

Call for Review of  
Conditional Use Permit #6918  
758 & 766 S. Fair Oaks Avenue  
(Huntington Hospital)

City Council  
February 7, 2022





# Call For Review

## Planning & Community Development Department

- Before the City Council is a request for a call for review of a decision made by the Planning Commission.
  - > Planning Commission meeting was held on November 17, 2021, at which time the Planning Commission disapproved the requested Conditional Use Permit #6918.
  - > Appeal period was from November 18, 2021 to November 29, 2021.
  - > Effective date was November 30, 2021.
  - > On November 29, 2021 the decision was called up for review by Councilmember Madison.
  - > On December 6, 2021 City Council considered the Call for Review, and called the item for review by the City Council.
  - > The hearing before the City Council is a de novo hearing.



# Conditional Use Permit #6918

## Planning & Community Development Department

- The project site is located within the IG-SP2 (Industrial General, South Fair Oaks Specific Plan) zoning district.
- Conditional Use Permit #6918 is a request to allow the construction of a new 4-story, 100,285 square-foot medical and administrative office building, with 3 levels of subterranean parking with 251 parking spaces at 758 & 766 South Fair Oaks Avenue. The following entitlements are required for the project:
  - > Conditional Use Permit: To allow a major project greater than 75,000 square feet in gross floor area within the South Fair Oaks Specific Plan; and
  - > Minor Conditional Use Permit: To allow 45 parking spaces to be shared in the parking structure at 802 Fairmount Avenue.



# Planning Commission Public Hearing

Planning & Community Development Department

- Five letters in opposition
- Concerns raised
- Planning Commission decision



# Revisions to Project

## Planning & Community Development Department

On December 2, 2021 and December 16, 2021, the applicant met with interested members of the public to discuss concerns that were raised at the Planning Commission Meeting.

> PLAZA ENTRANCE:

- CONCERN: The previous sunken plaza and entrance to the building was not readily accessible and hidden from the street, and was not appropriate for pedestrian access nor for publicly accessible space
- REDESIGN: plaza has been raised to the same level as the street

> PEDESTRIAN AND VEHICLE CONFLICT ON FILLMORE STREET:

- CONCERN: The previous proposed two driveways along Fillmore St were contrary to achieving Fillmore Street as a pedestrian connector
- REDESIGN: eliminated one driveway cut along Fillmore St, sidewalk depth increased from 20 ft. to 23 ft., and a second row of trees have been added to create a tree canopy over the pedestrian sidewalk



