

PACIFIC SQUARE SAN GABRIEL MIXED-USE PROJECT

Final Environmental Impact Report

Prepared for
City of San Gabriel
Community Development Department
425 South Mission Drive
San Gabriel, CA 91776

June 2021



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CHAPTER 1

Introduction

1.1 Purpose of the Final EIR

The City of San Gabriel (City), as the Lead Agency under the California Environmental Quality Act (CEQA), has prepared this Final Environmental Impact Report (Final EIR) for the proposed Pacific Square San Gabriel Mixed-Use Project (or Project). This document, in conjunction with the Draft Environmental Impact Report (Draft EIR), comprises the Final EIR.

As described in CEQA Guidelines Sections 15088, 15089, 15090 and 15132, the Lead Agency must evaluate comments received on the Draft EIR and prepare written responses and consider the information contained in a Final EIR before approving a project. Pursuant to CEQA Guidelines Section 15132, a Final EIR consists of: a) the Draft EIR or a revision of the Draft; b) comments and recommendations received on the Draft EIR either verbatim or in summary; c) a list of persons, organizations, and public agencies commenting on the Draft EIR; d) the responses of the Lead Agency to significant environmental points raised in the review and consultation process; and e) any other information added by the Lead Agency.

1.2 Project Summary

The proposed Project would develop a total of approximately 495,544 square feet of residential and commercial uses across the Project Site, as well as open publicly accessible areas. construct a six-story (five occupied stories plus one story of mezzanine parking) mixed-use development with retail commercial on the ground level and residential uses above. The property is located in the east/central part of the City and is bound by E. Grand Avenue on the south, S. Gladys Avenue on the east, E. El Monte Street on the north, and S. San Gabriel Boulevard on the west. The northern part of the Project Site fronting E. El Monte Street is identified as the 700 Plaza, while the southern part of the Project Site fronting on E. Grand Avenue is identified as the 800 Plaza.

The 700 Plaza would include 102 residential units, 4 live/work units, and 36,352 square feet of ground floor commercial space including restaurant, retail, commercial live-work space, and a fitness center. The 800 Plaza would include 141 residential units, 4 live/work units, and 39,694 square feet of ground floor commercial space including restaurant, retail, café, commercial live-work space, and a market. In total, there would be 243 residential units (413,238 square feet), 8 live/work units (13,026 square feet), and 76,046 square feet of commercial uses.

In between the two plazas would be a 33,543 square feet central park area (23,218 square feet central park and 10,325 square feet central plaza) with expansive landscaping and outdoor seating

areas. A 24,280 square foot secondary plaza with landscaped and hardscape areas would surround the perimeter of the entire Project Site. A total of 983 vehicular parking spaces would be provided by two three-level concrete parking garages.

The parking garages would include one subterranean basement level (with a maximum depth of 12 feet below grade), one level at grade (ground floor), and one level at mezzanine (with a maximum height of 21.5 feet above grade). Vehicular and pedestrian access would be provided from all sides of the Project Site.

The Project would include a traffic signal at the intersection of S. San Gabriel Boulevard and Pearl Street to direct commercial use patrons onto the Project Site. The Project would also include striping and vertical delineation at the intersection of S. San Gabriel Boulevard and E. Grand Avenue as traffic calming measures. The Project would also convert the existing two-way stop to an all-way stop control at the intersection of S. Gladys Avenue and E. Grand Avenue. Necessary supporting utility infrastructure would be developed as part of the Project.

1.3 Overview of the CEQA Public Review Process for the Draft EIR

In compliance with the CEQA Guidelines, the City, as the Lead Agency for the Project, has provided opportunities for the public to participate in the environmental review process. As described below, throughout the environmental review process, an effort was made to inform, contact and solicit input from the public and various State, regional, County, and local government agencies and other interested parties on the Project.

Notice of Preparation

At the onset of the environmental review process and pursuant to the provisions of Section 15082 of the CEQA Guidelines, the City circulated a Notice of Preparation (NOP) to responsible and trustee agencies; State, regional, County, and local agencies; Native American Tribes, and interested members of the public. The NOP was also made available for public review at multiple locations, including the San Gabriel Public Library and the City Planning Division public counter. The NOP public comment period began on August 29, 2018, and concluded on September 28, 2018, providing a 31-day comment period. The purpose of the NOP was to formally convey that the City was preparing a Draft EIR for the proposed Project, and to solicit input regarding the scope and content of the environmental information to be included in the Draft EIR. The NOP included notification that public scoping meetings would be held in an open house format to inform public agencies and other interested parties of the Project and to solicit input regarding the Draft EIR. The meeting was held on September 19, 2018 between 6:00 P.M. and 7:30 P.M. at the City of San Gabriel City Hall Council Chambers, to solicit input from any interested parties on the scope and content of the EIR in conformance with Section 21083.9 of the California Public Resources Code. The meeting provided interested individuals, groups, and public agencies the opportunity to provide verbal comments to the Lead Agency regarding the scope and focus of the Draft EIR, as described in the NOP. Nineteen people attended the scoping meeting. The City and CEQA consultant ESA gave an approximately 15-minute presentation of the Project and the EIR/CEQA process.

Following the presentation, the City gave meeting attendees an opportunity to provide verbal comments. Approximately seven people spoke during the public comment portion of the scoping meeting. A copy of the NOP is provided in Appendix A-1 of the Draft EIR. All comments received by the City are included in Appendix A-2 of the Draft EIR.

Draft Environmental Impact Report

In accordance with CEQA Guidelines Section 15085, upon completion of the Draft EIR and publication on December 7, 2020, a Notice of Availability (NOA) as well as CD copies of the Draft EIR were submitted to the State Clearinghouse, Governor's Office of Planning and Research, for distribution to State Agencies. The Draft EIR was circulated for a 45-day public review period between December 7, 2020 and January, 21, 2021, in compliance with CEQA Guidelines Section 15105(a). As required under CEQA Guidelines Section 15086, a NOA requesting comments on the Draft EIR and CDs of the Draft EIR were distributed to public agencies, organizations, and interested parties. In addition, copies of the NOA were mailed to organizations or individuals who had previously requested notice or expressed an interest in the Project, commented on the Project during the public review period, or attended the public scoping meeting conducted for preparation of the Draft EIR. Furthermore, copies of the NOA were mailed to property owners and occupants within a 500-foot radius of the Project Site. A newspaper advertisement of the NOA and Draft EIR comment period was also placed in the San Gabriel Sun.

During the Draft EIR public review period, the City received six (6) comment letters on the Draft EIR from agencies and organizations through written correspondence and emails. All written comments received during the public review period are presented, and responses are provided in Chapter 2, *Comments and Responses*, of this Final EIR.

Final Environmental Impact Report

Following the close of the Draft EIR public review and comment period, the City prepared a Final EIR, which includes responses to comments received on the Draft EIR. The comments provided do not provide an indication that the Draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded (refer to CEQA Guidelines Section 15088.5(a)(4)).

Consistent with CEQA Guidelines Section 21092.5, responses to agency comments will be provided to each commenting agency at least 10 days prior to the certification of the Final EIR. The Final EIR will also be publicly available online at: <https://www.sangabrielcity.com/1339/700-800-S-San-Gabriel-Blvd>.

1.4 Organization of the Final EIR

The Final EIR consists of the following four chapters:

Chapter 1, Introduction. This chapter describes the purpose of the Final EIR, provides a summary of the proposed Project, summarizes the Final EIR public review process, and presents the contents of this Final EIR.

Chapter 2, Comments and Responses. This chapter presents all comments received by the City during the 45-day public review period of the Draft EIR (December 7, 2020 and January, 21, 2021) as well as the responses to those comments. A total of five (5) comment letters were received during the public comment period. One (1) comment letter was received after the close of the public comment period.

Chapter 3, Revisions, Clarifications and Corrections on the Draft EIR. This chapter includes revisions to the Draft EIR that represent minor changes, clarifications, or additions in response to some of the comments received on the Draft EIR and additional edits to provide clarification. Changes to the Draft EIR are shown with ~~strike through~~ text for deletions and double underline text for additions. These changes are minor and do not add significant new information that would affect the analysis or conclusions presented in the Draft EIR.

Chapter 4, Mitigation Monitoring and Reporting Program. The Mitigation Monitoring and Reporting Program (MMRP) is the document that will be used by the enforcement and monitoring agencies responsible for the implementation of the Project's Mitigation Measures. Mitigation Measures are listed by environmental topic.

Appendices to the Final EIR. The following list sets forth the appendices as referenced throughout the Final EIR.

- Appendix A: Comments Received on the Draft EIR
- Appendix B: Technical Documentation for the Final EIR
 - B-1: 2018 SCE Quantitative Information
 - B-2: CalEEMod Acreage Grading Calculations
 - B-3: Screening Operational Health Risk Assessment
 - B-4: Per Capita Vehicle Miles Traveled Determination
 - B-5: CEQA Transportation Study Update Memorandum

CHAPTER 2

Comments and Responses

CEQA Guidelines Section 15088(a) states that: “The lead agency shall evaluate comments on environmental issues received from persons who reviewed the draft EIR and shall prepare a written response. The Lead Agency shall respond to comments that were received during the noticed comment period and any extensions and may respond to late comments.” In accordance with these requirements, this chapter of the Final EIR provides responses to each of the written comments on the Draft EIR received during the public comment period. **Table 2-1** provides a list of the comment letters received and a summary of the issues raised in response to the Draft EIR.

The letters received during the public comment period are provided within this section and are summarized below in Table 2-1. A total of five (5) comment letters were received during the public comment period. One (1) comment letter was received after the close of the public comment period. As indicated in Table 2-1, the individual letters are organized chronologically by the date the comment letter was received. Where responses result in a change to the Draft EIR, it is noted, and the resulting change is identified in Chapter 3, *Revisions, Clarifications and Corrections to the Draft EIR*, of this Final EIR. As required by the CEQA Guidelines Section 15088(c), the focus of the responses to comments is on “the disposition of significant environmental issues raised.”

