Executive Summary

Introduction

The purpose of the executive summary is to provide a clear and simple description of the project and its potential environmental impacts. Section 15123 of the *California Environmental Quality Act (CEQA) Guidelines* requires the executive summary to identify each significant effect with proposed mitigation measure(s) and alternatives that would minimize or avoid that effect. The summary is also required to identify areas of controversy known to the Lead Agency, including issues raised by agencies and the public, and issues to be resolved, including the choice among alternatives and whether or how to mitigate the significant effects.

Project Location and Setting

The City of Pasadena (City) is located approximately 10 miles northeast of the City of Los Angeles in the County of Los Angeles. Regional access to the City is provided by State Route 134 (SR 134), Interstate 210 (I-210 or Foothill Freeway), State Route 110 (SR110), and Interstate 710 (I-710). The project site is located at 86 South Fair Oaks Avenue, at the northeast corner of Fair Oaks Avenue at Dayton Street. The project site is located within a developed area of Downtown Pasadena on one of the City's main commercial streets and is surrounded by residential, commercial, retail, and recreational land uses. The project site is bordered by a one-story cafe building and the existing Green Hotel Apartments on the north, Castle Green on the east, Dayton Street and Central Park on the south, and South Fair Oaks Avenue on the west.

The project site is rectangular in shape and approximately 32,362 square feet in size. The site is currently flat and has a surface parking lot with 60 parking spaces (4 handicapped parking spaces and 56 regular parking spaces), a billboard, concrete pathways, benches, an outdoor eating area, and 20 trees (15 of which are protected under the City Trees and Tree Protection Ordinance). The 15 protected trees consist of eight Mexican fan palms, two California fan palms, one Canary Island palm, three Camphor trees, and one Indian laurel fig tree.

The project site is zoned CD-1 (Central District Specific Plan Sub-district 1, Old Pasadena Subdistrict) and has a General Plan Land Use designation of Specific Plan. The project site also is within the Old Pasadena Historic District which is listed in the National Register of Historic Places (National Register). The Castle Green, located to the east of the project site, and the existing Green Hotel Apartments buildings, located to the north of the project site, were listed together, along with the project site, in the National Register in 1982, and are therefore also listed in the California Register of Historical Resources (California Register). The Castle Green/Green Hotel Apartments listing that includes the project site is an individual listing on the National Register (not as an historic district), and the two buildings were also listed as contributors to the Old Pasadena Historic District (1983; revised, 2007). The boundaries of the Castle Green and existing Green Hotel Apartments are defined in the original National Register registration form as: "The square block bounded by Raymond Avenue on the east, Green Street on the north, Fair Oaks [A]venue on the west and Dayton Street on the south." Thus, the entire block, which includes the project site, is listed as a historical property in the National Register.

Across Dayton Street to the south is Central Park, a 9.2 acre park which is also a contributing resource to the Old Pasadena Historic District. Across Fair Oaks Avenue to the west are three to four-story mixed-use buildings and parking lots, and across Raymond Avenue to the east are one and two-story commercial uses, all of which are also within the boundaries of the Old Pasadena Historic District. The Los Angeles County Metropolitan Transportation Authority (Metro) Del Mar Gold Line Light Rail Station is located less than a quarter of a mile to the southeast of the project site along Raymond Avenue just north of Del Mar Boulevard.

Project Objectives

The objectives for the proposed project include the following:

- Provide new apartments to assist in satisfying the increasing demand for this product type in the City of Pasadena, and particularly in the Central District and within easy walking distance of jobs and the Metro Gold Line.
- Provide new restaurant, commercial, and retail shops in Old Pasadena, thereby increasing tax revenues throughout the City.
- Provide multi-family housing within a transit-oriented district and within the immediate vicinity of a Metro Gold Line station.
- Provide affordable multi-family housing to the City's underserved affordable market demand, particularly within the Central District and within walking distance of service oriented jobs.
- Provide the residents of the adjacent existing Green Hotel Apartments approriate parking with direct ingress/egress.
- Build out the third parcel of the Castle Green/existing Green Hotel Apartments in a manner that is based on the original turn of the 20th century vision, which has been underutilized as surface parking since the 1950's, to thereby create a compatible new gateway framing an entrance to Old Pasadena.
- Broaden the retail connection on Fair Oaks Avenue to Colorado Boulevard by providing retail services along the street frontage.
- Create a mixed-use development that faces, compliments, and engages with the open space to the south of the site.
- Preserve views of the park from the south-facing units of the existing Green Hotel Apartments by providing an open space corridor between the Castle Green and the proposed project.