# Preliminary Rendering

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**ORIGINAL DESIGN**

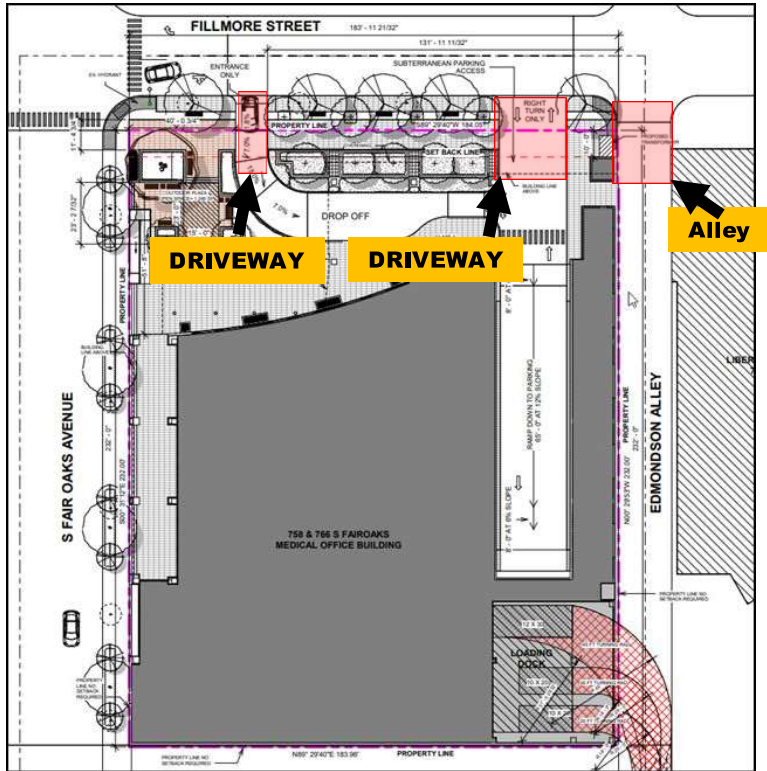


**REVISED DESIGN**

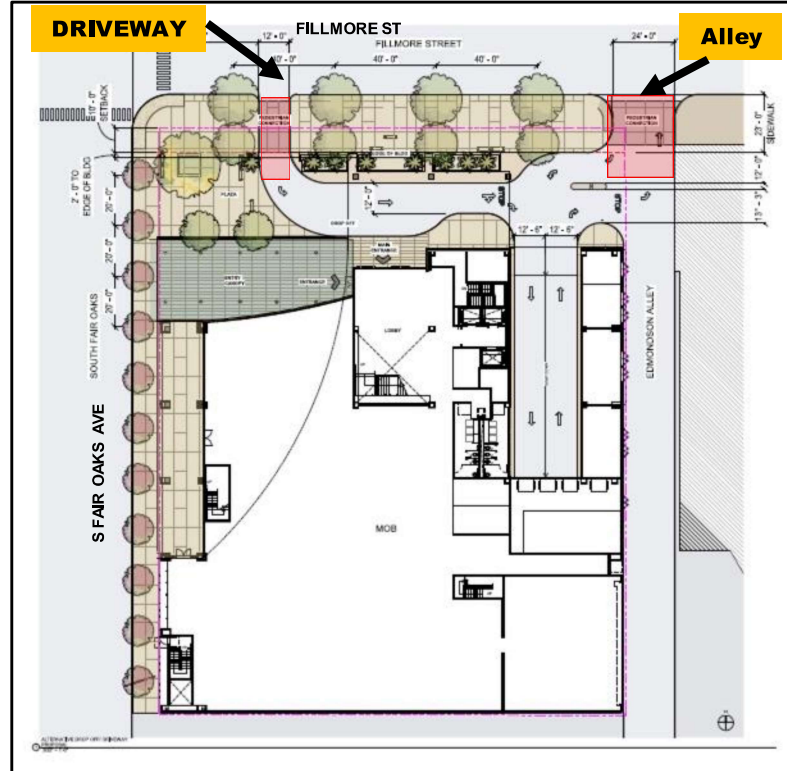


# Site Plan - Driveways

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ORIGINAL DESIGN



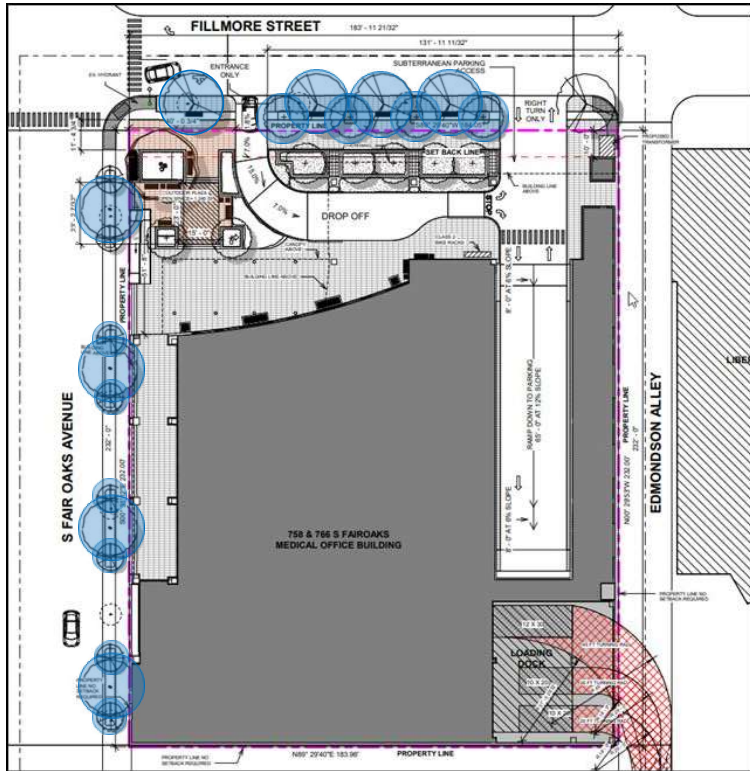
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REVISED DESIGN

