicles exiting the structure at night would cast light onto roadways and surrounding properties. (EIR, p. 4.1-14.) However, the Project must comply with the Zoning Code regulations for outdoor lighting, sign lighting, architectural accent lighting, and also must comply with any Design Commission requirements for lighting, and therefore its lighting impacts are less than significant. (Ibid.) The glare impacts from the Project will be reviewed by the Design Commission as well, but in order to ensure that the impacts from glare are less than significant, mitigation measure AES-3 imposes on the Project a prohibition on the use of glass with over 25% reflectivity unless

specifically approved by the Design Commission. With implementation of that mitigation measure, glare impacts are less than significant. (Id. at pp. 4.1-15 and 16.)

Cumulative Impacts

Planned and pending developments in the site vicinity are listed in Table 3-1 of Section 3.0, Environmental Setting. Projects within a ½ mile radius of the site which could contribute to area aesthetic impacts include approximately 1,256 dwelling units and 461,687 square feet of commercial development. Such development includes both demolition of existing uses and new developments that could cumulatively increase the urbanized nature and intensity of the project vicinity. However, the City's General Plan, Urban Design Concepts, Design Guidelines and Zoning Ordinance provide a variety of standards, regulations and guidelines specifically intended to ensure that visual impacts from new development projects are minimized and that projects are designed and constructed in accordance with the City's aesthetic vision. These policy and regulatory documents, combined with the City's Design Review process, ensure that cumulative aesthetic impacts would not be cumulatively considerable. Accordingly, the incremental effect of the Project does not contribute to a cumulatively considerable aesthetic impact. (Id. at p. 4.1-16.)

b. AIR QUALITY

i. Potential Significant Impacts

Impact AQ-1: Reactive organic gas emissions would exceed SCAQMD thresholds. (EIR, p. 4.-6.)

Impact AQ-2: Operation of the Project would generate air pollutant emissions. (Id. at p. 4.2-9.)

Impact AQ-3: Long-term mobile emissions associated with the Project would incrementally increase carbon monoxide (CO) concentrations at heavily congested intersections in the area. (Id. at p. 4.2-9.)

Impact AQ-4: Emissions generated by the long-term operations of the Project could contribute to the inability for the air basin to reach attainment. (Id. at p. 4.2-11.)

ii. Proposed Mitigation

AQ-1(a) ROG Control. The following shall be implemented to minimize daily ROG emissions related to the application of architectural coatings:

- Low VOC architectural and asphalt coatings shall be used on site and shall comply with AQMD Rule 1113-Architectural Coatings.

AQ-1(b) Ozone Precursor Control. The following shall be implemented during construction to minimize emissions from construction equipment:

- Equipment engines should be maintained in good condition and in proper tune as per manufacturer's specifications;
- Lengthen construction periods during the smog season so as to minimize the number of vehicles and equipment operating simultaneously; and
- Use new technologies to control ozone precursor emissions as they become available.

AQ-1(c) Fugitive Dust Control. The following shall be implemented during construction to minimize fugitive dust emissions:

- Water trucks shall be used during construction to keep all areas of vehicle movements damp enough to prevent dust from leaving the site. At a minimum, this will require twice daily applications (once in late morning and once at the end of the workday). Increased watering is required whenever wind speed exceeds 15 mph. Grading shall be suspended if wind gusts exceed 25 mph.
- Soil with 5% or greater silt content that is stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation. Trucks transporting material shall be tarped from the point of origin or shall maintain at least two feet of freeboard.
- All material excavated or graded shall be treated with soil binders or shall be sufficiently watered at least twice daily with complete coverage, preferably in the late morning and after work is done for the day.
- All clearing, grading, earth moving, or excavation activities shall cease during periods of high winds (i.e., greater than 20 mph averaged over one hour) so as to prevent excessive amounts of dust.
- All material transported off-site shall be securely covered to prevent excessive amounts of dust.

- Face masks shall be used by all employees involved in grading or excavation operations during dry periods to reduce inhalation of dust which may contain the fungus which causes San Joaquin Valley Fever.

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 air quality analysis conforms to the methodologies recommended in the South Coast Air Quality Management District ("SCAQMD") CEQA Air Quality Handbook (1993). Quantitative pollution emissions estimates for the Project were calculated using URBEMIS 2007 (Version 9.2.4), which was developed by the California Air Resources Board to evaluate construction emissions, area emissions and operational emissions associated with new development. (EIR, p. 4.2-4.) The URBEMIS program calculates construction emissions based on demolition (Phase I), grading (Phase II), building construction (Phase III) and architectural coating (Phase IV). (Id. at p. 4.2-6.) Air pollutant emissions generated by construction of the Project would not exceed SCAQMD thresholds for NO_x, CO, SO₂, or PM₁₀ or PM_{2.5}. (Id. at pp. 4.2-6 and 7, Tables 4.2-5 and 4.2-6.) However, reactive organic gases ("ROG"), which are released

primarily during the finishing phase of construction upon application of paints and varnishes, are expected to exceed SCAQMD thresholds. (Ibid.) Use of Low VOC coatings as required by mitigation measure AQ-1(a) would reduce the maximum daily emissions of ROG of 39.2 lbs/day, which is below the SCAQMD threshold. Although mitigation is not required for other pollutants, recommended mitigation measures AQ-1(b) and (c) would further reduce construction related emissions of fugitive dust and ozone precursors to the greatest extent feasible. (Id. at pp. 4.2-8 and 9.)

Operational emissions of the Project were analyzed based on the land use type and square footage, as well as the estimated average daily vehicle trips. While Project operations will increase air emissions, overall emissions would not exceed SCAQMD thresholds, and are less than significant. (EIR, pp. 4.2-10 and 11, Table 4.2-7.)

Since the Project is in a high vehicle density area, its potential to create carbon monoxide "hot spots" was analyzed. Exceedance of CO standards is most likely to occur at those locations with significant traffic congestion, meaning LOS operations of E or F. Based on the LOS criteria and the results of the traffic study, there are no intersections in the Project area that would require a CO hotspot analysis. All intersections in the Project area are expected to operate at LOS D or better for existing plus pending projects and ambient growth plus the Project. Further, the Project is in an area that is in attainment for CO, and levels are decreasing, due to more stringent motor vehicle emissions regulations. (EIR, pp. 4.2-10 and 11.)

The 2007 Air Quality Management Plan ("AQMP") produced by the SCAQMD aims to incorporate all feasible air quality control measures while balancing costs and socioeconomic impacts. The SCAQMD has designated two key indicators of consistency with air quality policies. The first criterion requires that the Project not result in an increase in the frequency or severity of existing air quality violations, cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP. The second criterion requires that the project not exceed the assumptions made in preparing the AQMP. As discussed above, air pollutant emissions are less than significant, or can be mitigated to less than significant levels, and therefore the Project is consistent with the first criterion. (EIR, p. 4.2-12.) The Project is an office building and would not directly add to population, and therefore does not exceed the assumptions made in preparing the AQMP. Accordingly, the Project is consistent with the AQMP. (Ibid.)

