1.1 INTRODUCTION

This Subsequent Draft Environmental Impact Report (SDEIR) addresses the environmental effects associated with the implementation of the proposed Crown City Medical Center. The California Environmental Quality Act (CEQA) requires that local government agencies, prior to taking action on projects over which they have discretionary approval authority, consider the environmental consequences of such projects. An Environmental Impact Report (EIR) is a public document designed to provide the public and local and state governmental agency decision makers with an analysis of potential environmental consequences to support informed decision making. This document focuses on those impacts determined to be potentially significant as discussed in the Initial Study completed for this project (see Appendix A).

This document is a Subsequent EIR because substantially the same project was previously approved and analyzed in a Mitigated Negative Declaration, which the City adopted on January 18, 2006. However, the land use approvals for that project expired on January 31, 2009. Since that time, there have been changed circumstances pursuant to State CEQA Guidelines Section 15162(b) that require preparation of a subsequent EIR. Those changed circumstances include increased traffic in the area of the project together with a more rigorous approach by the City regarding application of its traffic thresholds of significance, as well as the inclusion of greenhouse gas analysis in CEQA documents. Since an updated traffic analysis was required, the City also included related updates to noise and air quality. Since public concern was raised regarding potential historical resource impacts, the City also included updates to those resource areas.



This SDEIR has been prepared pursuant to the requirements of CEQA and the City of Pasadena's CEQA procedures. The City of Pasadena, as the lead agency, has reviewed and revised as necessary all submitted drafts, technical studies, and reports to reflect its own independent judgment, including reliance on applicable City technical personnel from other departments and review of all technical subconsultant reports.

Data for this SDEIR was obtained from onsite field observations; discussions with affected agencies; analysis of adopted plans and policies; review of available studies, reports, data and similar literature; and specialized environmental assessments (air quality and greenhouse gas emissions analysis, geotechnical engineering investigation, historic resources analysis, noise analysis, and traffic impact study).

1.2 ENVIRONMENTAL PROCEDURES

This SDEIR has been prepared pursuant to CEQA to assess the environmental effects associated with implementation of the proposed project, as well as anticipated future discretionary actions and approvals. The four main objectives of this document as established pursuant to Section 15002 of the CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3) are listed below:

- 1) To inform governmental decision makers and the public about potential, significant environmental effects of proposed activities.
- 2) To identify ways that environmental damage can be avoided or significantly reduced.

- 3) To prevent significant, avoidable damage to the environment by requiring changes in projects through the use of alternatives or mitigation measures when the governmental agency finds the changes to be feasible.
- 4) To disclose to the public reasons why the governmental agency approved the project in the manner the agency chose if significant environmental effects are involved.

An EIR is the most comprehensive form of environmental documentation identified in CEQA and the CEQA Guidelines and provides the information needed to assess the environmental consequences of a proposed project, to the extent feasible. EIRs are intended to provide an objective, factually supported, full-disclosure analysis of the environmental consequences associated with a proposed project that has the potential to result in significant, adverse environmental impacts.

An EIR is also one of various decision-making tools used by a lead agency to consider the merits and disadvantages of a project that is subject to its discretionary authority. Prior to approving a proposed project, the lead agency must consider the information contained in the EIR, determine whether the EIR was properly prepared in accordance with CEQA and the CEQA Guidelines, determine that it reflects the independent judgment of the lead agency, adopt findings concerning the project's significant environmental impacts and alternatives, and adopt a Statement of Overriding Considerations if the proposed project would result in significant impacts that cannot be avoided.

1.2.1 EIR Format

This SDEIR has been formatted as described below.

- **Section 1. Executive Summary:** Summarizes the background and description of the proposed project, the type and format of this EIR, project alternatives, any critical issues remaining to be resolved, areas of controversy, significant environmental impacts and mitigation measures identified for the project.
- **Section 2. Introduction:** Describes the purpose of this EIR, background on the project, the Notice of Preparation, the use of incorporation by reference, and Final EIR certification.
- **Section 3. Project Description:** A detailed description of the project, the objectives of the proposed project, the project area and location, approvals anticipated to be included as part of the project, the necessary environmental clearances for the project, and the intended uses of this EIR.
- **Section 4. Environmental Setting:** A description of the physical environmental conditions in the vicinity of the project as they existed at the time the Notice of Preparation was published (September 12, 2011), from both a local and regional perspective. The environmental setting provides the baseline physical conditions from which the lead agency determines the significance of environmental impacts resulting from the proposed project.
- **Section 5. Environmental Analysis:** Provides, for each environmental parameter analyzed, a description of the thresholds used to determine if a significant impact would occur; the methodology to identify and evaluate the potential impacts of the project; the existing environmental setting; the potential adverse and beneficial effects of the project; the level of impact significance before mitigation; mitigation measures if required; the level of significance of the adverse impacts of the project after mitigation is incorporated and the potential cumulative impacts associated with the proposed project in combination other existing, approved, and proposed development in the area.
- **Section 6. Significant Unavoidable Adverse Impacts:** Describes the significant unavoidable adverse impacts of the proposed project.