Project Characteristics

The proposed project involves construction and operation of a six-story mixed-use building with 64 residential units and 5,000 square feet of commercial space on an existing surface parking lot currently occupied by a billboard, 60 parking spaces and landscaping at 86 South Fair Oaks Avenue in Pasadena. The project site is 32,362 square feet and the proposed multi-story mixed-use building would be 76,980 square feet in size.

The ground floor would consist of 5,000 square feet of commercial space and 20 parking spaces, with 11 of the 20 parking spaces "tucked under" the building. In addition, 15 bicycle parking spaces (4 open rack and 11 enclosed) would be provided on the ground floor. Residential units would be located on the second through sixth floors. The proposed project would provide 9,600 square feet of private open space, which would consist of 2,880 square feet of open space (including a pool), a 1,050 square-foot gym, and 5,670 square feet of open space provided in the courtyard on the ground floor.

Parking for the project would be provided in compliance with City's Zoning Code and would be accommodated with 20 parking spaces on the ground floor and two levels of underground parking providing 147 parking spaces. The City's Zoning Code requires the provision of a minimum of 107 spaces for the new building as well as replacement of the 60 existing spaces on-site, which serve the existing Green Hotel Apartments. The proposed building would have a height of 75 feet and would comprise 76,980 square feet of gross floor area (2.38 floor area ratio). The height, floor area ratio, and setbacks meet the development standards for the CD-1 zoning district.

The driveway to the project site would be located along Dayton Street and would provide access to the surface and underground parking. Both ingress and egress would be available from Dayton Street. Pedestrian access to the residential lobby and commercial uses would be available off of Fair Oaks Avenue.

Construction of the proposed project would require the removal of 10 of the 15 trees protected under the City's ordinance. The City's Tree Protection Ordinance requires protected trees to be replaced, but allows for several replacement alternatives. If all protected trees to be removed are proposed to be replaced with non-palm trees, they may be replaced with 76 non-palm trees of a minimum 24-inch box size or 48 non-palm trees of a minimum 36-inch box size. Alternatively, if protected palm species are proposed to be replaced with new palm trees, the aggregate height of replacement palm trees must total 167.5 feet, and the remaining removed non-palm trees may be replaced with either 40 24-inch box trees or 24 36-inch box trees.

The Tree Replacement Matrix adopted by the City Council in 2010 also indicates that protected specimen trees must be replaced with specimen or native trees on the list of protected native and specimen trees. The four protected non-palm trees proposed to be removed are on the list of specimen trees; therefore the trees planted to replace them must be on the list of protected native or specimen trees. The City's Tree Protection Ordinance also states that "the developer may request to pay a fee instead of planting on site up to 50 percent of the required number of replacement trees."

A total of 24 new 36-inch box trees and new palm trees totaling 176 feet in height would be planted on-site, thereby meeting the required replacement trees per the City's Tree Protection Ordinance. Three existing palm trees would be transplanted on-site to naturally draining soil and the new trees would be planted in either naturally draining soil or planters above the subterranean parking. Planters would be raised to provide a portion of the required five-foot planter depth above the grade. Therefore, the proposed project would meet the requirements of the City's Tree Protection Ordinance. Removal of protected trees requires adherence to the ordinance through the review and approval of applications for each removed tree and findings are required to be made to ensure the removals meet the ordinance. The requested tree removals will be reviewed in conjunction with the design review that is required for the proposed project.