Greenhouse Gases

Greenhouse gases ("GHG") are almost exclusively related to cumulative impacts. The primary concern is whether the Project will conflict with state goals set forth in AB 32 for reducing GHG emissions. Three types of analyses were used to determine whether the Project would be in conflict with any of the state's goals. (EIR, p. 4.2-13.) The Project does not pose any apparent conflict with the list of early action strategies for addressing GHG emissions as listed by the California Air Resources Board. (Id. at pp. 4.2-14 to 16.) Temporary Project construction greenhouse gas emissions would be

approximately 386 metric tons of CO₂/yr, based on URBEMIS 2007 estimates, and operational emissions generated by the Project would be an estimated 5,203 metric tons of CO₂E/yr (including emissions from vehicle trips, space heating and indirect emissions from use of electricity). The Project would not be classified as a major source of greenhouse gas emissions. Nonetheless, the EIR recommends the following as priority design features, and the City Council likewise adopts them as recommendations:

- **Sustainable Site Credit 4.2.** For commercial or institutional buildings, provide secure bicycle racks and/or storage (within 200 yards of a building entrance) for 5% or more of all building users (measured at peak periods), and provide shower and changing facilities in the building, or within 200 yards of a building entrance, for 0.5% of Full-Time Equivalent (FTE) occupants. (1 point)
- **Sustainable Site Credit 4.3.** Provide low-emitting and fuel-efficient vehicles for 3% of Full-Time Equivalent (FTE) occupants and provide preferred parking for these vehicles; OR provide preferred parking for low-emitting and fuel-efficient vehicles for 5% of the total vehicle parking capacity of the site. For the purposes of this credit, low-emitting and fuel-efficient vehicles are defined as vehicles that are either classified as Zero Emission Vehicles (ZEV) by the California Air Resources Board or have achieved a minimum green score of 40 on the American Council for an Energy Efficient Economy (ACEEE) annual vehicle rating guide. "Preferred parking" refers to the parking spots that are closest to the main entrance of the project (exclusive of spaces designated for handicapped) or parking passes/spaces provided at a discounted price.
- **Water Efficiency Credit 3.2.** Employ strategies that in aggregate use 30% less water than the water use baseline calculated for the building (not including irrigation) after meeting the Energy Policy Act of 1992 fixture performance requirements. Calculations are based on estimated occupant usage and shall include only the following fixtures (as applicable to the building): water closets, urinals, lavatory faucets, showers and kitchen sinks. (2 points)
- **Energy and Atmosphere Credit 2.** Use on-site renewable energy systems to offset building energy cost. Calculate project performance by expressing the energy produced by the renewable systems as a percentage of the building annual energy cost and using the table below to determine the number of points achieved. Use the building annual energy cost calculated in EA Credit 1 or use

the Department of Energy (DOE) Commercial Buildings Energy Consumption Survey (CBECS) database to determine the estimated electricity use.

% Renewable Energy Points

2.5% (1 point) or

7.5% (2 points) or

12.5% (3 points) (EIR, pp. 4.2-16 and 17.)

About 72 percent of the project GHG emissions are estimated to come from vehicle trips. Implementation of Mitigation Measure TC-2(a) would require the applicant to conform to the provisions of the City of Pasadena's Transportation Management Ordinance and thereby decrease vehicle trips as much as feasibly possible.

Accordingly, it is not anticipated that Project emissions alone would substantially add to the global inventory of greenhouse gas emissions. (Id. at p. 4.2-18.)

It should also be noted that the global climate change would not be expected to have a substantial impact on the Project. The Project location would not be affected by minor changes in sea level and the Project would not require a substantial volume of water resources so any changes in available water resources (resulting from climate change) would not have a substantial effect on the viability of the Project. (Ibid.)

Cumulative Impacts

The South Coast Air Basin is a non-attainment area for federal and state standards for ozone and PM₁₀. Any growth within the Los Angeles metropolitan area contributes to existing exceedances of ambient air quality standards when taken as a whole with existing development in the region. However, every new development project is evaluated independently for its adverse effects to air quality. Emissions

associated with the Project, in combination with other development throughout the South Coast Air Basin, would incrementally contribute to the degradation of regional air quality. Adding the Project to the cumulative projects list (Table 3-1), the Project would account for approximately 26% of the total cumulative square footage. While, this represents a large figure for overall development, the Project does not have a significant air quality impact after mitigation. Increased emissions associated with cumulative development could potentially hinder the attainment of State and Federal air quality standards if numerous individual projects cannot fully mitigate associated emissions. However, the City will evaluate each development contained in the cumulative project list and impose mitigation measures to reduce impacts to the greatest extent feasible. Further, the Project is consistent with the AQMP, which accounted for additional growth in the area. Thus, the project would not add an incremental effect to a cumulative impact and its impacts are not cumulatively considerable. (EIR, p. 4.2-13.)

c. NOISE AND VIBRATION

i. Potential Significant Impacts

Impact N-1 Project construction would temporarily generate intermittent high noise levels and could generate groundborne vibrations on and adjacent to the site. (EIR, p. 4.3-6.)

Impact N-2 Project-generated traffic would incrementally increase noise levels on area roadways. (EIR, p. 4.3-8.)

Impact N-3 Operation of the proposed project would generate noise levels that may periodically be audible to existing uses near the Project site. (EIR, p. 4.3-9.)

Impact N-4 The Project would be constructed in an environment where ambient noise levels may be disturbing to employees. (EIR, p. 4.3-10.)

ii. Proposed Mitigation

N-3 Rooftop Ventilation. Parapets shall be installed around all rooftop ventilation systems.

N-4 Noise Exposure. The proposed project shall incorporate closed windows and a fresh air supply via a mechanical ventilation system so that windows may remain closed. Exterior glass shall be capable of attenuating noise of 20 decibels.

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

Construction Impacts

Noise impacts are a function of the type of activity being undertaken and the distance to the receptor location. Nearby noise-sensitive land uses, including the multi-family residential building located approximately 150 feet northwest of the Project site, across Colorado Boulevard, and the multifamily residential building located approximately 100 feet east of the site, may be exposed to temporary construction noise during development of the Project. In addition, groundborne vibrations during project construction could adversely affect the Arcade Building (eastern site boundary), which is eligible for protection as a historic resource, and the Pasadena Playhouse

(located across El Molino Avenue from the project site), which is a designated historic resource. Given the distance from the site to the multifamily residences (100 to 150 feet) combined with the City's time restrictions on construction activities, and municipal code requirements prohibiting noise in excess of 85 dBA within 100 feet of the equipment, noise levels during construction activities would not be expected to exceed allowable levels at the multi-family residential buildings. Since no significant impacts are expected, no further mitigation is required. (EIR, pp 4.3-6 and 7, see also Table 4.3-4.)

The applicant has submitted a shoring plan which avoids the use of vibratory equipment. (EIR, p. 4.3-7, see also Appendix D). Construction procedures include drilling and backfilling of soldier piles to reduce groundborne vibrations. This process is common throughout the world and in particular adjacent to old structures. The Building Department and City Engineer will review the shoring and basement construction plans to ensure that the structures on adjacent properties would not be adversely affected. Implementation of the construction measures indicated in the Excavation Plan (Appendix D) would reduce the potential for adverse impacts related to vibrations to local historic buildings to less than significant, and no further mitigation is required. (EIR, p. 4.3-7.)

Operational Impacts

Development of the Project would increase the amount of vehicle trips to and from the site, which would increase traffic noise on area roadways, and therefore could increase noise at neighboring uses. The highest noise level increase due to the Project would be 0.2 dBA, which is generally not an audible increase, and is below a level of significance. Furthermore, both the existing and future noise environments on all analyzed street segments would continue to be within the compatibility guidelines of 65 dBA CNEL ("clearly acceptable") for multi-family residential uses. (EIR, pp. 4.3-8 and 9, Table 4.3-5.)

Existing uses near the Project site may periodically hear noises associated with operation of the Project, including noise that is typical of commercial developments such as conversations, doors slamming, and the like, as well as noise associated with rooftop ventilation and heating systems, delivery trucks, and trash hauling. Delivery and trash pick-up area would be located within a semi-enclosed area with no direct line-of-sight to sensitive receptors and accessed from El Molino Avenue, and therefore are not expected to produce potentially significant noise impacts. Further, noise generated by refuse collection is not allowed to occur between 5 PM and 7 AM by Pasadena Municipal Code Section 8.60.205 (Times of Solid Waste Collection). General parking lot noise would be reduced due to the placement of most of these activities within the proposed subterranean parking garage. Therefore, potentially significant noise impacts from Project operations will be less than significant. Nonetheless, to ensure a less than

significant impact, mitigation measure N-3 requires screening around rooftop ventilation systems. (EIR, pp. 4.3-9 and 10.)