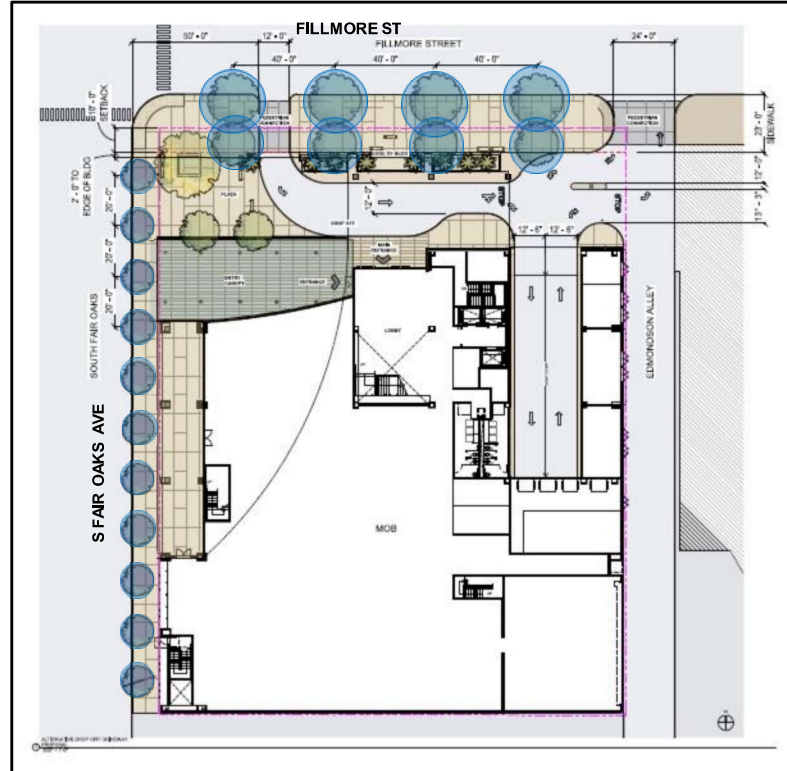


# Site Plan - Trees

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ORIGINAL DESIGN



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REVISED DESIGN





# Proposed Project

## Planning & Community Development Department

### Proposed Project:

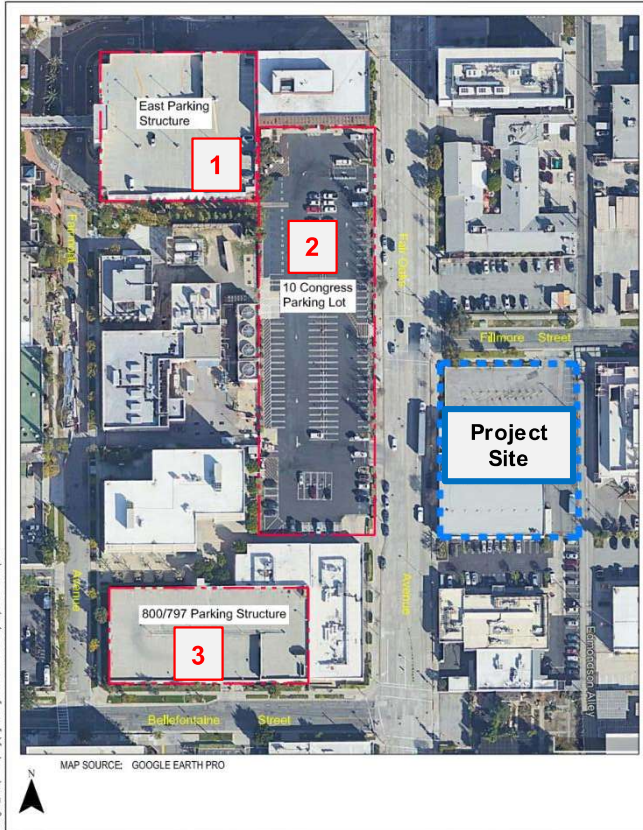
- > 100,285 square-foot building
  - 80,285 square feet of medical office
  - 20,000 square feet of administrative office
- > Four-story, 56-feet in height
- > Three-levels of subterranean parking
  - 251 on-site parking spaces
  - 45 off-site shared parking spaces

Standard	Code Requirement	Proposed Project
FAR	NA	2.35 FAR (100,285 sq. ft.)
Setback		
Fair Oaks Ave	0'	0'
Fillmore Street	10' minimum	12'
Height	56'	56'
Open Space	300 sq. ft.	3,000 sq. ft.
No. of Driveways	2 maximum	1
Loading	3	3
Parking (minimum-maximum)	296-334	296 (251 on-site + 45 off-site)



# Shared Parking

Planning & Community Development Department



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# CEQA Review

## Planning & Community Development Department

- Class 32 Categorical Exemption Evaluation Report dated November 9, 2021
  - ✓ Traffic
  - ✓ Noise
  - ✓ Air Quality
  - ✓ Water Quality
- Revised project



# Conclusion

## Planning & Community Development Department

- The project presented before the Council this evening:
  - > Fully complies with all development standards prescribed in the Zoning Code;
  - > Is consistent with the Specific Plan and the City's General Plan;
  - > Does not result in any significant environmental impacts; and
  - > Has been revised to address concerns expressed by the Planning Commission and the community members.
- It is staff's assessment, that the findings to approve the Conditional Use Permit and Minor Conditional Use Permit can be made.