**TABLE 2-1
SUMMARY OF COMMENTS ON PACIFIC SQUARE SAN GABRIEL MIXED-USE PROJECT DRAFT EIR**

Letter Number	Name	Date Received	Environmental Category				
			Air Quality/ GHG	Cultural Resources	Noise	Traffic	Other
1	Lozeau Drury LLP 1939 Harrison Street, Suite 150 Oakland, CA 94612	December 8, 2020					X
2	Gabrieleno Band of Mission Indians - Kizh Nation	December 14, 2020		X			
3	City of Rosemead 8838 E. Valley Boulevard P.O. Box 399 Rosemead, CA 91770	January 20, 2021				X	
4	Los Angeles County Sanitation Districts 1955 Workman Mill Road Whittier, CA 90601	January 21, 2021					X
5	Mitchell M. Tsai 155 S. El Molino Avenue, Suite 104 Pasadena, CA 91101	January 21, 2021	X		X	X	X
6	155 S. El Molino Avenue, Suite 104 Pasadena, CA 91101	February 16, 2021				X	

Letter 1

Lozeau Drury LLP
Richard Drury
1939 Harrison Street, Suite 150
Oakland, CA 94612
Letter received December 8, 2020

Response to Comment 1-1

This comment is an introduction to the Supporters Alliance for Environmental Responsibility (SAFER), represented by Lozeau Drury LLP, and also contains a summary of the Project as described in Chapter 2, *Project Description*, of the Draft EIR. This comment does not concern any environmental issue or information addressed or contained in the EIR. Therefore, no further response is warranted.

Response to Comment 1-2

This comment states, without elaboration, that the Draft EIR fails as an informational document and fails to impose all feasible mitigation measures to reduce the Project's impacts but does not provide any evidence to support the opinion. Therefore, the City is unable evaluate any claimed defect or omissions, and no further response is possible. It should be noted that, as noted in the Executive Summary of the Draft EIR, the Project would not result in any significant and unavoidable impacts and would not result in any cumulatively considerable impacts. Therefore, all impacts were reduced to less-than-significant levels.

Letter 2

Gabrieleno Band of Mission Indians – Kizh Nation

Letter received December 14, 2020

Response to Comment 2-1

This comment serves as an introduction to the remainder of the comment letter and states that the commenter is concerned about the conclusions in the Draft EIR. Detailed responses to the remainder of the letter are provided in Response to Comments 2-2 through 2-4 below.

Response to Comment 2-2

This comment includes the commenter’s (Gabrieleño Band of Mission Indians-Kizh Nation [Kizh Nation]) recommended mitigation measure. As stated on pages 3.15-3 and 3.15-4 of Section 3.15, *Tribal Cultural Resources*, of the Draft EIR, in response to the City’s request for consultation with the Kizh Nation on September 5, 2018, the City received a letter via email from Andrew Salas, Tribal Chairman that requested formal consultation and provided mitigation measures specific to the Kizh Nation. The City provided draft mitigation measures for the Project with the Kizh Nation via email. In a subsequent phone call on April 22, 2020, the Kizh Nation requested several modifications to the draft mitigation measure. The City informed the Kizh Nation that other tribes were consulting on the project and as such the mitigation measures would not be specific for one tribe. The City accepted and made some of the requested revisions, but also maintained consistency with the City’s Historic Preservation and Cultural Resource Ordinance. The City provided the revised mitigation measure, which is now included in this Draft EIR as Mitigation Measure MM-CUL-1 through CUL-5, to the Kizh Nation along with an official close of consultation on June 19, 2020. In response to the close of consultation, the Kizh Nation indicated that the mitigation should be “specific to the TCR”, or more specifically, the consulting tribe, and requested that the Kizh Nation be utilized for the Project.

Response to Comment 2-3

This comment is a copy of the South Central Coastal Information Center (SCCIC) California Historical Resources Information System (CHRIS) information sheet describing the scope of the CHRIS Inventory of cultural resources information. The comment does not state a specific concern or question regarding the adequacy of the EIR in identifying and analyzing the environmental impacts of the Project, nor does the comment identify any physical environmental impacts caused by the Project. No further response is warranted.

Response to Comment 2-4

This comment is a scanned copy of the Notice of Completion and Availability of a Draft EIR, dated December 7, 2020, which was transmitted to the Kizh Nation. The comment does not state a specific concern or question regarding the adequacy of the EIR in identifying and analyzing the environmental impacts of the Project, nor does the comment identify any physical environmental impacts caused by the Project. No further response is warranted.

Letter 3

City of Rosemead
Chris Daste, Director of Public Works
Angelica Frausto-Lupo, Director of Community Development
8838 E. Valley Boulevard
P.O. Box 399
Rosemead, CA 91770
Letter received January 20, 2021

Response to Comment 3-1

This comment provides an introduction to the City of Rosemead's Traffic and Engineering Division review of the Draft EIR. This comment states that the Division reviewed the Project's CEQA Transportation Impact Study, which was provided as Appendix J of the Draft EIR, and the Project's non-CEQA Circulation Study, which includes supplemental circulation-related analysis to the City as part of the Project's approval process, and provides a brief summary of the results from both studies. The comment does not state a specific concern or question regarding the adequacy of the Draft EIR in identifying and analyzing the environmental impacts of the Project, nor does the comment identify any physical environmental impacts caused by the Project. It should be noted that contrary to what is stated in the comment, with the adoption of Senate Bill 743, level of service (LOS) analysis at intersections cannot be used to determine significant transportation impacts for CEQA.

Response to Comment 3-2

This comment requests that the City of San Gabriel should make every effort to ensure that Project traffic would not be routed through or would travel through the residential neighborhoods, including on Grand Avenue in the City of Rosemead, to access the Project. As it relates to construction traffic, as stated on pages 3.10-24 and 3.10-25 of Section 3.10, *Noise*, of the Draft EIR, construction-related vehicle traffic would likely access the Project Site from I-210 to the north or I-10 to the south via San Gabriel Boulevard southbound or northbound, respectively, and therefore would not require any travel through the residential neighborhoods off of Grand Avenue in the City of Rosemead.

The comment does not state a specific concern or question regarding the adequacy of the EIR in identifying and analyzing the environmental impacts of the Project, nor does the comment identify any physical environmental impacts caused by the Project.

Response to Comment 3-3

This comment requests that Project construction staging or construction worker parking will not spill over into adjacent residential areas in the City of Rosemead. As noted in Mitigation Measure MM-TRA-1 in Section 3.14, *Transportation*, of the Draft EIR, the Applicant would submit a Construction Traffic Mitigation Plan to be reviewed and approved by the City. The Construction Traffic Mitigation Plan would include guidelines for construction traffic, parking, and staging.

Furthermore, construction workers would be required to either park on-site or at an off-site off-street location within 500 feet of the Project Site. While the City of Rosemead boundary is located approximately 458 feet east of the Project Site, construction workers, pursuant to the Construction Traffic Mitigation Plan, would not park within the City of Rosemead.

Response to Comment 3-4

This comment is provided by a City of Rosemead resident related to construction traffic. This comment is addressed in more detail in Response to Comment 3-6 and 3-7, below.

Response to Comment 3-5

This comment provides a conclusion to the letter and includes contact information for the City of Rosemead. This comment is noted for the record.

Response to Comment 3-6

This comment provides an introduction and background information from a previous unrelated project. The comment does not state a specific concern or question regarding the adequacy of the Draft EIR in identifying and analyzing the environmental impacts of the Project, nor does the comment identify any physical environmental impacts caused by the Project. No further response is necessary.

Response to Comment 3-7

This comment requests that the City of Rosemead discuss with the City and the Pacific Square developers to ensure that Project-related construction traffic be prohibited in the City of Rosemead and that Grand Avenue be designated as off limits to construction hauling. As previously stated, as stated on pages 3.10-24 and 3.10-25 of Section 3.10, *Noise*, of the Draft EIR, construction-related vehicle traffic would likely access the Project Site from I-210 to the north or I-10 to the south via San Gabriel Boulevard southbound or northbound, respectively, and therefore would not require any travel through the residential neighborhoods off of Grand Avenue in the City of Rosemead. Furthermore, with implementation of Mitigation Measure MM-TRA-1, the Applicant would submit a Construction Traffic Mitigation Plan to reduce any potential impacts of construction traffic, staging, or parking on adjacent neighborhoods. As the comment does not state a specific concern or question regarding the adequacy of the Draft EIR in identifying and analyzing the environmental impacts of the Project, nor does the comment identify any physical environmental impacts caused by the Project, no further response is necessary.

Response to Comment 3-8

This comment is a conclusion from the City of Rosemead resident. The comment does not state a specific concern or question regarding the adequacy of the Draft EIR. No further response is necessary.

Letter 4

Los Angeles County Sanitation Districts
Adriana Raza
1955 Workman Mill Road
Whittier, CA 90601
Letter received January 21, 2021

Response to Comment 4-1

This comment serves as an introduction to the comment letter. This comment also references previously submitted comments from the Los Angeles County Sanitation District on the Notice of Preparation, dated September 27, 2018. The previous letter was included as part of Appendix A-2 of the Draft EIR.

Response to Comment 4-2

This comment states that the wastewater generated by the Project would be treated at the Joint Water Pollution Control Plant (JWPCP). The comment also states that the JWPCP currently processes an average flow of 261.6 million gallons per day (mgd) compared to the 260 mgd as stated on page 3.16-3 of Section 3.16, *Utilities and Service Systems*, of the Draft EIR. As the current average flow of the JWPCP is more than what was stated in the Draft EIR (by 1.6 mgd), the Project's contribution of 0.076 mgd of wastewater to the average flow would still be accommodated by the JWPCP. As the JWPCP capacity of 400 mgd is the same in this comment as what was analyzed in the Draft EIR, there would be no change in the Project's impact on the JWPCP.