The existing noise levels at the Project site exceed the Clearly Acceptable noise level allowed by the General Plan at office uses by about one dBA as measured along El Molino Avenue. To ensure that this impact is reduced to below a level of significance, mitigation measure N-4 requires that the Project incorporate closed windows, a ventilation system, and noise attenuating glass so that noise within the offices at the Project will not reach potentially significant levels. (EIR, p. 4.3-10.)

Cumulative Impacts

Traffic noise impacts associated with cumulative development within the City would incrementally increase noise levels along roadways and could potentially subject sensitive receptors to noise exceeding City standards. The largest possible increase in noise would be an increase of 1.2 dBA CNEL on El Molino Avenue between Colorado Boulevard and Green Street assuming buildout of cumulative development. However, the estimated noise increase resulting from cumulative development in the City would not exceed thresholds for area roadway segments. Therefore, noise level increases due to cumulative traffic increases would not be considered significant, and the Project's incremental effect is not cumulatively considerable. In any event, cumulative development would be required to comply with the Land Use/Noise Compatibility Matrix contained in the City's Noise Element, which would ensure an acceptable noise environment for City residents. (EIR, pp. 4.3-10 and 11.)

d. GEOLOGY

i. Potential Significant Impacts

Impact GEO-1 Seismically-induced ground shaking could destroy or damage proposed structures, resulting in a loss of property and risk to human health. (EIR, p. 4.4-5.)

Impact GEO-2 The Project includes construction of a five story building atop six levels of subterranean parking. Various design considerations are necessary to ensure that the Project is constructed in manner that reduces the potential for adverse effects from differential settlement, corrosive soils, and collapsible soils. (Id. at p. 4.4-6.)

Impact GEO-3 The Project involves excavation for six levels of subterranean parking and is estimated to require 63,000 cubic yards of cut, which would be exported. Excavation and soil transport could result in dispersal of soil by air and water. (Id. at p. 4.4-7.) This impact is discussed in the air quality section below.

ii. Proposed Mitigation

GEO-2 Adherence to Geotechnical Recommendations. The applicant shall implement, adhere to, and comply with, all recommendations contained in the Geologic and Soils Engineering Report prepared for the project site by MacTec, 2006 or as superseded by any subsequent updates, including the excavation plan included in Appendix D. The plans shall be reviewed by the Building Department for conformance with the recommendations.

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 Project will have to comply with current building code requirements that address the risks presented with seismically-induced ground vibrations. The 1997 Uniform Building Code (UBC) and the 2001 California Building Code (CBC) require that the design and construction of new structures be engineered to withstand the expected ground acceleration that may occur at this site. (EIR, p. 4.4-5.) While it is impossible to reduce the probability of a powerful earthquake with high ground acceleration to zero, the potential for structural failure due to seismic ground shaking would be considered less than significant through implementation of the most recent industry standards (UBC and CBC) for structural design. (Id. at p. 4.4-6.) The structural risks present from onsite soils conditions are addressed in the geotechnical report, which recommends removal of silt and clay layers during the excavation with foundations deepened in natural sand layers. The geotechnical report includes recommendations for shoring during construction to reduce the potential for collapse. The geotechnical report recommends vibratory equipment as part of the shoring process; however, because of the potential for adverse effects to adjacent structures, an excavation plan was submitted that supersedes this recommendation. (Id. at p. 4.4-6, see also Appendix D.) The geotechnical report also contains recommendations related to the design of spread footings that will distribute the load of the structure and reduce risks from settlement. The normal building permit and plan check process includes provisions for adherence to CBC and UBC requirements regarding structural design. Finally, the geotechnical

report contains detailed recommendations for materials to be used to protect various types of piping from corrosive soils. Adherence to the recommendations in the geotechnical report and appendix D as required by mitigation measure GEO-2 would ensure that the Project is designed and constructed in a manner that would reduce the potential for adverse effects from soil expansivity, soil settlement, soil corrosivity, and soil collapse to a level that is less than significant. (EIR, pp. 4.4-6 and 7.)

Cumulative Impacts

The proposed development, in conjunction planned and pending development, would expose additional people and property to geologic hazards. Cumulative impacts from geologic hazards such as seismically related ground shaking, and soil stability would be similar to what is described under this project's impact analysis, and would be addressed on a project-by-project basis. Adherence to Uniform Building Code requirements and site specific geotechnical recommendations for individual projects would reduce the potential for adverse effects to a level that is less than significant. In any event, the Project's incremental effect is not cumulatively considerable. (EIR, p. 4.4-8.)

e. WATER SERVICE

i. Potential Significant Impacts

Impact W-1 The proposed project would generate increased demand for water. (EIR, p. 4.6-22.)

ii. Proposed Mitigation

W-1 LEED Water Efficiency Credit 3.1 Employ strategies that in aggregate use 20% less water than the water use baseline calculated for the building (not including irrigation) after meeting the Energy Policy Act of 1992 fixture performance requirements. Calculations are based on estimated occupant usage and shall include only the following fixtures (as applicable to the building): water closets, urinals, lavatory faucets, showers and kitchen sinks.

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 City is well aware of the current water shortage facing public entities throughout the State, and the EIR sets forth an as up-to-date as possible picture of this ever-changing situation as of the circulation date for the Draft EIR. However, even after circulation of the Draft EIR began, the City continued to take action to address the shortage at the local level as changing circumstances dictate. (See staff report dated October 12, 1009.) The City Council finds that none of the actions or events summarized in the staff report impact the adequacy of the water supply analysis in the

EIR or constitute new information that would trigger recirculation or further CEQA analysis.

Taking into account the existing 66,000 square foot retail building, the Project would result in a net increase in demand of 16.4 AFY. These 16.4 AFY represent standard water consumption rates absent water conservation techniques. (EIR, p. 4.6-22.) The Project will be LEED certified.

The EIR sets forth an exhaustive explanation of the City's water supply constraints and demand levels, and concludes that, even in this time of drought caused by legal actions and by environmental factors, the City can supply projected demand from the Project based on existing entitlements. (EIR, pp. 4.6-1 to 4.6-20, particularly Table 4.6-2.) However, the City requires that projects conserve at least 20% on potable water for water supply impacts to be considered less than significant. (Id. at p. 4.6-21.) Implementation of mitigation measure W-1 would result in a 20% reduction of water usage over normal baseline usage. This measure would achieve project consistency with the City's goal of increasing water conservation by 20% by 2020. The Project could further reduce water consumption by incorporating LEED Water Efficiency Credit 3.2, which would further reduce on-site water consumption by an additional 10%. LEED Water Efficiency Credit 3.2 is recommended as a priority design feature under the Greenhouse Gas Discussion near the end of Section 4.2 Air Quality. However, the project's impact to water service would be less than significant with implementation of

mitigation measure W-1. Therefore, the Project's water supply impact is reduced to less than significant. (EIR, p. 4.6-23.)

Cumulative Impacts

The Project, in conjunction planned and pending development, would create additional demand for water. However, as indicated in the EIR and in tables 4.6-1 through 4.6-3, water supplies are adequate over a 20-year planning horizon in single dry year, multiple dry year and average years to serve projected development increases. Further, other development projects in the City will also be required to show compliance with the City's water conservation goals related to the Urban Environmental Accords and the Governor's 20% by 2020 water reduction plan. There may be periods when local and regional plans to curtail water usage are implemented to offset reduced supplies during shortage periods. However, conservation programs, plans and policies at the regional and local level, and development of additional diversified supplies – all of which are ongoing in the City at this time – will allow the City to continue meeting future water demand. Accordingly, the Project's incremental effect is not cumulatively considerable, and water supply issues do not present a significant cumulative impact at this time. (EIR, p. 4.6-23; see also staff report dated October 12, 2009.)

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. TRAFFIC AND CIRCULATION

i. Potential Significant Impacts

Impact TC-1 The Project would incrementally increase traffic levels at study area intersections. The increased traffic levels would not cause an exceedance of adopted significance criteria at 12 of the 13 intersections. (EIR, p. 4.5-15.)

Impact TC-2 The Project would incrementally increase traffic levels along study area roadways. (EIR, p. 4.5-23.)