# Recommendation

## Planning & Community Development Department

It is recommended that the City Council:

1. Adopt the Environmental Determination that the proposed project is exempt from environmental review pursuant to the guidelines of the California Environmental Quality Act (Public Resources Code §21080(b)(9); Administrative Code, Title 14, Chapter 3, §15332, Class 32, In-Fill Development Projects) and that there are no features that distinguish this project from others in the exempt class. Therefore, there are no unusual circumstances; and
2. Overturn the Planning Commission's decision and approve Conditional Use Permit #6918 with the findings in Attachment A and the Conditions of Approval in Attachment B.



# Revised Conditions of Approval

## Planning & Community Development Department

- **New Condition:** The applicant shall explore the implementation of a First Source Local Hire Program as outlined in PMC 14.80.050, including a first source hiring agreement prior to the issuance of a building permit. It is the applicant's intent to voluntarily participate in first source hiring, thereby receiving a refund of 50% on all local labor wages paid up to 75% of applicable construction tax.
- **Modified Condition #15:** Landscaping shall be provided and maintained in compliance with the provisions of Chapter 17.44 (Landscaping). The trees shown in the Plaza shall require proper tree wells based on tree type and shall be shown on the final landscape plan.
- **Modified Condition #45a:** The sidewalk width along Fair Oaks Avenue shall be a minimum 10', and a 5' minimum clear walk zone, free of any obstructions, shall be maintained along the project's frontage.
- **New Condition:** Edmonson Alley from Fillmore Street to the parking garage entrance shall be widened to 24'.



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## Planning & Community Development Department

- **Planning**
  - **How was the 75,000 sf threshold for CUP determined? Is it Citywide or based on SP?**
  - In the South Fair Oaks Specific Plan, a CUP is needed for new construction greater than 75,000 sf in size. Construction less than 75,000 sf is allowed by right. City-wide, the CUP threshold for new development is 25,000 sf. The higher threshold is included in the SP as a development incentive.
- **What are the sf/height of surrounding buildings?**
  - **Height Slide (attached) to be available at Council meeting:**
  - 56 feet - 625 S Fair Oaks, Huntington Pavilion
  - 62 feet – 590 S Fair Oaks, Medical Office (approved)
  - 120 feet – Huntington Hospital Campus
  - 56 feet – 686 S Fair Oaks, HMRI
  - 74 feet – 10 Congress
  - 56 feet – 909 S Fair Oaks, Shriners
  - 75 feet – Art Center



PROPOSED PROJECT: 56'



Art Center: 75'



Shriners: 56'





- **Who were the community groups that HMH met with in December?**
- Dan Beal (West Pasadena Residents Association)
- John Latta (MHNA)
- Erika Foy (MHNA)
- Megan Foker (Livable Pasadena)
- Sue Mossman (Pas Heritage)
- Andrew Salimian (Pas Heritage)
- Nina Chomsky (individual or LVAA not sure)
  
- **Could Table 1 in the staff report be amended to add comparison to proposed SP/Transit Core? This was mentioned as part of the PC's concern about compatibility.**
- Amended table (attached) that compares the project, to the current and proposed SP.



# Planning & Community Development Department

Standard	Proposed SFOSP	Current Zoning Code Requirement	Proposed Project
FAR	3.0	NA	2.35 FAR (100,285 sq. ft.)
Setback			
Fair Oaks Ave	5' minimum	0'	0'
Fillmore Street	0-5 ft for at least 75% of the frontage, the remaining 25% could set back further.* *The first floor may be recessed if upper stories meet the required setback	10' minimum	12'
Height	63' (75' with height averaging)	56'	56'
Open Space	5% of total floor area Or 5,014.25 SF	300 sq. ft.	3,000 sq. ft. (3% of total floor area)
No. of Driveways		2 maximum	1
Loading Spaces	3	3	3
Parking Spaces (minimum-maximum)	296-334	296-334	296 (251 on-site + 45 off-site)
Sidewalk Width			
Fair Oaks Ave	15'	10'	10'
Fillmore St	22'	10'	23'