Construction activities associated with the proposed project are anticipated to include demolition, site preparation, excavation, grading, construction of the new mixed-use building, application of coatings,

paving, painting/striping, installation of lighting/security lighting, and landscaping. Construction would occur in one phase lasting approximately 28 months, beginning in August 2014 and completing in December 2016. Site clearing and grubbing activities would last for approximately five days, demolition of the existing parking lot would occur over a period of approximately one month, grading of the project site is anticipated to take approximately three months, building sub-phase (i.e., construction of the building and underground parking levels) would last for 16 months, application of architectural coatings would last approximately 10 months, and asphalt application would last approximately two months, with some construction phases overlapping. Construction staging would occur on-site and construction of the proposed project would require a maximum of 40 construction workers. Demolition of the existing parking lot would produce approximately 620 cubic yards (cy) of debris. Grading and excavation on the project site would produce approximately 30,000 cy of soil for export.

Alternatives to the Project

CEQA requires that an environmental impact report (EIR) describe a range of reasonable alternatives to a proposed project that could feasibly avoid or lessen any significant environmental impacts, while attaining the basic objectives of the project. Comparative analysis of the impacts of these alternatives is required. In response to the significant impacts associated with the proposed project, the City developed and considered the following alternatives to the project:

- Alternative 1 – No Project

  The No Project Alternative is the No Build Alternative and assumes that the proposed building would not be constructed; the site would remain in its current state and continue to be occupied by a billboard and utilized for parking by residents of the existing Green Hotel Apartments building.

- Alternative 2 – Reduced Height

  The Reduced Height Alternative assumes the construction of a mixed-use building, much like the proposed building; however, two fewer floors would be constructed thereby reducing the number of residential units from 64 to 42 and reducing the required number of parking spaces from 166 to 131. A total of 5,000 square feet of commercial space would remain within the ground floor of the building under the Reduced Height Alternative.

Four other alternatives were considered but rejected as infeasible, as outlined further in Section 4.0, Alternatives.

The *CEQA Guidelines* require that an environmentally superior alternative be identified from the alternatives considered in an EIR. The No Project Alternative would result in no environmental impacts and therefore would be the Environmentally Superior Alternative to the proposed project. However, as required by *CEQA Guidelines* Section 15126.6(e)(2), if the No Project Alternative is identified as the Environmentally Superior Alternative, a second build alternative must be identified as the Environmentally Superior Alternative. As such, Alternative 2, the Reduced Height Alternative, would be the Environmentally Superior Alternative to the proposed project because this alternative would reduce the severity of the significant and unavoidable traffic impact along the Dayton Street segment between Fair Oaks Avenue and Raymond Avenue.

Areas of Known Controversy

The *CEQA Guidelines* require a Draft EIR to identify areas of controversy known to the lead agency, including issues raised by other agencies and the public. Comments were received from public agencies and interested parties in response to the circulated Notice of Preparation (NOP). In compliance with *CEQA Guidelines*, the City held two scoping meetings on April 8 and April 15, 2013, to solicit comments and to inform the public of the proposed EIR. Comments were also received in response to the published NOP (provided in Appendix A), which identified environmental topics that local and regional agencies recommended for analysis in the Draft EIR. The following environmental topics of potential controversy were identified during the scoping meetings and/or NOP process:

- Aesthetic and landscaping changes through the removal of trees/canopy trees and survival of new and transplanted trees
- Ingress/Egress along Dayton Street
- Fire Safety and emergency access along Dayton Street
- Increased traffic from project implementation
- Density and height of project relative to surrounding land uses and buildings
- Historical significance of entire block on which the project site is located
- Impact on views from surrounding buildings
- Alternatives to the proposed design
- Air quality impacts to sensitive receptors, and specifically the neighboring Castle Green, the existing Green Hotel Apartments, and Central Park
- Unreinforced masonry walls of Castle Green Apartments could be impacted by excavation, vibration, and other construction activities
- Loss of soil during construction could cause displacement of Castle Green

As a result of the comments received during the scoping process, the following environmental topics were evaluated in depth in this Draft EIR:

- Aesthetics
- Air Quality
- Cultural Resources
- Greenhouse Gases
- Noise and Vibration
- Transportation and Circulation

Issues to be Resolved

The *CEQA Guidelines* require an EIR to present issues to be resolved by the lead agency. These issues include the choice between alternatives and whether or how to mitigate potentially significant environmental impacts. The major issues to be resolved by the City of Pasadena, as the Lead Agency for the project include the following:

- Whether the recommended mitigation measures should be adopted or modified;
- Whether additional mitigation measures need to be applied to the project; and
- Whether the project or an alternative should be approved.