Impact TC-3 The Project would provide 522 parking spaces, of which 155 would be public spaces to serve the Playhouse District. (EIR, p. 4.5-27.)

Impact TC-4 The Project would not generate trips exceeding congestion management plan ("CMP") criteria at CMP locations. (EIR, p. 4.5-28.)

Impact TC-5 The Project would incrementally increase demand for public transit service. (EIR, p. 4.5-29.)

Impact TC-6 Access to the subterranean parking structure would be provided by a two-way driveway/ramp from El Molino Avenue. (EIR, p. 4.5-29.)

ii. Proposed Mitigation

TC-1(a) Prohibited Left-Turns. Left-turn movements at the northbound and southbound approaches on El Molino Avenue at the Colorado Boulevard Intersection shall be prohibited.

TC-1(b) Left-turn Pocket Installation on El Molino Avenue at Union Street Intersection. A left-turn pocket shall be installed at the northbound approach on El Molino Avenue at the Union Street intersection. The northbound and southbound approaches on El Molino Avenue shall be restriped to accommodate the installation of the northbound left-turn pocket. The resultant lane configurations at the northbound approach to the intersection would be one exclusive left-turn lane and one through lane. The traffic signal at the El Molino Avenue/Union Street Intersection shall be modified to provide northbound left-turn phasing.

TC-1(c) Left-turn Pocket Installation on El Molino Avenue at Green Street Intersection. The northbound and southbound approaches on El Molino Avenue shall be restriped and a southbound left-turn pocket shall be installed. The re-striping would necessitate reconstruction/modification of the existing catch basin on the northeast corner to accommodate safe movement of vehicles traveling northbound on El Molino Avenue. The resultant lane configurations at the southbound approach to the intersection would be one exclusive left-turn lane and one through lane. The traffic signal at the El Molino Avenue/Green Street intersection shall be modified to provide southbound left-turn phasing.

TC-1(d) Transportation Demand Management (TDM). The project shall comply with the City's Trip Reduction ordinance. Upon submittal of a TSM Program for review and approval, the owner/developer shall place a deposit based on the current General Fee Schedule with the Department of Transportation prior to the issuance of a building permit. This deposit is subject to a refund or an additional billing in the event that the deposit amount is not sufficient to cover the cost of the review. The developer shall pay an annual Transportation Demand Management status report review fee based on the current General Fee Schedule, in compliance with the requirements of the Trip Reduction Ordinance.

The TSM program shall encourage a mix of tenants with varying start/stop times to help reduce AM/PM peak-hour traffic. The TSM shall also require the use of marketing materials and website design that directs site visitors to the site via the City's arterials and traffic corridors, instead of using de-emphasized streets like El Molino and Glenarm.

TC-1(e) Traffic Reduction and Transportation Improvement Fee. The City's Traffic Reduction and Transportation Improvement Fee (TR-TIF) program funds key intersection improvements, completes roadway extension projects identified in the Mobility Element, funds improvements to manage traffic on designated multimodal corridors and funds public transit improvements to encourage non-automobile travel in the City. The TR-TIF program is applicable to new industrial, office, retail and residential development. The current fee schedule for the land uses are as follows:

- Industrial use: \$3.20 per square-foot of net new space
- Office use: \$3.84 per square-foot of net new space
- Retail use: \$8.89 per square-foot of net new space
- Residential use: \$2,556.88 per net new residential unit the proposed

The applicant shall make the required payment based on the fees in affect at the time of payment, prior to the issuance of building permits. It should be noted that as the existing commercial building which would be removed to accommodate the proposed project is currently vacant, existing use trip credits will not be applied in the TR-TIF program fee calculation.

TC-2 Street Segment Mitigation. The following measures are required conditions by PASDOT:

- Contribute funds toward a pedestrian safety study ("Study") in the vicinity of the project. The plan shall study measures such as mid-block signals, curb extensions, pedestrian countdown signals, enhanced crosswalks etc to improve walking safety and convenience to and from parking structures/businesses in the area.
- Implement measures identified in Study that improve the public safety and convenience to and from parking structures/businesses along El Molino between Green and Colorado.
- Provide wayfinding signage between the parking garage and the Pasadena Playhouse, directing patrons to utilize designated crosswalks at Green Street or Colorado Boulevard. The sign program and format is subject to the review and approval of the Planning Division and the Department of Transportation.
- Provide pedestrian lighting to and from the project to the nearest transit stops within a quarter mile radius.
- Offer unbundled parking option with lease.
- Contribute funds to the Pasadena ARTS program.
- Provide Metro Corporate Transit Passes to employees of this project site.

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

Traffic Impacts

Traffic volumes expected to be generated by the Project were estimated consistent with past City practices. (EIR, p. 4.5-9, see also Table 4.5-3.) The increased

traffic arising from the Project does not rise to the level of a significant impact at 12 of the 13 intersections studied. However, Project-generated traffic would cause a potentially significant impact at the El Molino Avenue/Colorado Boulevard intersection during the PM peak hour. (EIR, p. 4.5-15, Table 4.5-6.) Implementation of mitigation measures TC-1 (a-c) would improve the level of service ("LOS") of this intersection to LOS C (0.780) from LOS D (0.822) during the PM peak hour. Implementation of mitigation measure TC-1(d) would ensure compliance with the City of Pasadena's Transportation Management Ordinance. Implementation of Mitigation Measure TC-1(e) would ensure that the applicant pay the required Traffic Reduction and Transportation Improvement Fee. Therefore, implementation of mitigation measures TC-1 (a-e) would reduce impacts to a less than significant level. There are no significant secondary impacts as a result of the turn restrictions arising from mitigation measures TC-1(a-c). (EIR, pp. 4.5-23, 8-24.)

With regard to segment impacts, the EIR used the City's standard methodology to conclude that the percentage increase in average daily trip ("ADT") volumes on study area street roadway segments during the Project year that is due to Project traffic was less than significant on all studied intersections with the exception of four segments. (EIR, pp. 4.5-23 to 26, see also Table 4.5-7.) After circulation of the Draft EIR, members of the public commented that the segment impact analysis had not reached far enough into the surrounding neighborhoods to capture all potentially significantly impacted street segments. The City ran the segment impact analysis a second time,

reaching further out from the Project site, and found that there was one additional street segment impacted at a potentially significant level (El Molino Ave, north of Colorado Boulevard to Union Avenue). Accordingly, the City recirculated the traffic section of the EIR. (EIR, p. 8-34.) The EIR has been edited accordingly, and concludes that implementation of mitigation measures TC-2 and TC-1 (a-e) will reduce Project-generated traffic on two of the four impacted street segments. However, for the segments of El Molino Avenue from Colorado Boulevard south to Green Street, and Colorado Boulevard north to Union Avenue, these mitigation measures do not reduce the impact to below a level of significance. (Id. at pp. 4.5-26 to 27, 8-24; 8-34.) The City Council finds that there are no feasible mitigation measures to reduce the impacts on these two segments to below a level of significance, and rejects the suggested mitigation measure of turning El Molino into a one-way street or to close it altogether, because those options would not reduce impacts, and instead would have potentially significant secondary effects. (EIR, pp. 8-35 to 36, 8-48.) The City Council also finds that there is no new information or changed circumstances that would warrant further traffic analysis or recirculation.

The Project does not generate trips that exceed the County of Los Angeles Congestion Management Program criteria, and therefore the Project does not have significant impacts in this regard. (EIR, p. 4.5-28.) Likewise, while the Project will incrementally increase demand for public transit services, the existing system will serve the new demand and no significant impacts in this regard are anticipated. (Id. at p. 4.5-

29.) Finally, vehicular access to the subterranean parking garage can be fully accommodated at a proposed driveway on El Molino Avenue. No potentially significant safety impacts in this regard have been identified. (Id. at p.. 4.5-29 and 30.)