## Planning & Community Development Department

- **Was the Class 32 Evaluation updated for the amended project? Are the impacts different? Document still mentions 2 driveways on Fillmore.**
- The revised project does not require any additional environmental review. No additional trips or grading impacts associated with the changes. No additional documentation needed but the changes were reviewed from a CEQA perspective.
- **Typo - staff report p. 12 second paragraph refers to project as "multi-family residential project"**
- Noted



- **DOT**
  - **Why does the building have no vehicular access on Fair Oaks?**
  - 
  - Not having vehicular access on Fair Oaks Avenue will eliminate the conflict between project vehicular left-turn movements into and out of the project site and through traffic along Fair Oaks Avenue and existing traffic entering/exiting Fair Oaks Avenue driveways in proximity to the project.
  - 
  - **Is there a list of required conditions/improvements resulting from the Traffic Impact Analysis? Did not see in DOT conditions #37-47**
  - There are no CEQA threshold impacts. Therefore, DOT does not have a nexus to impose CEQA conditions of approval. The attached list of required conditions/improvements are part of DOT's Outside CEQA conditions of approval and are required to be satisfied prior to the project's receipt of its Certificate of Occupancy.
-



- **Are the 296 required parking spaces based on the proposed use? Have any reductions been made due to Metro proximity?**
- The parking is based on 80,285 SF of medical office and 20,000 SF of administrative office. The TOD reductions were applied, and these reductions are: 20% to the medical office parking requirement, and a 35% reduction to the administrative office parking requirement. Detailed information describing the parking calculation may be found in page 8 of the Agenda Report dated February 7, 2022:  
[https://ww2.cityofpasadena.net/2022%20Agendas/Feb\\_07\\_22/AR%207.pdf](https://ww2.cityofpasadena.net/2022%20Agendas/Feb_07_22/AR%207.pdf)



## Planning & Community Development Department

- **What is HMMH's current mode share (bike, walk, transit, drive, carpool)? How does this compare to the assumptions in the TDF model and trip credits?**
- Based on Huntington Memorial Hospital's 2018 TDM plan, the mode share breakdown is as follows:

Zero Emission Vehicle	10	0.2%
Bus	52	1.2%
Rail/Plane	497	11.3%
Walk	41	0.9%
Bicycle	11	0.3%
Telecommute	18	0.4%
Non-commuting	21	0.5%
Drive Alone	3027	68.9%
motorcycle	9	0.2%
2 person in vehicle	585	13.3%
3 person in vehicle	71	1.6%
4 person in vehicle	44	1.0%
5 person in vehicle	4	0.1%
6 person in vehicle	1	0.0%
TOTAL	4391	





- **What is HMH's current mode share (bike, walk, transit, drive, carpool)? How does this compare to the assumptions in the TDF model and trip credits?**
- Parcel level assumptions were not made specific to mode share and trip credits when developing the travel demand forecasting model (TDF). The TDF model was developed using actual traffic counts, census data, and land use information. Data sources include SCAG for street network and regional travel data, Caltrans Performance Measurement System, the trip making characteristics by vehicle availability, City traffic count data, and street network data. The assumptions made in the TDF model was calibrated and validated by comparing the model results with actual traffic counts on the street network.
  - **Staff report mentions LOS E intersection threshold, is threshold different in TOD vs. non-TOD areas?**
- The LOS intersection threshold is LOS E in TOD and LOS D outside of TOD.



## Planning & Community Development Department

- **Is the project subject to First Source Local Hiring? Can this be a condition for the CUP?**
- This project is not subject to First Source hiring. There is no nexus between the project and the First Source program. However, if applicant agrees to a voluntary condition, one may be added. (please note this response provide by Planning not Finance Department)
- **Does the City currently receive Property tax/PILOT revenue from the site? Will we once it's developed or will it be HMH exempt?**
- Since the proposed project includes professional office space along with some medical offices, this building would not be exempt. HMH would have to submit a request to the County for a proportional exemption based on certain eligible uses if they will exist in the building. Generally, hospitals are exempt but offices are not under the welfare exemption. Additionally, most of the medical or technical equipment within the building will be assessed unsecured property tax.