Summary of Project Impacts, Conditions of Approval and Mitigation Measures

A summary of the environmental impacts associated with implementation of the proposed project, conditions of approval (COA) and mitigation measures (MM) included to avoid or lessen the severity of potentially significant environmental impacts, and residual impacts, is provided in Table ES-1, Summary of Project Impacts, Conditions of Approval, Mitigation Measures, and Residual Impacts, below.

Table ES-1 Summary of Project Impacts, Conditions of Approval, Mitigation Measures, and Residual Impacts

Significance Threshold and Project Impacts	Mitigation Measures	Residual Impact
Aesthetics		
The project would introduce a new 6-story building on a site located within a built-out environment adjacent to two existing six- and seven-story buildings. The project would not have a substantial adverse effect on a scenic vista (i.e., blocking views of the San Gabriel Mountains from public vantage points or from the adjacent uses).	No mitigation is required	Less than significant impact
The project would introduce a new building on a site covered with mature trees and utilized only for surface parking. However, the project would not substantially degrade the existing visual character or quality of the site and its surroundings.	No mitigation is required	Less than significant impact
The project would create a new source of increased levels of ambient lighting and glare in the immediate vicinity of the site; however, light emanating from the new building would be consistent with the ambient nighttime illumination levels of existing development and proposed exterior lighting would be shielded and oriented in a manner that will prevent spillage or glare onto surrounding uses.	No mitigation is required	Less than significant impact
The project would result in new shadows being cast on light-sensitive uses; however, the project site is in an urban environment, immediately adjacent to existing buildings of comparable massing and height.	No mitigation is required	Less than significant impact

Air Quality		
The project would create emissions during construction and operation but would not conflict with implementation of the applicable air quality plan.	No mitigation is required	No impact
The project would create emissions from operational/area sources and from increased vehicle trips , but would not violate any air quality standard or contribute substantially to an existing or projected air quality violation.	No mitigation is required	Less than significant impact
The project would generate emissions from operational/area sources and from increased vehicle trips but would not result in a cumulatively considerable net increase of any nonattainment criteria pollutant.	No mitigation is required	Less than significant impact
The project construction would generate emissions that would not exceed, but would nearly approach, the $PM_{2.5}$ emissions thresholds; as such, mitigation is included to ensure that the project would not expose sensitive receptors to substantial pollutant concentrations during construction.	**MM AQ-1**: Construction Equipment Engine Requirements. The construction contractor shall ensure that off-road construction equipment be equipped with engines that meet the model year 2007 or Tier 3 emission standards for off-road compression-ignition (diesel) engines (13 CCR 2420-2425.1). Older model year engine may also be used if they are retrofit with a diesel particulate filter to reduce PM emissions to the applicable emission standards. **MM AQ-2**: Construction Equipment Limitations. The construction contractor shall ensure that the cumulative hours of operation for all off-road diesel equipment do not exceed 60 hours per day.	Less than significant impact
The project would generate odors from construction equipment and potentially from commercial uses during operations; however, the project would not create objectionable odors affecting a substantial number of people.	No mitigation is required	Less than significant impact
Cultural Resources		
The project is adjacent to but would not involve demolition or physical alteration of the historic Hotel Green or Castle Green Apartments or any other historic structures.	No mitigation is required	Less than significant impact
The project involves new construction adjacent to existing historic resources and would not involve relocation of a historic resource.	No mitigation is required.	Less than significant impact
The project involves new construction adjacent to existing historic resources and would not involve conversion, rehabilitation or alteration of a significant resource and would comply with the Standards 9 and 10 of the Secretary of the Interior's Standards for Rehabilitation.	No mitigation is required	Less than significant impact
The project would involve the construction of a new building adjacent to existing historic resources; however, the new construction would not reduce the integrity or significance of important resources on the site or in the vicinity. The historic character and integrity of the Castle Green and existing Green Hotel Apartments would remain intact.	No mitigation is required	Less than significant impact
Greenhouse Gases		
The project would generate greenhouse gas emissions as a result of vehicles traveling to and from the apartments, natural gas	No mitigation is required	Less than significant impact