Parking Impacts

The Project proposes 522 parking spaces in a six level subterranean garage. Of those spaces, 155 would be public spaces to serve the Playhouse District, and 367 would serve the Project as required by the Zoning Code. (EIR, p. 4.5-27.) Since the Project provides all of its required parking onsite, there are no potentially significant impacts to arise from parking. (Id. at p. 4.5-28.)

During public comment, the question was raised about the traffic impacts that would arise from the 155 public spaces. In 2005, the City Council found that there was a shortage of parking in the Playhouse District. The logical extension of that finding is that traffic is already circulating in the area, searching for traffic. That logic has been used by the City in the past with regard to its approach to traffic analysis impacts with parking garages. The 155 public spaces provided by the Project are intended to address that shortage, and the existing circulating traffic. (EIR, pp. 8-35, 8-50.) Therefore, the City Council finds that there are no additional traffic impacts that would arise from the 155 public parking spaces.

Pedestrian Safety Impacts

The project description never included a mid-block crosswalk between Colorado Boulevard and Green Street, and therefore the City Council finds that analysis of the

potential safety impacts of the crosswalk was not required by CEQA. Nonetheless, concern was expressed that the EIR should have analyzed potential pedestrian safety impacts from pedestrians exiting the Project at a proposed paseo opening on El Molino Avenue, across from the Pasadena Playhouse. Crossing at that location is legal with or without the Project, per the California Vehicle Code. The Council finds that the Project, as designed, includes signage that will encourage pedestrians to proceed to the crosswalks at the corners of El Molino and Colorado Boulevard, and El Molino and Green Street. To satisfy the public concern regarding safety, mitigation measure TC-2 was modified to include a wayfinding component. (See EIR, pp. 8-31 to 32.) Further, if a crosswalk were ever actually proposed on El Molino, its potential safety impacts would be studied at that time. (Ibid.) With these measures, the Council finds that there is no evidence in the record of potentially significant pedestrian safety impacts that should have been studied in the EIR.

Cumulative Impacts

The traffic methodology described above is standard in the industry and incorporates an analysis of cumulative traffic growth, both with and without the Project. (EIR, p. 4.5-14 to 16.) Further, the City Council finds that the cumulative impact analysis is in keeping with the methodology adopted by the City Council in 2004, after being subject to peer review. Related project trips were estimated and also assigned to the street system. Resulting cumulative traffic volumes and street segment impacts (with and without the Project) are presented in the EIR. (Id. at pp. 4.5-16, 4.5-23, see

also Tables 4.5-6 and 4.5-7.) Traffic associated with the Project would incrementally increase delays at study intersections at a less than significant level at all but one intersection. With the implementation of mitigation measures set forth above, these impacts would remain below the respective significance thresholds at all of the analyzed intersections and on eight of the ten analyzed roadway segments. However, impacts resulting from Project-traffic would remain significant and unavoidable at the roadway segments of El Molino Avenue between Colorado Boulevard and Green Street and between Union Street and Colorado Boulevard, and therefore the Project's incremental effect to the overall change would be cumulatively considerable, even after mitigating to the extent feasible. (EIR, p. 4.5-30.)

The City Council finds that none of the other information provided in the Responses to Comments regarding any traffic, pedestrian safety, or parking issues triggers recirculation of the EIR.

V. RESOLUTION REGARDING ALTERNATIVES

The City Council declares that the City 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:

- Construct a substantial commercial building at a prominent corner location and infill a relatively under-utilized site.
- Increase employment and provide job opportunities in a Transit Oriented District.
- Provide a subterranean parking facility for shoppers, visitors, and entertainment related venues.
- Enhance the architectural and urban character of Colorado Boulevard.
- Provide a public plaza that creates a linkage to the Playhouse building.
- Support the City's environmental sustainability goals by constructing a LEED certified building. (EIR, p. 2-6.)

The alternatives analyzed in the EIR represent a reasonable range of alternatives based on the applicable provisions of the CEQA Guidelines. The City Council finds that the City properly rejected analysis of additional reduced density alternatives, such as a 50% or 75% reduced-density alternative. (See EIR, p. 8-35.) These alternatives would not avoid any significant environmental impacts of the Project beyond what has already

been addressed by the 80% Reduced Project Alternative set forth below.

Consequently, if the City were to want to analyze those additional alternatives for land use planning purposes, it would be appropriate to do so in the staff report, but not in the CEQA document. Furthermore, such alternatives would not achieve all of the basic objectives of the Project and could undermine the economic feasibility of the Project.

a. Alternative 1: No Project Alternative

Pursuant to Guidelines Section 15126.6, the EIR discussed a No Project Alternative. The No Project Alternative assumes that the two story commercial retail building would not be demolished, the current 36 surface parking spaces and 28 trees would remain onsite, and the visual character of the Playhouse District would remain in its current state. (EIR, p. 6-3.) While this alternative would not result in any environmental change, simply re-leasing the currently vacant structure onsite would have potentially significant environmental effects in terms of traffic and street segment impacts, yet those impacts would go unmitigated since re-leasing of the site by the applicant would likely not trigger a discretionary CEQA action through which the City could impose mitigation measures. Accordingly, the No Project Alternative would reduce or avoid some, but not all, of the potentially significant impacts of the Project. (Ibid.)

The City Council finds that the No Project Alternative would not achieve most of the basic objectives of the Project. It would keep in place a hard-to-lease site, perpetuating the underutilized and often vacant nature of the site. It would not further

the goals of the Transit Oriented District since it would provide very few jobs to the area. It would maintain the run-down, architecturally dull façade of the current structure on Colorado Boulevard. Finally, it would not benefit the nearby historic structures, provide pedestrian linkages, nor would it support the City's environmental sustainability goals.

b. Alternative 2: Offsite Parking Alternative

The Offsite Parking Alternative would include the same office uses as the Project, however this alternative includes two options for off-site parking that would divert some traffic from El Molino Avenue. The on-site subterranean parking structure would be reduced from six levels, to four and a half levels to accommodate 400 on-site spaces (304 project-only spaces and 96 public spaces). The remaining 122 parking spaces (60 public spaces and 62 Project-only spaces) would be available off-site either at the Madison Structure located on South Madison Avenue along Playhouse Alley or at 621 East Colorado Boulevard between Madison Avenue and El Molino Avenue. Of the spaces provided off-site, neither of these alternatives would involve additional construction at off-site locations. (EIR, p. 6-3; see also Appendix E, p. 10.)

Excavation under this alternative would be reduced by 25% over the Project, and would divert some traffic from the immediate Project streets to nearby streets. This alternative would have the same impacts as the Project with the exception of temporary air quality effects and traffic effects. (EIR, pp. 6-3 to 6-5.) This alternative was fully analyzed in the traffic report (see EIR, Appendix E). Like the Project traffic study, this alternative assumes that traffic traveling to the public parking spaces is already in the

baseline system. The traffic mitigation measures imposed on the Project would be imposed under this alternative, but the impact to the street segments on El Molino would remain significant and unavoidable. (Id. at p. 6-5.)

The City Council finds that the Offsite Parking Alternative does not meet all of the Project objectives. It does not provide adequate parking for visitors to the Pasadena Playhouse, directly across the street from the Playhouse. Further, the parking at the Project was to be available during the daytime, whereas the alternate parking sites are generally available only at night. In addition, this alternative puts Project parking spaces offsite, thereby decreasing the rental appeal of the site to future tenants and potentially undermining the job opportunities in a TOD District. This alternative otherwise meets most of the basic Project objectives.

c. Dual Access Alternative

This alternative is similar to the Project, except that it includes two options for on-site vehicle access: one on El Moline Avenue, and one on Green Street. This alternative would have the same impacts as the Project with respect to all issue areas except for traffic effects because the development intensity is the same. The only difference would be traffic distribution patterns. (EIR, pp. 6-5 to 6.) This alternative was fully analyzed in the traffic report (referred to as Alternative 2 in that study, see Appendix E to the EIR). This alternative would result in a significant impact at the Colorado Boulevard/El Molino Avenue intersection and at the street segments of El Molino Avenue north of Walnut Street, between Walnut Street and Union Street,

between Green Street and Cordova Street, and between Cordova Street and Del Mar Boulevard. Implementation of mitigation measures TC-1(a-e) would mitigate the impact at the intersection and street segments at the same level as the Project. This alternative would additionally result in a significant impact on the street segments between Colorado Boulevard and Playhouse Alley and between Union Street and Colorado Boulevard, the same as with the Project. Mitigation measure TC-2 would apply, but would not mitigate the impact to below a level of significance. Accordingly, this alternative has the same significant impacts as the Project. (Ibid.)