The comment also states that the Project's wastewater could be treated at the Los Coyotes Water Reclamation Plant (LCWRP), which has a capacity of 37.5 mgd and currently processes an average flow of 21.7 mgd. Based on the capacities of the LCWRP, the Project's 0.076 mgd of wastewater would be approximately 0.2 percent of LCWRP's capacity of 37.5 mgd. The Project's 0.076 mgd of wastewater would also be less than the LCWRP's average flow of 21.7 mgd. Therefore, the Project's contribution of wastewater would still be accommodated by the LCWRP.

Response to Comment 4-3

This comment states that based on the Los Angeles County Sanitation District's estimates, the Project's proposed wastewater generation would be 64,036 gallons per day (gpd). As stated in Table 3.16-5 on page 3.16-26, the Draft EIR estimated that the Project would conservatively generate 76,012 gpd based on the proposed land uses. As the Draft EIR analyzed a larger and more conservative estimate of generated wastewater for the Project, the Los Angeles County Sanitation District's estimate of 64,036 gpd would still be accommodated by the JWPCP and LCWRP, as described above. Therefore, there would be no change in the Project's impact on wastewater.

Response to Comment 4-4

This comment states that the Project should consider the serving trunk sewer capacity levels when determining if the Los Angeles County Sanitation Districts' facilities have capacity to

accommodate the additional wastewater generated by the Project. As stated in the Los Angeles County Sanitation District's comment on the Notice of Preparation, provided as an attachment to this comment letter and as Comment 4-6, wastewater flow would discharge to a local sewer line, which is not maintained by the Los Angeles County Sanitation District, for conveyance to the Joint Outfall B Unit IJ Trunk Sewer. That Trunk Sewer has an updated peak flow of 2.9 mgd when last measured in 2018. As stated previously, the Project would generate approximately 0.076 mgd of wastewater, which would account for approximately 2.6 percent of the Joint Outfall B Unit IJ Trunk Sewer peak flow of 2.9 mgd. Therefore, the Trunk Sewer would be able to accommodate the Project's wastewater generation.

Response to Comment 4-5

This comment serves as a conclusion to the comment letter and confirms that all other information concerning the Los Angeles County Sanitation Districts' facilities and sewerage services contained in the Draft EIR are current. No further response is warranted.

Response to Comment 4-6

This comment is an attachment of the previously submitted comment from the Los Angeles County Sanitation District on the Notice of Preparation, dated September 27, 2018. The previous letter was included as part of Appendix A-2 of the Draft EIR. No further response is warranted.

Letter 5

Mitchell M. Tsai
Mitchell M. Tsai
155 South El Molino Avenue
Suite 104
Pasadena, CA 91101
Letter received January 21, 2021

Response to Comment 5-1

This comment is an introduction to the Southwest Regional Council of Carpenters, represented by Mitchell M. Tsai, and the remainder of the comment letter. This comment does not specifically contain any environmental issues contained in the Draft EIR. Therefore, no further response is warranted. Detailed responses to the remainder of the letter are provided in Response to Comments 5-2 through 5-60.

Response to Comment 5-2

This comment states that the commenter reserves the right to supplement comments. This comment also requests further notices referring to or related to the Project. This comment is noted, but as the comment does not specifically contain any environmental issues contained in the Draft EIR, no further response is warranted.

Response to Comment 5-3

This comment requests that the City consider proposing that the Applicant require local hire to construct the Project. This comment is noted, but as the comment does not specifically contain any environmental issues contained in the Draft EIR, no further response is warranted.

Response to Comment 5-4

This comment requests that the City require the Project to be built to standards exceeding the applicable California Green Building Code at the time of building permit application to mitigate the Project's environmental impacts. As stated in the Executive Summary of the Draft EIR, the Project would not result in any significant and unavoidable impacts and would not result in any cumulatively considerable impacts. Therefore, there are no further environmental impacts that need to be mitigated that are not already addressed as part of the Draft EIR. This comment is noted, but as the comment does not specifically contain any environmental issues contained in the Draft EIR, no further response is warranted.

Response to Comment 5-5

This comment provides background information on the experts hired by the commenter. The comment does not specifically contain any environmental issues contained in the Draft EIR, thus no further response is warranted.

Response to Comment 5-6

The comment states several CEQA sections and case law, but does not identify a specific environmental issue or information addressed or contained in the Draft EIR. As such, no further response is warranted. However, this comment is noted, and will be presented to the decision makers for their review and consideration.

Response to Comment 5-7

The commenter requests that the Draft EIR be recirculated. As set forth above and throughout these responses, the commenter does not provide credible evidence that the Project would result in new or substantially increased impacts, that there is significant new information, or that any of the other criteria for recirculation under CEQA Guidelines Section 15088.5 has been met. Therefore, recirculation of the Draft EIR is not required.

Response to Comment 5-8

This comment provides background information on the CEQA Guidelines and case law on deferred mitigation, but does not identify a specific environmental issue or information addressed or contained in the Draft EIR. Specifics about what the commenter assesses as deferred mitigation is provided in Response to Comment 5-9.

Response to Comment 5-9

This comment states that the Draft EIR defers the development of mitigation measure MM-NOI-1 in that the provisions are vague and “enforceable” (*sic*). (The City presumes the commenter intended to write “unenforceable.”) As stated in the Draft EIR, the San Gabriel Municipal Code (SGMC) Section 150.003 limits the allowable construction hours and days of the week to 7:00 AM to 7:00 PM Monday to Friday, and 8:30 AM to 4:00 PM on Saturdays; therefore, Project construction would comply with the allowable construction hours. As the SGMC does not limit the level of construction noise, Project construction noise would be in compliance with the SGMC. In addition, the Noise Element of the City’s General Plan also does not provide a construction noise level limit. Therefore, in response to Threshold a in Appendix G of the CEQA Guidelines, because the Noise Element and SGMC do not have noise level thresholds for construction activity, the Project would not result in construction noise in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. Although impacts from construction activities would not violate local noise regulations with compliance with the SGMC, sensitive receptors in the Project vicinity could experience hourly average construction noise levels, as shown in **Table 3.10-9** of the Draft EIR, that exceed the ambient noise levels reported in **Table 3.10-2** of the Draft EIR. Therefore, Project-related construction noise levels may temporarily exceed the prevailing ambient noise levels in the Project vicinity that the nearby residents are accustomed to, and therefore, noise mitigation (MM-NOI-1) is provided to reduce or eliminate the potential annoyance effect.

The Draft EIR does not defer mitigation for construction noise impacts as the provision and implementation of MM-NOI-1 would require the Applicant to implement best management practices (BMPs) during Project construction to minimize disruption to sensitive uses adjacent to

the Project Site. However, the comment is noted, and MM-NOI-1 has been revised, as shown in Chapter 3, *Revisions, Clarifications, and Corrections to the Draft EIR*, of the Final EIR, to provide more detail and the associated noise attenuation effects that would reduce the potential construction noise impacts to a less-than-significant level.

Table 2-2 identifies the estimated combined hourly average construction noise levels (including the utilization factor for each equipment) that would occur at the nearest off-site sensitive residential receptors during a peak day of construction activity at the Project Site without the implementation of MM-NOI-1. Table 2-2 also lists the measured ambient noise levels at these off-site receptor locations.

**TABLE 2-2
UNMITIGATED CONSTRUCTION NOISE LEVELS AT NOISE SENSITIVE USES**

Off-site Sensitive Land Uses	Closest Distance to Receptor (ft) ^a	Estimated Combined Hourly Average Construction Noise Levels (dBA L _{eq})	Measured Average Ambient Noise Levels (dBA L _{eq})
R3	550	79	60.9
R4	65	77	54.1
R5	460	54	57.0
R6	240	63	59.3
R7	240	68	56.8
R8	550	68	58.2
R9	750	61	66.6
R10	725	64	64.0

^a The distance represents the nearest construction area on the Project Site to the property line of the off-site receptor.

SOURCE: ESA, 2021.

Implementation of Mitigation Measure MM-NOI-1 would require the Applicant to implement best management practices (BMPs) during Project construction, such as placing noise generating construction equipment and locating construction staging areas away from residences, where feasible, and the scheduling of high noise-producing activities between the hours of 8:00 AM and 5:00 PM to minimize disruption to sensitive uses adjacent to the Project Site. In addition, implementation of MM-NOI-1 would reduce the construction noise level at the off-site receptor locations at the stated levels, as analyzed below:

Mitigation Measure MM-NOI-1: For all construction-related activities, noise-attenuation techniques shall be employed as needed to ensure that noise remains as low as possible during construction, specifically at each nearby sensitive receptor listed above. The following noise-attenuation techniques shall be incorporated into contract specifications to reduce the impact of construction noise:

- a) Ensure that construction equipment is properly muffled according to industry standards and in good working condition. Due to standard wear and tear, construction equipment, especially the exhaust pipe and engine, tend to get louder

and louder after a period of equipment use. This measure would reduce the equipment noise by 3 to 5 dBA.

- b) Place noise-generating construction equipment and locate construction-staging areas away from sensitive uses, where feasible. As noise attenuates with distance, placing equipment at 100 feet from the adjacent receiver would reduce the noise by 3 dBA compared to placing the equipment at a distance of 50 feet from the receiver. This measure would reduce the construction noise by up to 3 dBA.
- c) Implement noise attenuation measures to the extent feasible, including but are not limited to installing temporary noise barriers or noise blankets around stationary construction noise sources for the duration of project construction. As a rule of thumb, blocking the direct line-of-sight between the noise source and receiver would provide a minimum of 5 dBA in noise reduction. As the height of the noise barrier increases, noise attenuation also increases proportionally. Temporary noise barriers or noise blankets can be implemented around the equipment. Such measures would reduce construction equipment noise by up to 10 dBA.
- d) Use electric air compressors and similar power tools rather than diesel equipment, where feasible. Electric equipment generates up to 5 dBA lower noise levels as compared to gasoline- or diesel-driven equipment. When the use of electricity is available, this measure would reduce equipment noise by 3 to 5 dBA.
- e) All stationary construction equipment (e.g., air compressors, generators, impact wrenches, etc.) shall be operated as far away from residential uses as possible and shall be shielded with temporary sound barriers, sound aprons, or sound skins during operation. As stated in b) and c) above, combining the noise reduction from distance attenuation and barrier shielding would enhance noise reduction from on-site equipment. Temporary sound barriers, sound aprons, or sound skins can be implemented around the equipment. Such measure would reduce construction equipment noise by up to 10 dBA.
- f) Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than 30 minutes.
- g) Clearly post construction hours, allowable workdays, and the phone number of the job superintendent at all construction entrances to allow surrounding owners to contact the job superintendent. If the City or the job superintendent receives a complaint, the superintendent shall investigate, take appropriate corrective action, and report the action taken to the reporting party.