Section 7. Alternatives to the Proposed Project: Describes the impacts of the alternatives to the proposed project, including the No Project Alternative and a Reduced Intensity Alternative.

Section 8. Impacts Found Not to Be Significant: Briefly describes the potential impacts of the project that were determined not to be significant by the Initial Study and were therefore not discussed in detail in this EIR.

Section 9. Significant Irreversible Changes Due to the Proposed Project: Describes the significant irreversible environmental changes associated with the project.

Section 10. Growth-Inducing Impacts of the Project: Describes the ways in which the proposed project would cause increases in employment or population that could result in new physical or environmental impacts.

Section 11. Organizations and Persons Consulted: Lists the people and organizations that were contacted during the preparation of this EIR for the proposed project.

Section 12. Qualifications of Persons Preparing EIR: Lists the people who prepared this EIR for the proposed project.

Section 13. Bibliography: A bibliography of the technical reports and other documentation used in the preparation of this EIR for the proposed project.

Appendices. The appendices for this document (presented in PDF format on a CD attached to the front cover) contain the following supporting documents:

• Appendix A: Initial Study and Notice of Preparation

• Appendix B: NOP Comments

• Appendix C: Air Quality and Greenhouse Gas Emissions Modeling Data

• Appendix D: Historical Resource Analysis Report

Appendix E: Noise Modeling DataAppendix F: Traffic Impact Analysis

1.2.2 Type and Purpose of This SDEIR

This SDEIR has been prepared as a "Project EIR" as defined by State CEQA Guidelines Section 15161. This type of EIR examines the environmental impacts of a specific development project and should focus primarily on the changes in the environment that would result from the development project. The EIR shall examine all phases of the project including planning, construction, and operation.

1.3 PROJECT LOCATION

The project site is in the City of Pasadena in central Los Angeles County. The City of Pasadena is in the northwest San Gabriel Valley, which is part of the larger Los Angeles Basin. Regional access to the project site is from Interstate 210 (I-210) via the Lake Avenue exit. The project site is at 550 to 558 East Colorado Boulevard, next to the southwest corner of Colorado Boulevard and Madison Avenue.

Existing Land Use

The site is developed as a paved surface parking lot with 76 parking spaces and is 38,000 square feet, or 0.87 acre. There is a 100-square-foot office for the parking lot attendant at the northeast corner of the



site. Access to the site is from Converse Alley, which runs east to west along the southern site boundary. There are 5,400 square feet of landscaping, including several planters planted with shrubs and a few small trees.

Surrounding Land Uses

Converse Alley runs along the southern boundary of the site. There are a variety of different uses near the site. Directly across Colorado Boulevard to the north is a church. To the south is a five-level parking structure serving many of the nearby uses. To the west is an eight-story general office building and to the east, across Madison Avenue, a restaurant is currently under construction replacing a shoe repair business along with other commercial uses. There are several additional multistory buildings in the area. The Pasadena Playhouse Historic District, a National Historic District, surrounds, but does not include, the project site. There are no historic buildings or features associated with the property.

1.4 PROJECT SUMMARY

The project would involve the construction of an 112,252-square-foot, five-story medical office and retail building. As proposed, the ground floor would contain 16,201 square feet of retail space and a lobby. The remaining four levels would consist of approximately 96,051 square feet of medical office space and common areas. The building would be 86 feet, 7 inches high and would be in an L shape from the second floor upward, spanning the northern and eastern parts of the site. The main lobby entrance would be at the northeast corner of the building. The east side of the building would be set back about 14 feet to provide space for the canopies of existing street trees on Madison Avenue.

A six-level subterranean parking garage is proposed (one level at grade and five subterranean levels). ADA-accessible parking spaces would be on the ground level; 476 total parking spaces would be provided. The floor of the lowest underground parking level would be roughly 56 feet below grade. Access to and from the parking structure would be from separate entrance and exit driveways that would provide access to and from Converse Alley.

The project includes applications for three discretionary approvals by the City of Pasadena:

- A Conditional Use Permit (CUP), required for new nonresidential and nonresidential portions of mixed-use projects over 25,000 gross square feet.
- A Minor Conditional Use Permit (MCUP), required for new nonresidential projects over 15,000 square feet of gross floor area in a transit-oriented development (TOD) zone.
- A Minor Conditional Use Permit (MCUP), required for Commercial, Off-Street Parking.
- Design Review by the Design Commission, required for new nonresidential projects over 5,000 square feet in the Central District Specific Plan.