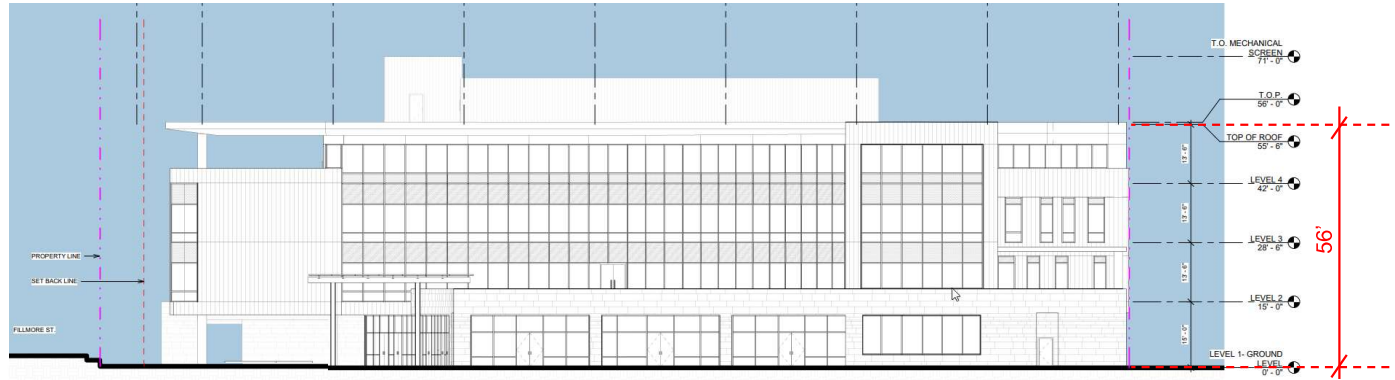




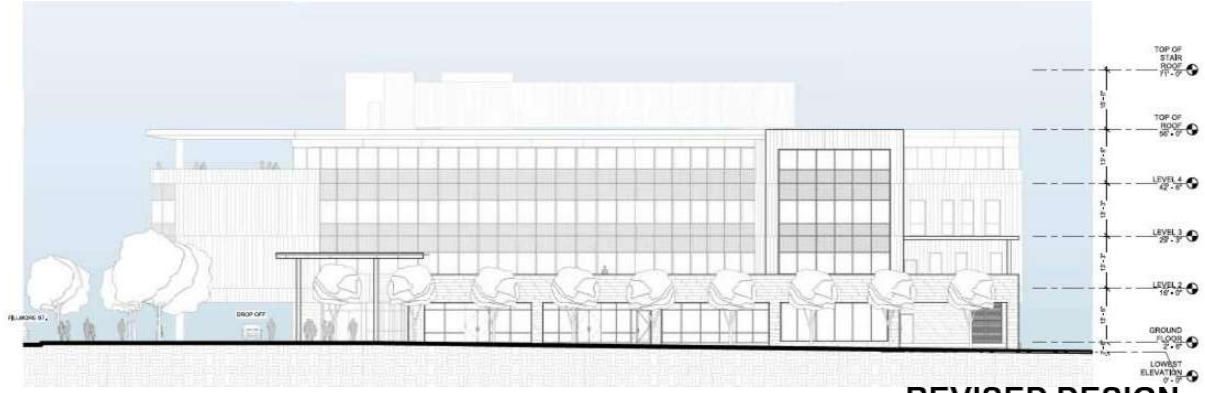


# West Elevation - Fair Oaks Avenue

Planning & Community Development Department



**ORIGINAL DESIGN**

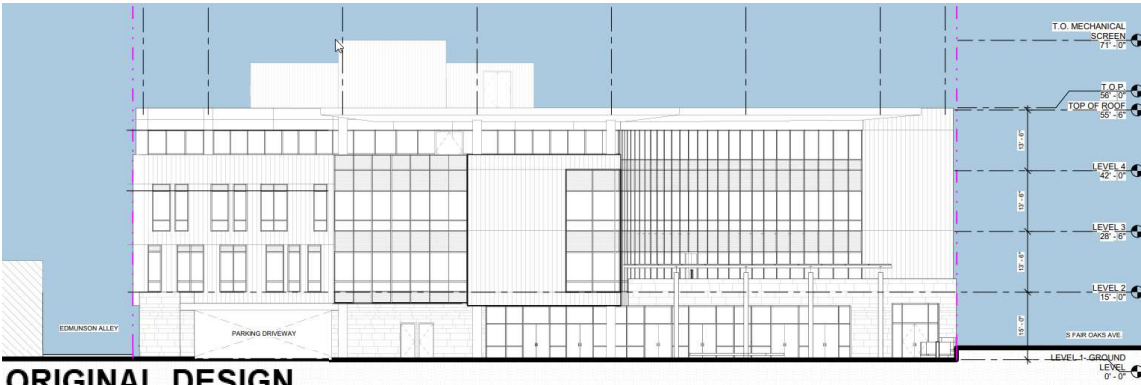


**REVISED DESIGN**

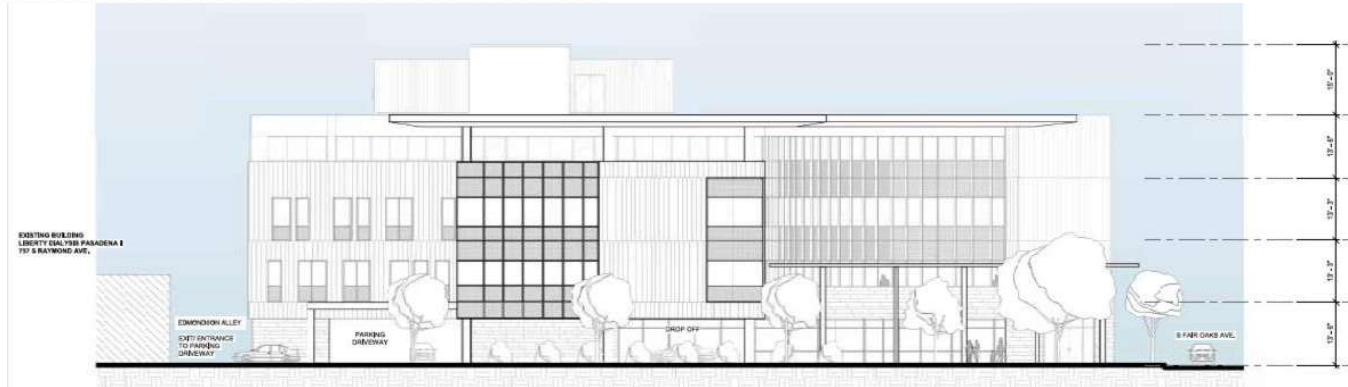


# North Elevation - Fillmore St

Planning & Community Development Department



**ORIGINAL DESIGN**



**REVISED DESIGN**





# East Elevation

Planning & Community Development Department



**ORIGINAL DESIGN**



**REVISED DESIGN**

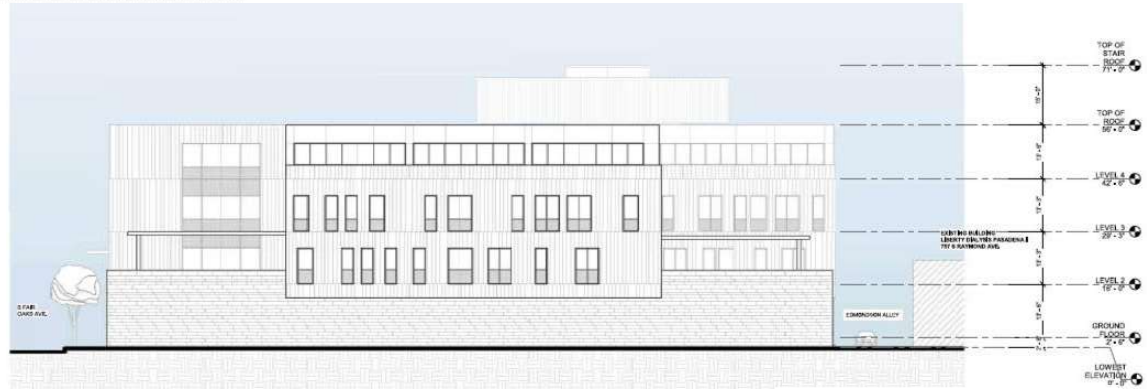


# South Elevation

Planning & Community Development Department



ORIGINAL DESIGN



REVISED DESIGN

### Huntington Medical Building Trip Generation

Land Use (ITE Code)	Size	Units	Trip Generation Rates							Daily	All Day
			AM Peak Hour			PM Peak Hour					
			In	Out	Total	In	Out	Total	In		
<b>Proposed Project</b>											
Medical-Dental Office Building (720)	80.285	tsf	78%	22%	2.78	28%	72%	3.46	34.80	174	
Office Building (710)	20.000	tsf	86%	14%	1.16	16%	84%	1.15	9.74	20	
									<i>Transit Credit (10%)</i>	-19	
									<b>PROJECT NET TOTAL</b>	<b>175</b>	