combustion from space heating, disposal of solid waste, and electricity used directly by the building and indirectly to supply water to the site and to treat wastewater; however, these emissions would not exceed the SCQAMD's proposed screening-level significant threshold for commercial land uses.		
The project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gasses.	No mitigation is required	No impact
Noise and Vibration		
The project could expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. Maximum construction noise levels (which would occur occasionally and intermittently when equipment would work closest to the sensitive receptors at the property line at full power) are estimated at 91 dBA at the existing Green Hotel Apartments and 81 dBA at Castle Green at the ground floor. However average construction noise levels would be 75 dBA and 74 dBA, respectively. Noise levels would be slightly lower at elevations above the ground floor because of increased distance between the source and receptor. Since the maximum noise levels to be generated during construction is 80 dBA at 100 feet from the noise source, construction noise levels would not exceed the City's Noise Ordinance limit for construction noise of 85 dBA at a distance of 100 feet. However, mitigation is included to minimize noise levels to neighboring properties to the maximum extent feasible.	**COA NOISE-1**: Noise Barriers. Before the start of pavement demolition, the contractor shall erect a 20-foot-high temporary noise barrier, such as a curtain of durable flexible composite material with sound-absorptive material on one or both sides and solid wall composed of $^{5}/_{8}$-inch plywood or heavier, on the northern and eastern sides of the project site. The noise barrier shall be installed without any gaps and with the sound absorptive side facing the construction activity area. The barrier shall be maintained and any damage that may occur be promptly repaired. The barrier shall remain in place until the completion of outdoor construction requiring use of diesel-powered equipment. **COA NOISE-2**: Noise Reduction Measures. Prior to approval of grading plans and/or prior to issuance of demolition, grading and building permits, the following noise-reduction measures shall be included in the construction plans or specifications: ▪ The construction contractor shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. ▪ The construction contractor shall place all stationary construction equipment so that the equipment is as far as reasonably feasible from noise-sensitive receptors and so emitted noise is directed away from noise-sensitive receptors. ▪ The construction contractor shall locate equipment staging in areas that will create the greatest distance between staging area noise sources and noise-sensitive receptors. **COA Noise-3**: Adherence to Noise Restrictions Ordinance. The project shall adhere to all applicable requirements of the Noise Restrictions Ordinance during project construction and operation. A Construction Related Noise Plan is required as part of the Construction Staging Plan and must be reviewed by the Building Division and the Department of Transportation and approved prior to the issuance of a grading permit. This plan should show the location of any construction equipment and how the noise from this equipment will be mitigated by such methods as: temporary noise attenuation barriers; preferential location of equipment; and use of current technology and noise suppression equipment. **MM NOISE-1**: Construction Time Limits. Prior to issuance of grading and/or building permits, contractor specifications shall include a note	Less than significant impact