The City Council finds that, since this alternative is the same as the Project in every aspect except access, it would attain the Project objectives. However, the City Council also finds that this alternative is not feasible. The applicant has tried numerous times to negotiate with the owner of the property on the corner of El Molino Avenue and Green Street for access across the property into the Project site and has been unsuccessful every time. (EIR, p. 8-33.) Further, the City has attempted to assist the applicant in this regard, with no success.

d. 100% Floor Area Ratio Alternative

This alternative assumes a 10% FAR reduction from the Project, or, in other words, construction of the Project without the 10% FAR bonus allowed by Pasadena Municipal Code Section 17.30.050. With this alternative, the building size would be 145,128 square feet, approximately 14,843 square feet less than the Project, all of which would come out of the office space on the upper levels. (EIR, p. 6-6.)

This alternative would have very similar environmental effects as the Project, albeit slightly decreased in most cases. However, with regard to traffic, this alternative would generate about 10% less traffic, which is not enough to eliminate the significant but mitigable impacts at the Colorado Boulevard/EI Molino intersection and at the street segments along EI Molino. Mitigation measures TC-1(a-e) and TC-2 would still be required, and the same significant and unmitigable impacts as the Project remain. (EIR, pp. 6-6 to 6-7.)

The City Council finds that this alternative is substantially similar to the Project and would attain most of the basic Project objectives. However, for CEQA purposes this alternative is rejected because it does not reduce any of the unmitigable significant effects of the Project.

e. 80% Reduced Project Alternative

This alternative would involve reducing the overall square footage of the development by 80% -- from 159,971 square feet to 31,471 square feet. (EIR, p. 6-7.) This alternative would require construction of a building that is less than half the size of the existing building, but would still require additional parking to satisfy City requirements. (Id. at p. 6-8.)

This alternative reduces all of the Project impacts to below a level of significance after mitigation, and in the case of traffic does away with the requirement for mitigation. (EIR, pp. 6-8 to 6-9.) However, this alternative does not achieve any of the basic Project objectives. It perpetuates the underutilized semi-blighted condition of the site,

reduces opportunities for employment below those currently existing onsite, does not provide public parking, and does not enhance the urban character of Colorado Boulevard. For this reason, this alternative is rejected.

CEQA Guidelines Section 15126.6(c) requires identification of the environmentally superior alternative, and 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 **not** the environmentally superior alternative in this case. (EIR, p. 6-13.) Among the other alternatives, the 80% Reduced Project Alternative would be the environmentally superior alternative. The reduction in impacts with the 80% Reduced Project Alternative to street segment impacts makes this alternative environmentally superior. (Ibid.) However, the alternative would not meet the basic Project objectives, as discussed above.

f. Height Averaging Alternative

This alternative shifts the Project massing such that the building tapers or steps down as it transitions from Zone 1 to Zone 3 through height averaging as allowed by PMC Section 17.30.050. (EIR, p. 6-9, Figure 6-2.) Under this alternative, 30% of the fifth floor would be relocated to create a sixth floor on the northernmost portion of the property adjacent to 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. (Ibid.)

The City Council finds that this alternative would have virtually identical environmental effects as the Project, would require the same mitigation measures, and would attain most of the basic Project objectives. (EIR, pp. 6-9 to 6-10.) However, for CEQA purposes this alternative is rejected because it does not reduce any of the unmitigable significant effects of the Project.

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. 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. The additional vehicle trips associated with the Project would increase regional air pollutant emissions, which would incrementally contribute to the degradation of air quality. (See EIR, p. 5-2.) Mitigation measures recommended in Section 4.2, Air Quality, including ROG, ozone precursor, Under Title 24, Part 6 of the California Code of Regulation, conservation practices limiting the amount of energy consumed by the Project is required during operation. In addition, LEED standards would be incorporated into the Project that would reduce greenhouse gas emissions while also reducing energy and water usage through building efficiency measures. Further, as the Project is in a transit oriented district, the number of vehicle trips to and from the Project should be reduced. Despite conservation practices and guidelines in energy conservation, commitment to the use of the nonrenewable resources would be long-term.

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 replace existing uses on the site and would constitute infill development within a highly urbanized area, and therefore have limited growth inducing effects. The proposed Project would not involve any extension of infrastructure and would not open up undeveloped areas to new development. The Project's generation of 320 new jobs and generation of demand for 18 additional residential units is consistent with the vision for the Central District, the Land Use Element and the General Plan which envisions 2,750 new residential units and 1.25 million square feet of non-residential development within the Central District between 2004 and 2015. (EIR, p. 5-1.)

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. Implementation of the Project will revitalize the underutilized site by providing Class A, pedestrian oriented, office space and more economically productive uses of the property than previously existed. The Project will also bring tenants and employees to the site that will patronize existing businesses within the vicinity and thereby contribute to their viability.
2. Implementation of the Project will promote the City's Mobility Element guiding principle that "Pasadena will be a city where people can circulate without cars," and also implements Pasadena's Transit Oriented Development policies by coordinating

and concentrating development in proximity to transportation alternatives such as the Gold Line, and in proximity to higher density housing. The Project will also provide secure bicycle parking facilities on site.

3. Implementation of the Project will provide 155 dedicated public parking spaces, during the daytime and evening hours. These spaces meet more than 50% of the identified 300 parking stall deficit outlined in the 2005 Meyer, Mohaddes Associates parking deficit study adopted by the City Council. In addition, during non-working hours, the remaining parking spaces (367) will also be available to the public and will service the needs of the Pasadena Playhouse, the Lemmele Theater, the Arcade Lane patrons, and the Playhouse District in general.
4. The design of the Project includes a pedestrian paseo that connects Arcade Lane and the proposed dedicated public parking with the surrounding pedestrian circulation system in the area, thereby contributing to the reuse and preservation of the Arcade Building and other historic structures in the area which lack sufficient parking.
5. The Project will assist the City by providing the efficient office space needed to retain local companies within Pasadena. The City's lack of quality, large block office space contributed to significant job losses when companies such as Yahoo/Overture, Kaiser Permanente, MWH Laboratories, and Xerox could not find space in Pasadena. In recent times, about 5,000 residential units have been constructed in the City, but only about three office buildings have been constructed.

6. The project includes 9800 square feet of landscaped area and enhanced hardscape outdoor public open space that will serve as a public gathering place within the Playhouse District.
7. Implementation of the Project will improve social and economic conditions in Pasadena and Los Angeles County through:
 - a. providing approximately 350-400 construction jobs;
 - b. creating approximately 765 new full and part-time employment opportunities at the site, with about the same number of new diners and shoppers at District restaurants; and
 - c. providing the City with annual increased revenues from sources such as property taxes, sales taxes, utility taxes, and business license.
8. Implementation of the Project will provide a LEED Silver certified, energy efficient and environmentally conscious development at the site, thereby contributing to Pasadena's efforts to achieve the goals of its Green City Action Plan.

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.