Bullets f and g would not be quantifiable, but would still be a construction best management practice used to reduce noise levels at the off-site receptors. Although noise reductions by bullets c (temporary noise barriers or blankets) and e (equipment placement and shielding) above cannot be added to increase the overall noise reduction due to potential duplication of similar measures, noise reduction by a combination of bullets a, b, c (or e), and d above would reduce Project construction noise by up to 19 dBA for the off-site receptors on the east side of S. Gladys Avenue. **Table 2-3** lists the mitigated noise levels at these off-site receptor locations with implementation of MM-NOI-1. At R4, the projected on-site construction noise would be reduced to 58 dBA L_{eq} . Although it is higher than the ambient 54.1 dBA L_{eq} measured at that receptor location, it is in an

outdoor environment that is affected by surrounding community events, including traffic on S. Gladys Avenue and E. El Monte Street. Typical residential buildings provide 24 dBA exterior-to-interior noise attenuation with windows closed and 12 dBA noise attenuation with windows open. Inside the residential buildings in the area surrounding R4, this noise level would be reduced to 34 to 46 dBA from the exterior-to-interior noise attenuation with windows closed or open, respectively. This range of noise levels is lower than the typical interior noise levels within residential buildings, where home appliances generate noise levels higher than this range of noise levels. In addition, human conversation between two people at 3 to 5 feet distance generate 60 to 65 dBA noise level. Therefore, communication indoors would not be interfered by the outside construction activity noise.

With the implementation of Mitigation Measure MM-NOI-1, on-site Project construction noise would not generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies, and impacts would be less than significant.

**TABLE 2-3
MITIGATED CONSTRUCTION NOISE LEVELS AT NOISE SENSITIVE USES**

Off-site Sensitive Land Uses	Closest Distance to Receptor (ft) ^a	Mitigated Hourly Average Construction Noise Levels (dBA L _{eq})	Measured Average Ambient Noise Levels (dBA L _{eq})
R3	550	60	60.9
R4	65	58	54.1
R5	460	35	57.0
R6	240	44	59.3
R7	240	49	56.8
R8	550	49	58.2
R9	750	42	66.6
R10	725	45	64.0

^a The distance represents the nearest construction area on the Project Site to the property line of the off-site receptor.

SOURCE: ESA, 2021.

Response to Comment 5-10

This comment states that Mitigation Measure MM-NOI-2 constitutes deferred mitigation as the mitigation is not enforceable. Live or prerecorded, low-level, background music or movie screenings on the pavilion performance stage is controlled at the mixer that determines how loud the sound comes out of the loud speakers. With the maximum sound level limited to 93 dBA at 3.28 feet or 1 meter, the sound level at a certain distance from the loud speakers can be calculated with sound propagation attenuation rate. For point sources, such as sound coming out of loud speakers, the attenuation rate is 6 dBA per doubling of distance over a hard surface or 7.5 dBA over a soft ground. At a distance of 240 feet, sound would reduce by 37 dBA by distance attenuation, which would reduce the speaker noise to 56 dBA. With shielding provided by intervening structures that can reduce at a minimum of 5 dBA, the speaker noise would be reduced

to 51 dBA or lower. As shown in Table 3.10-2 of the Draft EIR, ambient noise level measured at all off-site receiver locations would be higher than this range of the on-site speaker noise. Therefore, by limiting the speaker noise level to 93 dBA at 3.28 feet, no operational noise impact would occur at off-site receiver locations. Furthermore, the mitigation measure would be required to be implemented and would be enforced by the Mitigation Monitoring and Reporting Program (MMRP), provided in Chapter 4 of this Final EIR. The City of San Gabriel, as the Lead Agency, would be responsible for implementing the MMRP, and therefore, would oversee the monitoring and enforcement of MM-NOI-2. Therefore, MM-NOI-2 does not constitute deferred mitigation and would be appropriate enforced.

Response to Comment 5-11

This comment provides background information on the CEQA Guidelines and case law on feasible mitigation measures, but does not identify a specific environmental issue or information addressed or contained in the Draft EIR. Specifics about what the commenter assesses as deferred mitigation is provided in Response to Comment 5-12.

Response to Comment 5-12

This comment provides an overview of Comments 5-33 through 5-46. As discussed in detail in Response to Comments 5-33 through 5-46, the Project's air quality analysis is supported by substantial evidence and emissions modeling provided in the Draft EIR does not underestimate emissions associated with the Project's construction and operational activities.

Response to Comment 5-13

This comment provides an overview of Comments 5-48 and 5-49. The commenter states that the Project's diesel particulate matter (DPM) health risk emissions were not adequately evaluated for several reasons including the use reliance on incorrect/flawed air modeling emissions, omission of a quantified HRA, and the failure to include a cumulative construction and operational health risk assessment from construction and operation. As detailed in Response to Comments 5-48 and 5-49, the Draft EIR's assertion of a less than significant health risk with result to construction and operational DPM emissions is adequately evaluated.

Response to Comment 5-14

The commenter requests that the Draft EIR be recirculated to address SWAPE's comments and mitigates the potential air quality impacts. As set forth above and throughout Response to Comments 5-33 to 5-49, the commenter does not provide substantial evidence that the Project would result in new or substantially increased air quality impacts, that there is significant new information, or that any of the other criteria for recirculation under CEQA Guidelines Section 15088.5 has been met. Therefore, recirculation of the Draft EIR is not required.

Response to Comment 5-15

This comment provides an overview of Comments 5-27 and 5-50 through 5-58. The commenter requests that the Draft EIR be recirculated to address SWAPE's comments with respect to the GHG

analysis and impacts. As set forth above and throughout Response to Comments 5-27 and 5-50 to 5-58, the commenter does not provide substantial evidence that the Project would result in new or substantially increased GHG impacts, that there is significant new information, or that any of the other criteria for recirculation under CEQA Guidelines Section 15088.5 has been met. Therefore, recirculation of the Draft EIR is not required.

Response to Comment 5-16

This comment states that the Draft EIR fails to disclose or analyze environmental impacts related to hazards and hazardous materials. The comment states that the Draft EIR does not provide details on why the off-site facilities that are listed on local and State databases do not pose a potential hazards risk to future occupants of the Project Site. Section 3.7, *Hazards and Hazardous Materials*, of the Draft EIR, as well as the associated Phase I and Limited Phase II Environmental Site Assessments (Phase I and Phase II ESAs), provided in Appendix F of the Draft EIR, address the potential effects of the Project's impacts related to hazards and hazardous materials. As stated on page 3.7-6 of Section 3.7, *Hazards and Hazardous Materials*, of the Draft EIR and also as referenced in the comment, EEI evaluated each of the off-site facilities located greater than 100 feet from the Project Site and listed in the EDR Radius Report, which is included as Appendix D of the Phase I ESA. Based on the factors listed, EEI determined that the off-site facilities were unlikely to represent an environmental concern.

As detailed in the EDR Radius Report, each off-site facility included specific information related to its distance from the Project Site, the nature of the facility, any active listings and its current status, and also the location of the facility with respect to the reported groundwater flow direction. Furthermore, the EDR Radius Report is prepared and consistent with the United States Environmental Protection Agency's (USEPA) Standards and Practices for All Appropriate Inquiries, the ASTM Standard Practice for ESAs, and other standard professional practices required for the preparation of an ESA. Therefore, the commenter is incorrect in that the Draft EIR did not analyze off-site areas. The Draft EIR and the ESAs have provided substantial evidence, and in compliance with applicable regulations and requirements, as to why the off-site areas would not impact the Project Site.

Response to Comment 5-17

This comment states that the Draft EIR concluded that the Project would have a less-than-significant impact related to VMT, but that the Project does not meet any of the accepted screening criteria for a finding of a less-than-significant VMT impact. Section 3.14, *Transportation*, and the Pacific Square Mixed-Use Project CEQA Transportation Impact Study (TIS) prepared by Fehr & Peers, provided in Appendix J, of the Draft EIR analyzes the Project's potential transportation impacts. As noted on page 3.14-5, the City, as the Lead Agency and as a member of the San Gabriel Valley Council of Governments, adopted new significance thresholds and guidelines for transportation impacts based on VMT. Section 15064.3(b)(4) of the CEQA Guidelines states that a lead agency has the discretion to choose the most appropriate methodology to evaluate a project's VMT. The City's adopted VMT thresholds and guidelines state that project impact analysis may be streamlined through project screening, which includes a variety of criteria, including a project's location in a low VMT area, and is not restricted to only being based on a project's location within a

Transit Priority Area (TPA) or High Quality Transit Area (HQTA). Figure 3.14-1 of Section 3.14, *Transportation*, and Figure 3 of the TIS show the Project Site's location and its corresponding transportation analysis zone (TAZ), and that the Project Site would be located in a low VMT area. Therefore, the Draft EIR's application of screening for VMT is acceptable and applicable to the Project.