Assumes no existing trip credits taken

- **Transportation Projects to enhance mobility, safety and reduce delay along South Fair Oaks Avenue and adjacent corridors:**
  - > Fair Oaks Avenue Adaptive Traffic Control Project (2013) – Adaptive traffic control network on Fair Oaks Avenue from Walnut Street to Glenarm Street. Reduced delay for traffic on Fair Oaks Ave and provided enhanced management of peak hour traffic conditions in real time.
  - > Fair Oaks Ave Transit Signal Priority (2014) Transit Signal Priority on Fair Oaks Avenue from Walnut Street to Glenarm St, providing an early green or extended green phase for Metro buses that were behind schedule.
  - > Metro L (Gold) Line Grade Crossing Enhancement Project (2019)
    - Provided for advanced train preemption features to reduce delay for motorists and pedestrians at intersections adjacent to the Metro L Line at-grade crossings of Glenarm Street, California Boulevard and Del Mar Boulevard.
    - Implemented a grid Adaptive Traffic Control System for the signalized intersection network bound by Cordova Street on the north, Glenarm Street on the south, Fair Oaks Avenue on the west and Marengo Ave on the east. Reduced delay for traffic within this network and provided enhanced management of peak hour traffic conditions in real time.

- **Transportation Projects to enhance mobility, safety and reduce delay along South Fair Oaks Avenue and adjacent corridors (continued):**
  - > Installed new video detection systems on Fair Oaks Avenue from Holly Street to Union Street, allowing for improvement in vehicle detection efficiency and responsiveness. (2018-2020)
  - > Upgraded Traffic Signal controllers throughout the area to enable enhanced traffic operations. (2018-2021)
  - > Installed northbound Protected Permissive Left Turn at Fair Oaks Ave/Bellefontaine St to reduce delay and enhance safety (2021)
  - > Installed southbound Protected Permissive Left Turn at Fair Oaks Ave/Glenarm St to reduce delay and enhance safety (2016)
  - > Installed Dynamic Message Signs and static wayfinding signs throughout the area to provide traffic information and guidance to motorists (2016-2019)
  - > New Traffic Signal at Fair Oaks Ave/Bellevue Dr (currently in construction) to provide a controlled pedestrian crossing, enhance safety and provide a left turn lane to reduce delay to motorists.

- **Prior Traffic Signal installations to provide controlled pedestrian crossings, reduce delay and enhance safety along Fair Oaks Ave or California Blvd:**
  - > New Traffic Signal at California Blvd at Fairmount Ave (2009)
  - > New Traffic Signal at Fair Oaks Ave/Fillmore St (2009), included the addition of a left turn lane.
  - > New Traffic Signal at Fair Oaks Ave/Valley St (2010)
- **New Traffic Signal installations or signal operations modifications in the area near Fair Oaks Ave:**
  - > New Traffic Signal on Walnut Street /Parsons Driveway (2018)
  - > Installation of Protected Permissive Left Turn phasing at Colorado Blvd/Orange Grove Blvd (2017)
  - > Installation of Protected Permissive Left Turn phasing at Colorado Blvd/Holly St (2017)
  - > New Traffic signal at Green St and Terrace Dr (2019)

- **Upcoming Projects:**

- > Installation of new video detection systems and traffic signal controllers at 14 intersections between Walnut Street and California Boulevard to provide high resolution traffic data, allowing for enhanced signal operations to reduce delay.
- > Adaptive Traffic Control System – Phase II expansion along California Boulevard, Del Mar Blvd, Lake Avenue and Foothill Blvd. Construction to begin in 2022.
- > St John Ave Capacity Enhancement Project. Provides for dual southbound left turn lanes at St John Ave/California Blvd and dual right turn lanes at Pasadena Ave/California Blvd. Construction anticipated to begin in 2023.
- > Intelligent Transportation System Projects and Traffic Flow Improvements within the SR710 affected corridors. Provides for the upgrade of traffic signal controllers and cabinets, installation of fiber optic communication, dedicated short range communication and signal preemption technology at up to 55 signalized intersections along segments of Orange Grove Blvd, Colorado Blvd, Green St, Holly St and Hill Ave. Will provide for adaptive traffic control and traffic responsive control system technology to reduce delay. Construction anticipated to begin in 2023.
- > Walnut Street Corridor Signal Improvements Project. Provides for the replacement of traffic signal controllers, cabinets and communication infrastructure along Walnut Street from Orange Grove Blvd to Foothill Blvd, to reduce delay, manage speeds and collect high resolution traffic data. Construction anticipated to begin in 2023.