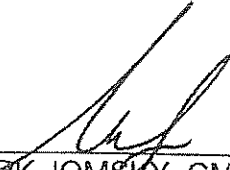
Adopted at the regular meeting of the City Council on the 16th day of November, 2009 by the following vote:

AYES: Councilmembers Haderlein, Holden, Madison, Robinson, Vice Mayor Gordo, Mayor Bogaard

NOES: Councilmember McAustin

ABSENT: Councilmember Tornek

ABSTAIN: None



MARK JOMSKY, CMC
CITY CLERK

APPROVED AS TO FORM:



Theresa E. Fuentes
Assistant City Attorney

EXHIBIT "A"

Mitigation Monitoring and Reporting Program

Impact	Mitigation Measure	Responsible Implementation Party/Monitor & Reporter	Time Frame/Monitoring Milestone		Verification of Compliance	
			Implementation Phase	Monitoring Phase	Initial	Date
AESTHETICS						
Impact AES-3	AES-3 Building Material Specifications. Prior to the issuance of any building permits, the applicant shall submit plans and specifications for all building materials to the Planning Division for review and approval. All structures facing any public street or neighboring property shall use minimally reflective glass and all other materials used on the exterior of buildings and structures shall be selected with attention to minimizing reflective glare. The use of glass with over 25% reflectivity shall be prohibited except as expressly approved by the Design Review Commission.	City of Pasadena Planning Division review of plans.	Review plan specifications for materials prior to issuance of building permits. Design Review Commission involvement if glass with greater than 25% reflectivity is proposed	Prior to issuance of building permits. Field verification during construction.		
AIR QUALITY						
Impact AQ-1	AQ-1(a) ROG Control. The following shall be implemented to minimize daily ROG emissions related to the application of architectural coatings: <ul style="list-style-type: none"> • Low VOC architectural and asphalt coatings shall be used on site and shall comply with AQMD Rule 1113-Architectural Coatings. 	City of Pasadena Planning Division review of building material specifications. Project applicant's construction manager during construction.	Review building material specifications prior to issuance of building permits. Applicant's construction manager to verify implementation in the field.	Plan check and Field verification during construction		
Impact AQ-1	AQ-1(b) Ozone Precursor Control. The following shall be implemented during construction to minimize emissions from construction equipment: <ul style="list-style-type: none"> • Equipment engines should be maintained in good condition and in proper tune as per manufacturer's specifications; • Lengthen construction periods during the smog season so as to minimize the number 	City of Pasadena Building Division/Code Compliance to review compliance reports Applicant's construction manager to generate compliance reports	For inclusion in approved Construction Management Plan	Review Construction Management Plan prior to commencement of construction. Construction manager to generate compliance reports and submit to		

Mitigation Monitoring and Reporting Program

Impact	Mitigation Measure	Responsible Implementation Party/Monitor & Reporter	Time Frame/Monitoring Milestone		Verification of Compliance		
			Implementation Phase	Monitoring Phase	Initial	Date	Remark
Impact AQ-1	<p>of vehicles and equipment operating simultaneously; and</p> <ul style="list-style-type: none"> Use new technologies to control ozone precursor emissions as they become available. <p>AQ-1(c) Fugitive Dust Control. The following shall be implemented during construction to minimize fugitive dust emissions:</p> <ul style="list-style-type: none"> Water trucks shall be used during construction to keep all areas of vehicle movements damp enough to prevent dust from leaving the site. At a minimum, this will require twice daily applications (once in late morning and once at the end of the workday). Increased watering is required whenever wind speed exceeds 15 mph. Grading shall be suspended if wind gusts exceed 25 mph. Soil with 5% or greater silt content that is stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation. Trucks transporting material shall be tarped from the point of origin or shall maintain at least two feet of freeboard. All material excavated or graded shall be treated with soil binders or shall be sufficiently watered at least twice daily with complete coverage, preferably in the late morning and after work is done for the day. 	<p>City of Pasadena Building Division/Code Compliance to review compliance reports</p> <p>Applicant's construction manager to generate compliance reports</p>	<p>For inclusion in approved Construction Management Plan, prior to issuance of a grading permit</p>	<p>Review Construction Management Plan prior to issuance of a grading permit.</p> <p>Construction manager to generate compliance reports and submit to the Building Division/Code Compliance Department.</p>			

Mitigation Monitoring and Reporting Program

Impact	Mitigation Measure	Responsible Implementation Party/Monitor & Reporter	Time Frame/Monitoring Milestone		Verification of Compliance		
			Implementation Phase	Monitoring Phase	Initial	Date	Remark
	<ul style="list-style-type: none"> All clearing, grading, earth moving, or excavation activities shall cease during periods of high winds (i.e., greater than 20 mph averaged over one hour) so as to prevent excessive amounts of dust. All material transported off-site shall be securely covered to prevent excessive amounts of dust. Face masks shall be used by all employees involved in grading or excavation operations during dry periods to reduce inhalation of dust which may contain the fungus which causes San Joaquin Valley Fever. 						
NOISE							
Impact N-3	N-3 Rooftop Ventilation. Parapets shall be installed around all rooftop ventilation systems.	City of Pasadena Planning Division to verify during plan check, prior to issuance of building permits. Building Division/Code Compliance to verify in the field during construction.	Plan Check prior to issuance of building permits. Field verification during construction.	Prior to issuance of building permits for plan check. Field verification during construction.			
Impact N-4	N-4 Noise Exposure. The proposed project shall incorporate closed windows and a fresh air supply via a mechanical ventilation system so that windows may remain closed. Exterior glass shall be capable of attenuating noise of 20 decibels.	City of Pasadena Planning Division to verify during plan check, prior to issuance of building permits. Building Division/Code Compliance to verify in	Plan Check prior to issuance of building permits. Field verification during construction.	Prior to issuance of building permits for plan check. Field verification during construction.			

Mitigation Monitoring and Reporting Program

Impact	Mitigation Measure	Responsible Implementation Party/Monitor & Reporter	Time Frame/Monitoring Milestone		Verification of Compliance		
			Implementation Phase	Monitoring Phase	Initial	Date	Remark
GEOLOGY AND SOILS							
Impact GEO-2	GEO-2 Adherence to Geotechnical Recommendations. The applicant shall implement, adhere to, and comply with, all recommendations contained in the Geologic and Soils Engineering Report prepared for the project site by MacTec, 2006 or as superseded by any subsequent updates, including the excavation plan included in Appendix D. The plans shall be reviewed by the Building Department for conformance with the recommendations.	City of Pasadena Building Division to verify during plan check, prior to issuance of building permits. Building Division/Code Compliance to verify in the field during construction.	Plan Check prior to issuance of building permits. Field verification during construction.	Prior to issuance of building permits for plan check. Field verification during construction.			
Impact - GEO-3	AQ-1(c) Fugitive Dust Control. The following shall be implemented during construction to minimize fugitive dust emissions: • Water trucks shall be used during construction to keep all areas of vehicle movements damp enough to prevent dust from leaving the site. At a minimum, this will require twice daily applications (once in late morning and once at the end of the workday). Increased watering is required whenever wind speed exceeds 15 mph. Grading shall be suspended if wind gusts exceed 25 mph. • Soil with 5% or greater silt content that is stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation. Trucks transporting material shall be tarped from the point of origin or shall maintain at least two feet of freeboard.	City of Pasadena Building Division/Code Compliance to review compliance reports Applicant's construction manager to generate compliance reports	For inclusion in approved Construction Management Plan, prior to issuance of a grading permit	Review Construction Management Plan prior to issuance of a grading permit. Construction manager to generate compliance reports and submit to the Building Division/Code Compliance Department.			