As defined on page 3.14-5, a TAZ is used to help further the understanding of vehicle trips that are produced and attracted within the zone. The low-VMT area as described in Figure 3 of the TIS is determined by the land uses within a TAZ. Projects that are similar in land use to already existing land uses in a low-VMT area TAZ are expected to produce similarly low VMT. As stated on page 3.14-10, the proposed land uses under the Project would be similar in type to existing land uses in the TAZ, which means that the TAZ would maintain similar uses and would remain a low VMT area even with inclusion of the Project. Mixed-use projects by their nature of co-locating residential with other residential-serving uses within immediate proximity generate shorter trips than single-use projects and are considered VMT-efficient. The proposed retail components for the 700 Plaza and 800 Plaza are each under 50,000 square feet, would be locally-serving (as opposed to a larger regional-serving use) and would thereby reduce the distance local residents would have to travel to access key residential-supporting uses such as supermarkets, restaurants, and gyms. As the Draft EIR has properly and sufficiently determined that the Project would result in a less-than-significant impact on VMT, there are no significant effects to be mitigated or avoided, and no mitigation measures are required. Therefore, recirculation of the Draft EIR is not required.

Response to Comment 5-18

This comment states that the City must adopt a mandatory finding of significance that the Project may cause a substantial adverse effect on human beings and mitigate COVID-19 impacts. Pursuant to California Public Resources Code 21065 and 21068, CEQA is concerned about the effects of a project on the environment, and effects of the environment on a project are not subject to CEQA review. CEQA is generally not concerned with the effect the existing environment might have on proposed projects, and such effects are not treated as changes in the physical environment. See, e.g., *California Bldg. Indus. Assn. v. Bay Area Air Quality Mgmt. Dist.*, 62 Cal. 4th 369, 378 (2015) (CEQA does not require analysis of impact that existing environmental conditions might have on project, its residents, or its users, except when required by specific statutory exception). Therefore, the City does not have to analyze the impact of COVID-19, an existing condition, on the Project. Furthermore, the State and local government implement the regulation and enforcement of safe working conditions for construction sites during the pandemic. The Project would comply with all applicable safety regulations if COVID-19 persists at the commencement of construction of any Project phase.

Response to Comment 5-19

This comment provides background information and cites to case law regarding State planning and zoning law, but does not identify a specific environmental issue or information addressed or contained in the Draft EIR. Specifics about what the commenter assesses as inconsistencies with planning and zoning laws are provided in Response to Comment 5-9.

Response to Comment 5-20

This comment states that the Draft EIR failed to consider many of the plan’s goals and policies which apply at a project level, specifically those addressing GHG emissions. As stated in the comment, “...SCAG prepared Program Environmental Impact Reports that include Mitigation Monitoring and Reporting Programs that list project-level environmental mitigation measures that directly and/or indirectly relate to a project’s GHG impacts and contribution to the region’s GHG emissions.” Under CEQA, a project would be required to comply with all mitigation measures identified in a document that the project was tiering from. However, this Project is not tiering from the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The Draft EIR merely identifies how the Project would be consistent with the enforcement policies in the RTP/SCS. Additionally, projects are not required to implement mitigation measures beyond what is required to demonstrate a less-than-significant impact. Therefore, mitigation measures identified in the RTP/SCS are not mandatory requirements of projects, but are additional resources that can be used to reduce impacts that have not already been identified as less than significant. Response to Comments 5-21 through 5-26 provide additional evidence with how the Project is consistent with the applicable land use policies, transportation strategies, and the project-level GHG measures identified in the 2012 and 2016 RTP/SCS and associated Program EIRs.

Response to Comment 5-21

The comment suggests providing transit fare discounts as a land use and transportation measure. The Los Angeles Metropolitan Transportation Authority (Metro) serves the Project area and already provides a range of transit fare discounts for seniors (age 62 and up), people with disabilities, college/vocational students, and grade K-12 students, other discounted fare options through its EZ Pass for frequent riders, Low Income Fare is Easy (LIFE) program for low income individuals and Employer Annual Pass program, and lower cost options through its 1-day, 7-day and 30-day pass options (Los Angeles County Metropolitan Transportation Authority, n.d.). All of these transit fare discount opportunities are available to residents, employees, and visitors of the Project, as applicable. The implementation of the Employer Annual Pass program would be the prevue of each site employer, as applicable. This measure may be implemented but the extent to its implementation is not known at this time. Nonetheless, this mitigation measure is not required nor relied upon for the Project to reach a less-than-significant finding as determined in the Draft EIR.

The comment suggests implementing transit integration strategies as a land use and transportation measure. Transit integration strategies refer to strategies designed to integrate active transportation and transit by improving access for pedestrians, bicyclists, and other people traveling to transit stations. Transit integration strategies include first/last mile to transit implementations (e.g., extensive pathways leading to transit systems, park and ride lots, and buses), livable corridors (e.g., high-quality bus corridors rather than transit-oriented corridors, intersection improvements, bicycle lanes), and bike share services. The Draft EIR already demonstrates consistency with this strategy. As stated in Section 3.6, *Greenhouse Gas Emissions*, the Project would provide bicycle parking consistent with the City’s General Plan requirements to reduce vehicular trips. In addition, the Project Site is an infill location located near existing public transit stops such that vehicle trips and VMT would be minimized and the Project would be consistent with and support the goals and benefits of the SCAG 2016 RTP/SCS, which seeks improved access and mobility, including being

within 0.25 mile from the Metro 176 route which provides direct access to the Metrolink at the El Monte Station. Furthermore, as stated on page 3.6-15, “The Project Site is also located in an established residential and commercial area with access to public transportation, which minimizes trips and trip lengths reducing mobile source emissions. The Project would also be a mixed-use development, which would reduce additional VMT by allowing residents to use the retail and commercial uses on the Project Site.” Therefore, it is clear that the Draft EIR already demonstrates that the Project would satisfy the implementation of transit integration strategies as stated in the comment.

The comment suggests anticipating shared mobility platforms, car-to-car technologies, and automated vehicle technologies as a land use and transportation measure. Shared mobility services refers to various mobility services that include bike share, care share, app-based transit services, and ridesourcing. These types of services have instantaneous communication and, when combined with automated vehicle technologies, have provided more choices for people to be mobile. As the provision of these technologies is beyond the purview of the Project’s design and anticipated use, implementation is not required or addressed in the Draft EIR. However, the design of the Project would not conflict or preclude the Project residents, employees, and visitors to use shared mobility services. Turnaround areas and internal circulation and access for the 700 and 800 Plazas would allow for rideshare services to access the Project Site. Therefore, due to the reasons presented in Section 3.6, *Greenhouse Gas Emissions*, the Project would be consistent with Applicable Land Use and Transportation goals from the 2012 and 2016 RTP/SCS and Program EIRs.

Response to Comment 5-22

The comment suggests analysis of the reduction in emissions resulting from a project through implementation of project features, project design, or other measures, such as those described in Appendix F of the CEQA Guidelines as GHG emissions goals.

As shown in Tables 3.4-4, 3.4-5 and 3.4-6 and as stated on page 3.4-14 in Section 3.4, *Energy*, of the Draft EIR, operation of the Project would result in energy usage from building energy demand and transportation-related energy associated with vehicles traveling to and from the Project Site. The amount of energy used would not represent a substantial fraction of the available energy supply in terms of building energy or transportation fuels and would not increase the need for new energy infrastructure. As stated in Response to Comment 5-21, the Project Site is an infill location located near existing public transit stops such that vehicle trips and VMT, and therefore transportation energy, would be minimized.

Furthermore, as stated on page 3.4-14, the Project would incorporate green building measures consistent with the 2019 Title 24 Building Standards Code and CALGreen Code that would support the City of San Gabriel General Plan and Energy Action Plan (EAP) and reduce Project energy consumption with features including, but not limited to: energy-efficient/energy star certified appliances and energy-efficient HVAC, reduced indoor and outdoor water use through water conserving fixtures, appliances and irrigation controllers. In terms of solid waste, the Project is served by the City’s waste service provider Athens Disposal Company that is subject to the waste diversion goals of Assembly Bill (AB) 939. Off-site mitigation measures, as identified in the comment, represent additional mitigation that is not required for the Project to comply with since

the Draft EIR demonstrates that the Project would not conflict with the RTP/SCS and impacts would be less than significant without requiring off-site mitigation measures.

As discussed in Response to Comment 5-21, the Project would implement bicycle parking, infrastructure to support electric vehicles, and electric vehicle charging stations therefore providing for alternative modes of transportation to further reduce GHG emissions. However, the Project cannot dictate that residents or employees use electric vehicles so the extent of project use cannot be demonstrated. Also, as additional reductions are not warranted, implementation of further trip reduction based on employer implemented strategies is not required and, as the exact nature of the new businesses is not known at this time, the extent to implementation of these measures is also unknown.

The comment suggests analysis of Best Available Control Technology (BACT) during design, construction and operation of projects to minimize GHG emissions. The Project does in fact consider and incorporate BACT. As discussed on page 3.2-36 of Section 3.2, *Air Quality*, of the Draft EIR, Project construction would incorporate the use of BACT for construction equipment. As discussed on page 3.6-15 in Section 3.6, *Greenhouse Gas Emissions*, of the Draft EIR, the Project would provide eight percent of residential-designated spaces for electric vehicle charging, which would encourage energy and fuel-efficient vehicles and equipment and the deployment of zero- and/or near zero emission technologies in the community. As discussed on pages 3.16-27 and 28 in Section 3.16, *Utilities and Service Systems*, of the Draft EIR, the Project would incorporate storage areas for recycling bins into the design of the proposed Project in compliance with and in support of state and local waste diversion and reduction goals and regulations, which would reduce GHG emissions from solid waste. As discussed on pages 3.6-15 and 17 in Section 3.6, *Greenhouse Gas Emissions*, the Project would comply with the Title 24 Building Energy Efficiency Standards and the CALGreen Code, which requires that the Project include energy efficient design measures to reduce energy consumption and increase use of renewable energy, such as solar-ready rooftops that can support the installation and physical load of solar photovoltaics and measures to reduce indoor and outdoor water use. Further, as described on page 2-14 in Chapter 2, *Project Description*, of the Draft EIR, the Project would provide collection and storage areas for recyclable materials, Energy Star appliances and lighting, energy-efficient windows, tankless water heaters, drought-tolerant landscaping, and water-efficient irrigation systems, which would support waste reduction, energy efficiency, and water efficiency, to reduce GHG emissions. As depicted in Figure 2-5 in Chapter 2, *Project Description*, the Project is proposing a ground floor landscape and hardscape concept with drought-tolerant landscaping and light-colored paving materials and plaza elements. As discussed on page 3.16-26 in Section 3.16, *Utilities and Service Systems*, the Project Site consists of only graded land with no present structures; thus, significant waste from construction and demolition is not anticipated. Nonetheless, the Project would comply with Senate Bill (SB) 1374, and related regulations, to divert any non-hazardous construction and demolition that would be generated, as applicable.