1.5 SUMMARY OF PROJECT ALTERNATIVES

CEQA states that an EIR must address "a range of reasonable alternatives to the project, or to the location of the project, which could feasibly attain the basic objectives of the project, but would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives" (14 Cal. Code of Reg. 15126.6[a]). As described in Section 7.0 of this EIR, three project alternatives were considered and rejected (specifically, Alternative Development Areas, Reduced Traffic Alternative, and General Office Only Alternative), and three project alternatives were identified and analyzed for relative impacts as compared to the proposed project:

- 1. No Project/No New Development Alternative
- 2. Reduced Intensity Alternative
- 3. General Office/Retail Alternative.

Please refer to Chapter 7 of this EIR for a complete discussion of how the alternatives were selected and the relative impacts associated with each alternative. The following presents a summary of each of the alternatives analyzed in the EIR.

1.5.1 No Project/No New Development Alternative

In the No Project/No New Development Alternative the project site would not be developed and existing conditions onsite would remain the same. The surface parking lot onsite would remain operating.

1.5.2 Reduced Intensity Alternative

The proposed project would cause a significant traffic impact to eight roadway segments and one intersection. The Reduced Intensity Alternative would reduce these impacts by reducing project generated trips. In this alternative, the total building area would be reduced from 112,252 to 72,900 square feet (reduction of 39,352 square feet). Building area per land use is reduced proportionally in this alternative to that of the proposed project, allowing 62,379 square feet of medical office use and 10,521 square feet of specialty retail use. The building in this alternative would be three stories and have a slightly larger footprint than the proposed project. The underground parking structure in this alternative would be four-rather than six-levels and would contain 281 parking spaces instead of 476 spaces.

1.5.3 General Office/Retail Alternative

The General Office/Retail Alternative would allow 96,051 square feet of general office and 16,201 square feet of retail. This alternative would meet the requirements of the City's Zoning Code by providing ground floor retail but would convert the medical office use to general office use. The square footage and all other aspects of this alternative, including building height and parking spaces would remain the same as the proposed project.

1.6 ISSUES TO BE RESOLVED

Section 15123(b)(3) of the CEQA Guidelines requires that an EIR contain issues to be resolved including the choice among alternatives and whether or how to mitigate significant impacts. With regard to the proposed project, the major issues to be resolved include decisions by the lead agency as to the following:

- 1. Whether this SDEIR adequately describes the environmental impacts of the project.
- 2. Whether the benefits of the project override those environmental impacts which cannot be feasibly avoided or mitigated to a level of insignificance.
- 3. Whether the proposed land use changes are compatible with the character of the existing area.
- 4. Whether the identified goals, policies, or mitigation measures should be adopted or modified.
- 5. Whether there are other mitigation measures that should be applied to the project besides the Mitigation Measures identified in the SDEIR.



6. Whether there are any alternatives to the project that would substantially lessen any of the significant impacts of the proposed project and achieve most of the basic project objectives.

1.7 AREAS OF CONTROVERSY

In accordance with Section 15123(b)(2) of the CEQA Guidelines, the SDEIR must identify areas of controversy known to the lead agency, including issues raised by agencies and public. The City of Pasadena issued a Notice of Preparation (NOP) and Initial Study on September 12, 2011 (see Appendix A). Comments received during the public review period, which extended from September 12, 2011, to October 12, 2011, are contained in Appendix B. Due to the proximity of the project to Pasadena Playhouse National Historic District (PPHD), concerns were raised regarding impacts to historic resources. As a result, this impact is addressed in this SDEIR.

1.8 SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Table 1-1 summarizes the conclusions of the environmental analysis contained in this EIR. Impacts are identified as significant or less than significant, and for all significant impacts, mitigation measures are identified. The level of significance after imposition of the mitigation measures is also presented.

Table 1-1 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.1 AIR QUALITY			
Impact 5.1-1: Short-term construction emissions generated by the Crown City Medical Center would not exceed the South Coast Air Quality Management District's regional significance thresholds or cumulatively contribute to the nonattainment designations of the South Coast Air Basin.	Less than significant impact.	No mitigation measures are required.	Not applicable.
Impact 5.1-2: Buildout of the Crown City Medical Center would not generate a substantial increase in criteria air pollutant emissions that exceed South Coast Air Quality Management District's regional significance thresholds or significantly contribute to the nonattainment designations of the South Coast Air Basin.	Less than significant impact.	No mitigation measures are required.	Not applicable.
Impact 5.1-3: Construction activities associated with the Crown City Medical Center would not expose sensitive receptors to substantial pollutant concentrations.	Less than significant impact.	No mitigation measures are required.	Not applicable.
Impact 5.1-4: Operation of the proposed Crown City Medical Center would not expose offsite sensitive receptors to substantial concentrations of air pollutants.	Less than significant impact.	No mitigation measures are required.	Not applicable.
Cumulative Air Quality	Less than significant impact.	No mitigation measures are required.	Not applicable.
5.2 CULTURAL RESOURCES			
Impact 5.2-1: Development of the project would not impact a historic resource or the Pasadena Playhouse Historic District.	Less than significant impact.	No mitigation measures are required.	Not applicable.
Cumulative Cultural Resources	Less than significant impact.	No mitigation measures are required.	Not applicable.