	indicating that noise-generating construction activities shall be limited to between the hours of 7:00 AM and 7:00 PM Monday through Friday and between the hours of 8:00 AM and 5:00 PM Saturday. On Sundays and Federal holidays, no noise-generating construction activities shall be permitted.	
The proposed project would contribute operational (post-construction) noise to the existing environment through (1) the addition of traffic on local streets, (2) on-site stationary sources, and (3) on-site outdoor activities. The primary noise source to the project site and surrounding buildings is traffic on Fair Oaks Avenue. The proposed building would block a substantial portion of the traffic noise to the project site, the existing Green Hotel Apartments, and Castle Green. The resultant traffic noise level at Castle Green and the existing Green Hotel Apartments residences would be less than the existing ambient noise level. Operational noise sources associated with the proposed residential uses would include, but would not be limited to mechanical equipment (e.g., heating, ventilating, and air conditioning [HVAC] units and swimming pool pumps); landscape maintenance equipment; vehicles in the surface parking area; vehicles entering and leaving the subterranean parking area; and outdoor activities at the swimming pool area. The project would not result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.	**COA NOISE-3**: Adherence to Noise Restrictions Ordinance. The project shall adhere to all applicable requirements of the Noise Restrictions Ordinance during project construction and operation. A Construction Related Noise Plan is required as part of the Construction Staging Plan and must be reviewed by the Building Division and the Department of Transportation and approved prior to the issuance of a grading permit. This plan should show the location of any construction equipment and how the noise from this equipment will be mitigated by such methods as: temporary noise attenuation barriers; preferential location of equipment; and use of current technology and noise suppression equipment. **COA NOISE-4**: HVAC Noise Levels. Prior to the issuance of building permits, the Applicant shall provide data to the Director of Planning and Community Development demonstrating that the noise level from heating, ventilation, and air conditioning (HVAC) units, swimming pool equipment, and similar mechanical equipment when measured inside any dwelling unit on the same property or 20 feet from the outside of the dwelling unit in which the noise source or sources may be located would be less than 50 dBA. **COA NOISE-5**: Exterior to Interior Noise Reduction. Prior to the issuance of building permits, the applicant shall present data to the Director of Planning and Community Development demonstrating that the exterior-to-interior noise reduction for residential units facing Fair Oaks Avenue would be at least 24 A-weighted decibels (dBA). **COA NOISE-6**: Noise Notification. Prior to the issuance of a Certificate of Occupancy for the project, the applicant shall present information to the Director of Planning and Community Development demonstrating that appropriate sale or lease transfer documents for residential units include an advisory that the residence is located in the Central District, an area where there is a potential for noise from commercial and nighttime activities. The following language is provided as an example: *All potential buyers and/or renters of residential property in the Green Hotel Apartments, which is in Pasadena's Central District Specific Plan area, are hereby notified that they may be subject to audible noise levels attributed to business and entertainment-related activities common to such areas, including amplified sound, music, delivery vehicles, pedestrian and vehicular traffic, and other urban noise* **MM NOISE 2**: Noise Restrictions within the Common Outdoor Area. Prior to the issuance of an occupancy permit, the Applicant shall provide evidence to the Director of Planning and Community Development	Less than significant impact

	demonstrating that the building's Covenants, Conditions and Restrictions (CC&Rs) or equivalent regulations include a prohibition on the use of radios, televisions, "boom boxes", and similar devices in the pool area and other outdoor common areas unless the devices are used with headphones, ear buds, or similar device and that signs with such restrictions are posted at the pool area. **MM NOISE-3**: Pool Hours of Operation. Prior to the issuance of an occupancy permit, the Applicant shall provide evidence to the Director of Planning and Community Development demonstrating that the building's CC&Rs or equivalent regulations include a prohibition on the use of the pool area between 10:00 p.m. and 5:00 a.m. and that signs with pool hours are posted at the pool area.	
The project would generate noise during construction and during operation. However, construction and operational noise would not expose persons or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.	**COA NOISE-3**: Adherence to Noise Restrictions Ordinance. The project shall adhere to all applicable requirements of the Noise Restrictions Ordinance during project construction and operation. A Construction Related Noise Plan is required as part of the Construction Staging Plan and must be reviewed by the Building Division and the Department of Transportation and approved prior to the issuance of a grading permit. This plan should show the location of any construction equipment and how the noise from this equipment will be mitigated by such methods as: temporary noise attenuation barriers; preferential location of equipment; and use of current technology and noise suppression equipment.	Less than significant impact
Construction of the proposed project has the potential to generate vibration to the adjacent structures and their occupants. Construction of the proposed project would not require pile driving or blasting, which are generally the sources of the most severe vibration. In addition, vibratory compactors would not be used during project construction. However, conventional heavy construction equipment would be used for demolition of the existing parking lot and adjacent sidewalks, for excavation of the two levels of subterranean parking, and for export of demolished and excavated materials. Because structural damage considerations require limiting vibration levels to 0.12 ppv in/sec or a similar level, the perception of vibration by persons in the existing Green Hotel Apartments would fall within the barely perceptible to distinctly perceptible range. Given the sensitivity of the surrounding uses, the project has the potential to expose persons and structures to excessive groundborne vibration or groundborne noise levels.	**MM NOISE-4**: Consult with Structural Engineer and Project Historical Architect. Prior to approval of grading plans and/or prior to issuance of demolition, grading and building permits, and to the satisfaction of the City of Pasadena, the applicant shall retain a Professional Structural Engineer with experience in structural vibration analysis and monitoring for historic buildings and a Project Historical Architect as a team to perform the following tasks: ▪ Review the project plans for demolition and construction; ▪ Survey the project site and the existing Green Hotel Apartments, including geological testing, if required; and ▪ Prepare and submit a report to the Director of Planning and Community Development to include, but not be limited to, the following: o Description of existing conditions at the existing Green Hotel Apartments; o Vibration level limits based on building conditions, soil conditions, and planned demolition and construction methods to ensure vibration levels would be below 0.12 ppv in/sec, the potential for damage to the existing Green Hotel Apartments; o Specific measures to be taken during construction to ensure the specified vibration level limits are not exceeded; and o A monitoring plan to be implemented during demolition and construction that includes post-construction and post-	Less than significant impact