The Project Applicant is not a cement manufacturer or cement producer and cannot enforce nor implement the suggested measure for blending cement with the maximum feasible amount of flash or other materials. This measure is infeasible. Further, this measure is not required nor relied upon for the Project to reach a less-than-significant finding as determined in the Draft EIR.

Therefore, due to the reasons presented in Sections 3.2, *Air Quality*; 3.4, *Energy*; 3.7, *Greenhouse Gas Emissions*; and 3.16, *Utilities and Service Systems*, the Project would be consistent with the applicable GHG emissions goals from the 2012 and 2016 RTP/SCS and Program EIRs.

Response to Comment 5-23

The comment indicates incorporation of measures and mitigation measures conforms to the standards set by regulatory agencies responsible for regulating water quality/supply, water quality and waste discharge, Groundwater Management Act, and federal, state and local flood plain regulations. As previously discussed in Response to Comment 5-22, the Project would incorporate drought-tolerant landscaping, tankless water heaters, and water-efficient irrigation systems to support water efficiency. As identified in both Sections 3.8, *Hydrology and Water Quality*, and 3.16, *Utilities and Service Systems*, the Project would conform with all standards set by regulatory agencies that are applicable to the Project. Because these are standards and regulations are required by these agencies, compliance is inferred, and adopting mitigation measures to address compliance is not required under CEQA. Therefore, the existing laws, regulations, and requirements listed here would not constitute mitigation measures, and the Project would already be in compliance.

Response to Comment 5-24

This comment provides additional measures related to transportation, traffic, and safety. As discussed in further detail in Response to Comments 5-20 and 5-22, the Project would not be required to provide additional mitigation. All of the strategies listed in the comment are ways for employees to reduce transportation, traffic and improve safety. As the exact nature of the Project after buildout (i.e. the full function and operational plans of each individual commercial tenant) is not known, the extent to the implementation of these strategies and policies is currently unknown. There is the possibility that some of these measures will be implemented; however, as there was no need to impose further mitigation on the Project under CEQA, there was no need to implement any of these policies for all commercial tenants. To that end, some or all of the measures may be implemented, but to the extent they are implemented and the level of GHG reductions to be attained cannot be quantified at this time. Therefore, as discussed in Response to Comments 5-20 and 5-22, the Project adequately addresses transportation, traffic and safety measures identified in the 2016 RTP/SCS.

Response to Comment 5-25

As discussed on pages 3.16-16 and 18 of Section 3.16, *Utilities and Service Systems*, of the Draft EIR, the CALGreen Code establishes mandatory measures for new residential and non-residential buildings, which include requirements for energy efficiency, water conservation, material conservation, planning and design, and overall environmental quality. The CALGreen Code was most recently updated in 2019 to include new mandatory measures for residential as well as nonresidential uses. The new measures took effect on January 1, 2020. Buildings constructed under the proposed Project would be required to comply with the applicable provisions of Title 24 and the CALGreen Code in effect at the time of building permit issuance. As stated in Response to Comment 5-22, the Project would comply with the Title 24 Building Energy Efficiency Standards and the CALGreen Code, which requires that the Project include energy efficient design measures

to reduce energy consumption and increase use of renewable energy. Page 3.6-7 of Section 3.6, *Greenhouse Gas Emissions*, includes the discussion of the CALGreen Code's inclusion of mandatory measures. Sections 3.16-14 and 15 of Section 3.16, *Utilities and Service Systems*, includes a discussion of how the Project has incorporated energy efficiency into the technical emissions modeling for the Project.

Several of the measures listed in the comment to further implement the CALGreen Code are not within the authority of the Project to implement, such as developing ordinances to promote waste prevention and recycling; developing and siting composting, recycling and conversion technology facilities; and implementing or expanding city or county-wide recycling or composting programs. Therefore, these measures are not applicable to the Project. The remaining strategies that are identified in the comment are part of the mandatory requirements of Title 24, and/or have been incorporated into the City and waste facility requirements for the Project area. Additionally, as the full construction schedule and operating specifics have not yet been identified, the extent to which these measures will be applied that exceed required implementation has not been identified. As compliance with Title 24 is mandatory, it can be assumed that the Project would incorporate at least the minimum mandatory requirements. Table 3.6-3 of Section 3.6, *Greenhouse Gas Emissions*, demonstrates the Project's compliance with the CALGreen Code and Title 24's waste reduction policies. As discussed in detail in Response to Comment 5-46, the Project takes into account compliance with mandatory requirements for recycling and re-use into account as part of the modeling.

Response to Comment 5-26

This comment states that the Draft EIR failed to demonstrate consistency with the above-listed measures and strategies of the 2016 RTP/SCS. As discussed in Response to Comments 5-20 through 5-26, and as demonstrated in the 2016 SCAG RTP/SCS Consistency discussions in Sections 3.7, *Greenhouse Gas Emissions*; 3.9, *Land Use and Planning*; and 3.14 *Transportation*, of the Draft EIR, the Project would not conflict with applicable goals and strategies of the 2016 RTP/SCS.

Furthermore, the comment asserts that most or all of the future occupants of the Project would utilize a private automobile for transportation needs. Contrary to the comment, the Project demonstrates through implementation of real programs or strategies that it will encourage use of alternative modes of transit or promote walkability in addition to encouraging alternative modes of travel. In addition, as stated on page 3.14-8 of Section 3.14, *Transportation*, the proposed Project design includes features to minimize impacts to the public right-of-way and enhance the user experience by integrating multimodal transportation options. The proposed Project would add new sidewalks and street trees within the Project Site and along the building perimeters, as well as improve street and pedestrian lighting to enhance connectivity to the existing pedestrian network. The proposed open space and plaza located midblock between both Plazas would facilitate pedestrian activity within the Project Site and from the neighboring areas to the east and west. The proposed Project would also to add a new traffic signal at the intersection of S. San Gabriel Boulevard and Pearl Street, which would provide for a safe signalized pedestrian crossing. The proposed Project would not narrow sidewalks or remove streetscape amenities or features. The

proposed Project would provide streetscaping on all public frontages, such as street trees, sidewalks, turf parkway, raised planters, and green screen planters, which would provide a buffer between the proposed development and the surrounding neighbors. The locations of driveways are intended to minimize disruptions to the pedestrian right-of-way. The proposed Project would provide 30 bicycle parking spaces, which is in excess of the bicycle parking spaces required by code (i.e., 27 bicycle parking spaces). As described these features encourage more walkability and alternative modes of travel around the Project Site these features make the Project more pedestrian friendly and provide connections to bicycle nodes or networks that would encourage walking or bicycle use to and from the Project Site. Furthermore, as stated on page 3.14-8, mixed-use projects by their nature of co-locating residential with other residential-serving uses within immediate proximity generate shorter trips than single-use projects and are considered VMT-efficient. Thus, while the Project is not located in a TPA or HQT, and the Draft EIR makes no claim in the affirmative to either, the Project would further promote walkability and shorten Project-generated trips and associated VMT due to co-locating residential with other residential-serving uses.

Response to Comment 5-27

The comment states that the Project should consider consistency with the 2020 RTP instead of the 2016 RTP/SCS that was used in the analysis. While SCAG adopted the 2020 RTP/SCS in September 2020, the Notice of Preparation (NOP), provided in Appendix A-1 of the Draft EIR, was dated August 2018 and appropriately sets the baseline for the analyses in the Draft EIR. Therefore, the analysis is correct in relying on the 2016 RTP/SCS for analysis.

Nonetheless, additional analysis has been provided herein to address the Project's consistency with the 2020 RTP/SCS for the topics of the Draft EIR in which the 2020 RTP/SCS are considered:

Air Quality

As stated on page 3.2-20 of Section 3.2, *Air Quality*, of the Draft EIR, with regard to air quality planning, SCAG adopted the 2016 RTP/SCS, which contains such regional development and growth forecasts that form the basis for the land use and transportation control portions of the 2016 Air Quality Management Plan (AQMP), and the 2016 RTP/SCS's growth forecasts were utilized in the preparation of the air quality forecasts and consistency analysis included in the 2016 AQMP (SCAQMD, 2017). Therefore, the analysis in the Draft EIR is adequate, and no additional analysis is needed regarding air quality as it relates to the 2020 RTP/SCS.

Greenhouse Gas Emissions and Transportation Energy

On September 3, 2020, SCAG's Regional Council formally adopted the 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (2020 RTP/SCS) also known as the Connect SoCal, which is an update to the previous 2016 RTP/SCS. Using growth forecasts and economic trends, the 2020 RTP/SCS provides a vision for transportation throughout the region for the next 25 years. Like the 2016 RTP/SCS, the 2020 RTP/SCS considers the role of transportation in the broader context of economic, environmental, and quality-of-life goals for the future, identifying regional transportation strategies to address mobility needs. The 2020 RTP/SCS describes how the region can exceed the GHG emission-reduction targets set by CARB by achieving an eight percent reduction by 2020 and a 19 percent reduction by 2035 compared to the

2005 level on a per capita basis (SCAG, 2020). Compliance with and implementation of 2020 RTP/SCS policies and strategies would not only reduce GHG emissions from vehicle emissions that include CO₂, CH₄ and N₂O that come as a result of burning petroleum-based fuels, but also have co-benefits of reducing per capita emissions associated with reduced per capita VMT.