Table 1-1 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation			
5.3 GREENHOUSE GAS EMISSIONS						
Impact 5.3-1: Buildout of the Crown City Medical Center would result in a substantial increase in GHG emissions but would not conflict with statewide, regional, and local GHG emissions reductions strategies.	Less than significant impact.	No mitigation measures are required.	Not applicable.			
Cumulative GHG Emissions	Less than significant impact.	No mitigation measures are required.	Not applicable.			
5.4 NOISE						
Impact 5.4-1: Project implementation would result in an increase in traffic volumes and a corresponding increase in long-term operation-related noise that would exceed local standards.	Less than significant impact.	No mitigation measures are required.	Not applicable.			
Impact 5.4-2: Stationary sources of noise would comply with the City's municipal code and would not substantially contribute to the ambient noise environment.	Less than significant impact.	No mitigation measures are required.	Not applicable.			
Impact 5.4-3: The project-related construction activities would generate groundborne vibration that would exceed the FTA's threshold for vibration-induced architectural damage.	Potentially significant impact.	4-1 Prior to the issuance of the grading permit, the applicant shall prepare the final shoring plans. The final shoring plan shall require the shoring method to consist of steel soldier piles, placed in drilled holes and backfilled with concrete. This method would ensure that shoring does not use construction equipment that would generate vibration levels in excess of 0.5 inch per second at the County of Los Angeles building at 532 East Colorado Boulevard. The final shoring plan shall be approved by the Building Official or their designee. The construction contractor shall implement and note on all construction management plans the shoring method identified in the preconstruction meeting for work done within 10 feet of the County of Los Angeles building.	Less than significant impact.			

Table 1-1
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact 5.4-4: Construction activities would not result in substantial temporary noise increases in the vicinity of the proposed project	Less than significant impact.	No mitigation measures are required.	Not applicable.
Cumulative Noise	Less than significant impact.	No mitigation measures are required.	Not applicable.
5.5 TRANSPORTATION/TRAFFIC			
	Potentially significant impact.	There are no feasible mitigation measures.	Significant and unavoidable.
	Potentially significant impact.	 5-1 Prior to issuance of building permits, the project applicant shall install soft mitigation as determined by the City of Pasadena Department of Transportation at the two roadway segments listed below. Soft mitigation consists of measures such as traffic monitoring stations, speed feedback signs, or curb extensions. EI Molino Avenue south of Green Street EI Molino Avenue south of Walnut Avenue Madison Avenue north of Walnut Street Union Street between Marengo Street and Los Robles Avenue Cordova Street between Euclid Street and Oakland Avenue The project shall contribute fair share funds to the Neighborhood Traffic Management Capital Improvement Program Fund Number 75210. The funds will be used to implement traffic management measures to protect neighborhoods potentially influenced by the project's traffic on the roadway segments listed below. The payment of funds shall be for the purpose of reducing impacts to the following roadway segments: Madison Avenue south of Green Street Madison Avenue south of Colorado Boulevard 	Significant and unavoidable.

Table 1-1 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		 Madison Avenue north of Colorado Boulevard Oakland Avenue between Union Street and Del Mar Boulevard south of Green Street Union Street west of Oakland Avenue To improve the quality and safety of the pedestrian and bicycle environment around this project, the developer shall pay for the design, installation, and inspection of audible pedestrian push button equipment at the following intersections Madison Avenue at Colorado Boulevard Madison Avenue at Green Street 	
Impact 5.5-3: Project construction traffic would not have substantial adverse traffic impacts.	Less than significant impact.	No mitigation measures are required.	Not applicable.
Impact 5.5-4: Adequate parking would be provided for the proposed project.	Less than significant impact.	No mitigation measures are required.	Not applicable.
Impact 5.5-5: The proposed project would comply with adopted policies, plans, and programs for alternative transportation.	Less than significant impact.	No mitigation measures are required.	Not applicable.
Cumulative Transportation/Traffic	Potentially significant impact.	Refer to Mitigation Measure 5-1 above.	Significant and unavoidable.