	demolition surveys of the existing Green Hotel Apartments. o Examples of measures that may be specified for implementation during demolition or construction include, but are not limited to - Prohibition of certain types of impact equipment; - Requirement for lighter tracked or wheeled equipment; - Specifying demolition by non-impact methods, such as sawing concrete; - Phasing operations to avoid simultaneous vibration sources; and - Installation of vibration measuring devices to guide decision making for subsequent activities. **MM NOISE-5**: Post-Construction Survey and Documentation. To the satisfaction of the City of Pasadena, at the conclusion of vibration-causing activities, in the unanticipated event of discovery of vibration-caused damage, the Structural Engineer and the Project Historical Architect shall document any damage to the existing Green Hotel Apartments caused by construction of the project and shall recommend necessary repairs. The project applicant shall be responsible for any repairs associated with vibration-caused damage as a result of construction of the project. Any repairs shall be undertaken and completed as required to conform to the Secretary of the Interior's Standards for the Treatment of Historic Properties (36 Code of Federal Regulations 68), and shall apply the California Historical Building Code (California Code of Regulations, Title 24, Part 8) and other applicable codes.	
Transportation and Circulation		
The project is consistent with the policies in the Mobility Element of the City's General Plan. However, the project would introduce new vehicle trips onto the Dayton Street segment between Fair Oaks Avenue and Raymond Avenue. The increased number of vehicle trips would result in a significant traffic impact to this street segment. As such, while no Mobility Element inconsistencies would occur, the increased traffic introduced along Dayton Street between Fair Oaks Avenue and Raymond Avenue would constitute a significant impact.	No feasible mitigation.	Significant and unavoidable
The project would generate new vehicle trips, although not to such an extent at designated congestion management program street segments and intersections such that impacts would be significant. As such, the project would not conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.	No mitigation is required.	No impact
The anticipated maximum queue length for the	**COA TRANS-1**: Regulatory Signage. Regulatory	Less than

westbound left-turn at Fair Oaks Ave/Dayton Street would not exceed the available storage length of the westbound traffic lane on Dayton Street. Additionally, the project would incorporate regulatory signage so that westbound traffic along Dayton Street would not block the project driveway. Therefore, the project would not result in a safety hazard due to the project's design.	signage shall be installed at the project driveway's intersection with Dayton Street to prevent motorists from blocking the driveway. This signage shall conform to Pasadena Police Department signage standards for signage installed along driveways with blocked driveways violations and any violations shall be subject to citations by PD.	significant impact
The project would provide emergency access along Fair Oaks Avenue and Dayton Street, and as such, would not result in inadequate emergency access.	No mitigation is required	Less than significant impact
The project would result in an increased number of vehicle trips and would temporarily affect Metro bus stops during construction. However, the project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.	**MM TRANS-1**: Coordination with Metro. The construction contractor shall contact and notify Metro Bus Operations Control Special Events Coordinator at 213-922-4632 a minimum of 10 working days prior to any construction activities that may impact Metro bus lines. Additionally, the construction contractor shall contact and include other bus services, such as ARS and Foothill Transit, in construction outreach efforts that may be affected by construction activities. A quarterly compliance report submitted by the construction contractor would satisfy Metro's monitoring requirements. **MM TRANS-2**: Maintain Pedestrian Access. Construction activity shall not be allowed to block or interfere with pedestrian access to the existing transit stop located along Fair Oaks Avenue, near the corner of Fair Oaks Avenue and Dayton Street.	Less than significant impact