Mitigation Monitoring and Reporting Program

Impact	Mitigation Measure	Responsible Implementation Party/Monitor & Reporter	Time Frame/Monitoring Milestone		Verification of Compliance	
			Implementation Phase	Monitoring Phase	Initial	Date
TRAFFIC AND CIRCULATION						
Impact TC-1	TC-1(a) Prohibited Left-Turns. Left-turn movements at the northbound and southbound approaches on El Molino Avenue at the Colorado Boulevard Intersection shall be prohibited.	Applicant to fund improvements, City Department of Transportation to implement improvements.	Prior to occupancy	Prior to occupancy		
Impact TC-1	TC-1(b) Left-turn Pocket Installation on El Molino Avenue at Union Street Intersection. A left-turn pocket shall be installed at the northbound approach on El Molino Avenue at the Union Street intersection. The northbound and southbound approaches on El Molino Avenue shall be restriped to accommodate the installation of the northbound left-turn pocket. The resultant lane configurations at the northbound approach to the intersection would be one exclusive left-turn lane and one through lane. The traffic signal at the El Molino Avenue/Union Street Intersection shall be modified to provide northbound left-turn phasing.	Applicant to fund improvements, City Department of Transportation to implement improvements.	Prior to occupancy	Prior to occupancy		
Impact TC-1	TC-1(c) Left-turn Pocket Installation on El Molino Avenue at Green Street Intersection. The northbound and southbound approaches on El Molino Avenue shall be restriped and a southbound left-turn pocket shall be installed. The re-striping would necessitate reconstruction/modification of the existing catch basin on the northeast corner to accommodate safe movement of vehicles traveling northbound on El Molino Avenue. The resultant lane configurations at the southbound approach to the intersection would be one exclusive left-turn lane and one through lane. The traffic signal at the El Molino	Applicant to fund improvements, City Department of Transportation to implement improvements.	Prior to occupancy	Prior to occupancy		

Mitigation Monitoring and Reporting Program

Impact	Mitigation Measure	Responsible Implementation Party/Monitor & Reporter	Time Frame/Monitoring Milestone		Verification of Compliance		
			Implementation Phase	Monitoring Phase	Initial	Date	Remark
Impact TC-1	<p>Avenue/Green Street intersection shall be modified to provide southbound left-turn phasing.</p> <p>TC-1(d) Transportation Demand Management (TDM). The project shall comply with the City's Trip Reduction ordinance. Upon submittal of a TSM Program for review and approval, the owner/developer shall place a deposit based on the current General Fee Schedule with the Department of Transportation prior to the issuance of a building permit. This deposit is subject to a refund or an additional billing in the event that the deposit amount is not sufficient to cover the cost of the review. The developer shall pay an annual Transportation Demand Management status report review fee based on the current General Fee Schedule, in compliance with the requirements of the Trip Reduction Ordinance.</p> <p>The TSM program shall encourage a mix of tenants with varying start/stop times to help reduce AM/PM peak-hour traffic. The TSM shall also require the use of marketing materials and website design that directs site visitors to the site via the City's arterials and traffic corridors, instead of using de-emphasized streets like El Molino and Glenarm.</p>	<p>Applicant to pay fees and implement program</p> <p>Department of Transportation to verify compliance in program implementation.</p>	<p>Prior to occupancy</p>	<p>Prior to occupancy and as appropriate during operation.</p>			
Impact TC-1	<p>TC-1(e) Traffic Reduction and Transportation Improvement Fee. The City's Traffic Reduction and Transportation Improvement Fee (TR-TIF) program funds key intersection improvements, completes roadway extension projects identified in the Mobility Element, funds improvements to manage</p>	<p>Applicant to pay fees.</p>	<p>Prior to issuance of building permits</p>	<p>Once, prior to issuance of building permits</p>			

Mitigation Monitoring and Reporting Program

Impact	Mitigation Measure	Responsible Implementation Party/Monitor & Reporter	Time Frame/Monitoring Milestone		Verification of Compliance		
			Implementation Phase	Monitoring Phase	Initial	Date	Remark
Impact TC-2	<p>traffic on designated multimodal corridors and funds public transit improvements to encourage non-automobile travel in the City. The TR-TIF program is applicable to new industrial, office, retail and residential development. The current fee schedule for the land uses are as follows:</p> <ul style="list-style-type: none"> • Industrial use: \$3.20 per square-foot of net new space • Office use: \$3.84 per square-foot of net new space • Retail use: \$8.89 per square-foot of net new space • Residential use: \$2,556.88 per net new residential unit the proposed <p>The applicant shall make the required payment based on the fees in effect at the time of payment, prior to the issuance of building permits. It should be noted that as the existing commercial building which would be removed to accommodate the proposed project is currently vacant, existing use trip credits will not be applied in the TR-TIF program fee calculation.</p> <p>TC-2 Street Segment Mitigation. The following measures are recommended conditions by PASDOT:</p> <ul style="list-style-type: none"> • <i>Contribute funds toward a pedestrian safety study ("Study") in the vicinity of the project. The plan shall study measures such as mid-block signals, curb extensions, pedestrian countdown signals, enhanced crosswalks etc to improve walking safety and convenience to and from parking</i> 	<p>City Planning Department to review improvements. Applicant to fund improvements and City Department of Transportation to implement improvements.</p>	<p>Prior to occupancy</p>	<p>Prior to occupancy</p>			

Mitigation Monitoring and Reporting Program

Impact	Mitigation Measure	Responsible Implementation Party/Monitor & Reporter	Time Frame/Monitoring Milestone		Verification of Compliance		
			Implementation Phase	Monitoring Phase	Initial	Date	Remark
	<ul style="list-style-type: none"> structures/businesses in the area. Implement measures identified in Study that improve the public safety and convenience to and from parking structures/businesses along El Molino between Green and Colorado. Provide wayfinding signage between the parking garage and the Pasadena Playhouse, directing patrons to utilize designated crosswalks at Green Street or Colorado Boulevard. The sign program and format is subject to the review and approval of the Planning Division and the Department of Transportation. Provide pedestrian lighting to and from the project to the nearest transit stops within a quarter mile radius. Offer unbundled parking option with lease. Contribute funds to the Pasadena ARTS program. Provide Metro Corporate Transit Passes to employees of this project site. 						
WATER SERVICE							
Impact W-1	<p>W-1 LEED Water Efficiency Credit 3.1 Employ strategies that in aggregate use 20% less water than the water use baseline calculated for the building (not including irrigation) after meeting the Energy Policy Act of 1992 fixture performance requirements. Calculations are based on estimated occupant usage and shall include only the following fixtures (as applicable to the building): water closets, urinals, lavatory faucets, showers and kitchen sinks.</p>	<p>City of Pasadena Building Division to verify during plan check, prior to issuance of building permits.</p> <p>Building Division/Code Compliance to verify in the field during construction.</p>	<p>Plan Check prior to issuance of building permits.</p> <p>Field verification during construction.</p>	<p>Prior to issuance of building permits for plan check.</p> <p>Field verification during construction.</p>			

Mitigation Monitoring and Reporting Program

Impact	Mitigation Measure	Responsible Implementation Party/Monitor & Reporter	Time Frame/Monitoring Milestone		Verification of Compliance		
			Implementation Phase	Monitoring Phase	Initial	Date	Remark
CULTURAL RESOURCES							
Initial Study	CUL-1 Archaeological Resources. If archaeological resources are encountered during project construction, all construction activities in the vicinity of the find shall halt until an archaeologist certified by the Society of Professional Archaeologists examines the site, identifies the archaeological significance of the find, and recommends a course-of-action. Construction shall not resume until the site archaeologist states in writing that the proposed construction activities will not significantly damage archaeological resources.	City of Pasadena Building Division/Code Compliance to review compliance reports Applicant's construction manager to generate compliance reports	For inclusion in approved Construction Management Plan, prior to issuance of a grading permit	Review Construction Management Plan prior to issuance of a grading permit. Construction manager to generate compliance reports and submit to the Building Division/Code Compliance Department.			
Initial Study	CUL-2 Paleontological Resources. If paleontological resources are encountered during project construction, all construction activities in the vicinity of the find shall halt until a paleontologist meeting the satisfaction of the Natural History Museum of Los Angeles County identifies the paleontological significance of the find, and recommends a course of action. Construction shall not resume until the site paleontologist states in writing that the proposed construction activities will not significantly damage paleontological resources.	City of Pasadena Building Division/Code Compliance to review compliance reports Applicant's construction manager to generate compliance reports	For inclusion in approved Construction Management Plan, prior to issuance of a grading permit	Review Construction Management Plan prior to issuance of a grading permit. Construction manager to generate compliance reports and submit to the Building Division/Code Compliance Department.			

THIS PAGE INTENTIONALLY LEFT
BLANK