To reach the reduction target set by CARB mentioned above, SCAG's 2020 RTP/SCS provides specific strategies for successful implementation. These strategies include supporting projects that encourage diverse job opportunities for a variety of skills and education, recreation and cultures and a full-range of shopping, entertainment and services all within a relatively short distance; encouraging employment development around current and planned transit stations and neighborhood commercial centers; encouraging the implementation of a "Complete Streets" policy that meets the needs of all users of the streets, roads and highways including bicyclists, children, persons with disabilities, motorists, electric vehicles, movers of commercial goods, pedestrians, users of public transportation, and seniors; and supporting alternative fueled vehicles.

The 2020 RTP/SCS also includes strategies to support local planning and projects that serve short trips, promote transportation investments, investments in active transportation, more walkable and bikeable communities, that will result in improved air quality and public health, and reduced GHG emissions, and supports building physical infrastructure such as local and regional bikeways, sidewalk and safe routes to schools pedestrian improvements, regional greenways and first-last mile connections to transit, including to light rail and bus stations. The 2020 RTP/SCS proposes to better align active transportation investments with land use and transportation strategies, increase competitiveness of local agencies for federal and state funding, and to expand the potential for all people to use active transportation. CARB has accepted the SCAG GHG quantification determination in the 2020 RTP/SCS and that the 2020 RTP/SCS, if implemented, would achieve the 2020 and 2035 GHG emission reduction targets established by CARB.

The Draft EIR evaluated the significance of the Project's GHG emissions based on whether the emissions would be generated in connection with development located and designed consistent with relevant regional and local goals, actions, and recommendations designed to encourage development to reduce trips and VMTs. Transportation-related GHG emissions are the largest sector of emissions from the Project. This Project characteristic is consistent with the assumption in many regional plans, such as the SCAG 2020 RTP/SCS, which recognizes that the transportation sector is the largest contributor to the State's GHG emissions. Consistent with SCAG's 2020 RTP/SCS alignment of transportation and land use, the Project would accommodate projected increases in population, households, employment, and travel demand by implementing smart land use strategies. Moreover, the 2020 RTP/SCS states that while "regional population and economy continue to grow, the physical footprint of development in our region is growing too," that would lead to increased VMT and would result in direct and indirect GHG emissions, the 2020 RTP/SCS emphasizes and supports "infill development and the concentration of different land uses" that "makes it easier to travel shorter distances which reduces GHG emissions" (SCAG, 2020). The Project is consistent with the goals of the 2020 RTP/SCS as the Project Site is located in an established residential and commercial area with access to public transportation, which minimizes trips and trip lengths reducing mobile source emissions where the Project Site is located. The Project Site is located less than 0.25 miles from the Metro Bus 176 route, which connects to the

Metro L (Gold) Line South Pasadena and Highland Park Stations and connects the Project Site to the larger regional rail and bus transit network through Union Station in Downtown Los Angeles. The Project also includes a central park area that includes landscaping and outdoor seating areas with the focus of creating a pedestrian oriented open space. The pedestrian-orientated design would allow for people to circulate both within the Project Site and allow walkability to adjacent existing commercial uses which would reduce vehicular trips and VMT by allowing residents to use the retail and commercial uses near the Project Site. The Project would also provide bicycle parking at the ground level of the parking garage for commercial users and at the subterranean level for residential users to promote active transportation and reduce vehicular trips. The Project would also be a mixed-use development, which would reduce additional VMT by allowing residents to use the retail and commercial uses on the Project Site.

Additionally, the Project would support statewide and local efforts to improve transportation energy efficiency and reduce transportation energy consumption with respect to private automobiles, as the Project features described above, including the Project's location next to existing transit lines, pedestrian-oriented design, and proposed bicycle parking would provide the new residential population, visitors, and employees with access to restaurant, retail, recreation, and entertainment activities within walking and biking distances and would provide convenient access to bus and rail services, would all serve to reduce the Project's vehicular trips and VMT, and in turn reduce the Project's transportation energy consumption.

Land Use and Planning

The 2020 RTP/SCS presents a transportation vision for the region through the year 2045 and builds upon and expands land use and transportation strategies previously established to increase mobility options and achieve a more sustainable growth pattern. The 2020 RTP/SCS includes new initiatives at the intersection of land use, transportation, and technology to close the gap and reach the State's greenhouse gas (GHG) reduction goals. Also, the 2020 RTP/SCS contains baseline socioeconomic projections that are used as the basis for SCAG's transportation planning, and the provision of services by other regional agencies. The 2020 RTP/SCS includes ten goals that fall into four core categories: economy, mobility, environment, and healthy/complete communities. The ten 2020 RTP/SCS goals are as follows:

1. Encourage regional economic prosperity and global competitiveness.
2. Improve mobility, accessibility, reliability, and travel safety for people and goods.
3. Enhance the preservation, security, and resilience of the regional transportation system.
4. Increase person and goods movement and travel choices within the transportation system.
5. Reduce greenhouse gas emissions and improve air quality.
6. Support healthy and equitable communities.
7. Adapt to a changing climate and support an integrated regional development pattern and transportation network.
8. Leverage new transportation technologies and data-driven solutions that result in more efficient travel.

9. Encourage development of diverse housing types in areas that are supported by multiple transportation options.
10. Promote conservation of natural and agricultural lands and restoration of habitats.

The following land use goals are applicable to the Project:

- Goal 2:** Improve mobility, accessibility, reliability, and travel safety for people and goods.
- Goal 4:** Increase person and goods movement and travel choices within the transportation system.
- Goal 5:** Reduce greenhouse gas emissions and improve air quality.
- Goal 9:** Encourage development of diverse housing types in areas that are supported by multiple transportation options.

Consistent. The Project would construct a mixed-use development with convenient access to the Metro Line 176 bus stop, located approximately 230 feet southwest of the Project Site. This bus line connects to the Metro L (Gold) Line South Pasadena and Highland Park Stations, which allows the Project Site to be connected to the larger regional rail and bus transit network through Union Station. The Project would include a variety of residential uses and housing types in proximity to existing transportation systems. The Project includes a 33,543 square foot central park area, which includes a 23,218 square foot central park and a 10,325 square foot central plaza, and 24,280 square foot secondary plaza. The central park area includes landscaping and outdoor seating areas with the focus of creating a pedestrian oriented open space. The area would include a pavilion located in the middle of the central park/plaza area. The pavilion structure is designed as a public art element creating a focal point for the central park area for passive and programmed use. The proposed pedestrian-orientated design would allow for people to circulate both within the Project Site and allow walkability to adjacent existing commercial uses. The Project would also provide bicycle parking at the ground level of the proposed parking garage for commercial users and at the subterranean level for residential users. The Project's location next to existing transit lines, pedestrian-oriented design, and proposed bicycle parking would provide the new residential population, visitors, and employees with access to restaurant, retail, recreation, and entertainment activities within walking and biking distances and would provide convenient access to bus and rail services.

Therefore, the Project would be consistent with the goals of the SCAG 2020 RTP/SCS in that it would bring compatible land uses closer to transit, thereby increasing the multimodal travel choices in the area and reducing GHG emissions and improving air quality.

Population and Housing

Current and future projected population, housing, and employment estimates for the City are based on data included in the SCAG's 2020 RTP/SCS. The 2020 RTP/SCS reports demographic data for 2016 and projections for 2045. The 2020 RTP/SCS forecasts represent the likely growth scenario for the Southern California region in the future, taking into account recent and past trends, reasonable key technical assumptions, and local or regional growth policies. An estimate of the 2018 baseline population and growth projections for the projected Project buildout year of 2023 and the SCAG 2045 Horizon Year, are shown in **Table 2-4** and discussed below.

**TABLE 2-4
PROJECTED POPULATION, HOUSING, AND EMPLOYMENT ESTIMATES FOR SAN GABRIEL**

	2018 Baseline	Anticipated Buildout Year - 2023			SCAG 2045 Horizon Year		
		Projected	Total Growth	Percentage Increase as Compared to 2018	Projected	Total Growth	Percentage Increase as Compared to 2018
Population	41,000	41,900	900	2.20%	45,800	4,800	11.71%
Housing	12,700	13,200	500	3.94%	15,300	2,600	20.47%
Employment	15,000	15,300	300	2.00%	16,700	1,700	11.33%

SOURCE: Based on SCAG data prepared for the 2020 RTP/SCS. Estimates for years presented in the table are based on interpolation of data presented in the 2020 RTP/SCS. Compiled by ESA, 2021.

The proposed Project would develop 243 residential units and 8 live/work units, for a total of 251 housing units, and 76,046 square feet of commercial space within five occupied stories, plus a mezzanine for a total of six stories, at a maximum height of 65 feet along with supporting open space across the 5.85-acre Project Site. As described in the Draft EIR, the Project would generate an estimated 251 housing units, 804 people, and 171 employees. As shown in **Table 2-5**, the Project's contributions to population, housing, and employment are then compared to the growth projections for the City in SCAG's 2020 RTP/SCS for both the Project buildout year (2023) and the 2020 RTP/SCS horizon year (2045).

**TABLE 2-5
PROJECTED POPULATION, HOUSING, AND EMPLOYMENT INCREASES FOR THE CITY**

	Project Increase	SCAG Forecasted Growth ^a	Project's Percentage of Forecasted Growth
Population			
2018 - 2023 Buildout	804	900	89%
2018 - 2045 Projection Horizon	804	4,800	17%
Housing Units			
2018 - 2023 Buildout	251	500	50%
2018 - 2045 Projection Horizon	251	2,600	10%
Employment			
2018 - 2023 Buildout	171	300	57%
2018 - 2045 Projection Horizon	171	1,700	10%

^a From Table 2-4.

SOURCE: Compiled by ESA, 2021. Based on SCAG 2020 RTP/SCS projections.

As shown in Table 2-5 above, the Project's 804 residents would comprise approximately 89 percent of the City's estimated growth at buildout in 2023. The Project's residents would comprise only 17 percent of SCAG's longer-term projected population increase for the City in 2045. The Project's

251 units would comprise approximately 50 percent of the City’s estimated growth at buildout in 2023 and only 10 percent of SCAG’s longer-term projected housing increase for the City in 2045. The Project’s 171 employees would comprise approximately 57 percent of the City’s estimated growth at buildout in 2023 and only 10 percent of SCAG’s longer-term projected employment increase for the City in 2045. As the Project’s increases in population, housing, and employment would be within SCAG’s projections for the City for both the near-term buildout year (2023) and for SCAG’s projection horizon year (2045), the Project would not induce unplanned substantial population growth in the area directly through the development of new housing and employment opportunities.

Regarding cumulative impacts, as stated on page 3.11-7 of Section 3.11, *Population and Housing*, of the Draft EIR, there are 37 cumulative projects in the study area, 35 of which are located within the City of San Gabriel and 2 of which are located within the City of Rosemead.

Table 3.11-4 of the Draft EIR, reproduced below, shows a summary of estimated cumulative growth for population, housing, and employment for the City.

**TABLE 3.11-4
TOTAL CUMULATIVE DEVELOPMENT**

Development ^a	Population	Housing Units	Employment
Cumulative Projects	3,820	1,190	1,210
Proposed Project - Total Buildout	804	251	171
Total Cumulative Growth	4,624	1,441	1,381

^a A list of the related projects is provided in Table 3.0-1 of Chapter 3 of this Draft EIR.

SOURCE: ESA, 2019.

Projections focus on the SCAG 2020 RTP/SCS 2045 horizon as opposed to the Project’s 2023 buildout date. The 2045 horizon is the appropriate timeframe for evaluating cumulative impacts because the cumulative projects represent a long-term development scenario for the City. SCAG projections incorporate regional policies and are based on long-term demographic trends that average out short-term variations, which may not be reflected in shorter-term 2023 projections.

Table 2-6 compares projected cumulative growth, inclusive of the Project, to the 2020 RTP/SCS’s 2045 horizon year projections. The cumulative projects reflect a mix of development including residential, office, and hotel uses.

**TABLE 2-6
CUMULATIVE POPULATION, HOUSING AND EMPLOYMENT IMPACTS**

	Cumulative Increase Including Proposed Project ^a	SCAG Projected Growth ^b	Cumulative Percentage of Growth
Population	4,624	4,800	96%
Housing Units	1,441	2,600	55%
Employment	1,381	1,700	81%

^a From Table 3.11-4 of the Draft EIR.
^b From Table 2-5 of this Final EIR.

SOURCE: ESA, 2021.

As indicated in Table 2-6, the cumulative population growth of 4,624 people is equal to 96 percent of the population growth estimated in the SCAG projection for the City by the 2045 horizon year. The Project and cumulative projects would result in the construction of approximately 1,441 housing units within the City, which is 55 percent of Citywide projected housing growth by the year 2045. The approximately 1,381 employment opportunities associated with the Project and cumulative projects on buildout would represent 81 percent of the projected new jobs Citywide by 2045. The projected population, housing, and employment growth would be within the 2045 SCAG projections identified in the 2020 RTP/SCS for the City. The increases in population (96 percent), housing units (55 percent), and employment opportunities (81 percent) show that the City is achieving SCAG and City goals of expanding the housing supply and attracting proportionate amounts of housing and employment in the City. For these reasons, the Project, considered together with cumulative projects, would not induce substantial unplanned population growth through contributions to population, housing, or employment either directly or indirectly. Therefore, the Project's contribution to cumulative population, housing and employment growth is consistent with projected growth patterns for the City.

Transportation

The Draft EIR's transportation analysis is based on a CEQA Transportation Study prepared by Fehr & Peers and provided in Appendix J of the Draft EIR. The Transportation Study and the Draft EIR provided a transportation-related plans, programs, ordinances and policies review covering the 2016 RTP/SCS. A memorandum from Fehr & Peers related to the Transportation Study Update is provided in Appendix B-5 of this Final EIR. The following goals from the 2020 RTP/SCS are applicable to the Project:

Goal 7: Adapt to a changing climate and support an integrated regional development pattern and transportation network.

Goal 8: Leverage new transportation technologies and data-driven solutions that result in more efficient travel.

Goal 9: Promote conservation of natural and agricultural lands and restoration of habitats.

As stated in the memorandum, the Project would support and be consistent with the goals of the 2020 RTP/SCS as the Project would provide additional residential and commercial density in an infill area. The Project would encourage efficient travel by shortening trips and by providing more locally-serving retail options and by allowing its residents, employees, and visitors to be served by bus transit. The Project also provides features and design that supports multimodal transportation options and to minimize impacts to the public right-of-way and enhance walkability to adjacent existing uses.

Conclusion

As indicated above, the Project would still be consistent with the 2020 RTP/SCS, and impacts would be less than significant. As the discussion on the Project's consistency with the 2020 RTP/SCS would not result in new or substantially increased impacts or no significant new information, none of the criteria for recirculation under CEQA Guidelines Section 15088.5 have been met. Therefore, recirculation of the Draft EIR is not required.

Response to Comment 5-28

This comment provides background information on the CEQA Guidelines and case law on consistency with Housing Law, the Regional Housing Needs Assessment (RHNA), and the Housing Element. The comment states that the Project must incorporate affordable housing units across all income categories in order for the City to meet its RHNA obligations and that the Draft EIR should be recirculated with an affordable housing component. There are no adopted housing policies, plans, programs, or ordinances that require affordable housing units as part of a project, and the Project is not seeking a density bonus such that it would need affordable housing to meet the requirements for a density bonus. As the inclusion of affordable housing would not result in new or substantially increased impacts or no significant new information, none of the criteria for recirculation under CEQA Guidelines Section 15088.5 have been met. Therefore, recirculation of the Draft EIR is not required.

The comment further states that the Draft EIR fails to demonstrate consistency with the Housing Element, which encourages and requires construction of affordable housing within the City. The Housing Action Plan, provided within the Housing Element, sets forth goals, policies, and programs to address the identified housing needs from the Housing Element. It should be noted that the commenter is incorrect in that the Housing Element and Housing Action Plan requires construction of affordable housing within the City. The goals, objectives, and policies within the Housing Element provide guidance for the City and projects to provide a range of housing type for the City's residents. The Project would provide 243 residential units and 8 live/work units would assist the City in meeting its goal to provide additional housing to meet the RHNA's goals. Additionally, it should be noted that, as stated on page 3.9-7 of Section 3.9, *Land Use and Planning*, of the Draft EIR, the criterion for determining significance with respect to a land use plan emphasizes conflicts with plans adopted for the purpose of avoiding or mitigating an environmental effect, recognizing that an inconsistency with a plan, policy, or regulation does not necessarily equate to a significant physical impact on the environment. Therefore, even though the Project would not consistent with the goals and policies of the Housing Element, the lack of affordable housing would not result in a significant physical impact on the environment.

Response to Comment 5-29

This comment serves as a conclusion to the commenter's letter and requests that the City deny the Project's requested entitlements. As the comment does not specifically contain any environmental issues contained in the Draft EIR, no further response is warranted.

Response to Comment 5-30

Exhibit A to the comment letter provides the professional experience for Paul Rosenfeld, Ph.D. The comment strictly provides information with respect to the commenter and does not specifically contain any environmental issues contained in the Draft EIR. Therefore, no further response is warranted.

Response to Comment 5-31

Exhibit B to the comment letter provides the professional experience for Matthew F. Hagemann, P.G., C.Hg., QSD, QSP. The comment strictly provides information with respect to the commenter and does not specifically contain any environmental issues contained in the Draft EIR. Therefore, no further response is warranted.

Response to Comment 5-32

This comment serves as an introduction to the remainder of Exhibit C and includes a summary of the Project as provided in Chapter 2, *Project Description*, of the Draft EIR. The comment states that the Draft EIR fails to adequately evaluate the Project's air quality, health risk, and GHG impacts and therefore, an updated EIR should be prepared. The Project's air quality, health risk, and GHG analyses are provided in Sections 3.2, *Air Quality*, and 3.6, *Greenhouse Gas Emissions*, of the Draft EIR. The Project's CalEEMod output files, provided in Appendix B and Appendix E to the Draft EIR, contain input values that are consistent with information disclosed in the Draft EIR and, in some cases, slightly more conservative in order to ensure that the Project's potential air quality, health risk, and GHG impacts are fully disclosed. As a result, the Draft EIR adequately evaluated the impacts that construction and operation of the Project will have on local and regional air quality. Refer to Responses to Comments 5-33 through 5-60 for responses to the specific items raised in the comments regarding the Project's air quality, health risk, and GHG analyses input parameters and output files.

Response to Comment 5-33

This comment provides an overview of Comments 5-34 through 5-47. As discussed in detail in Response to Comments 5-34 through 5-47, the Project's CalEEMod output files, provided in Appendix B to the Draft EIR, contain input values that are consistent with information disclosed in the Draft EIR and in some cases slightly more conservative in order to ensure that the Project's potential air quality impacts are disclosed. Therefore, the air quality analysis is supported by substantial evidence and does not underestimate emissions.

Response to Comment 5-34

This comment asserts that the modeling files for the Project include unsubstantiated reductions to the default factors. Contrary to the comment, the adjustment made to the CO₂, CH₄ and N₂O intensity factors in the CalEEMod modeling are justified. First, the link provided on page 4 of Appendix E of the Draft EIR, was to the Southern California Edison (SCE) Electric Company ESG/Sustainability Quantitative Information which relies on data from the 2018 SCE Sustainability Report that was available at the time of analysis. The SCE Electric Company ESG/Sustainability Quantitative Information associated with the 2018 SCE Sustainability Report provided a carbon dioxide equivalent (CO₂e) intensity value for the SCE's own generation and purchased power electricity of 0.232 million tons (MT) CO₂e/MWh which converts to 511.47 lbs CO₂e/MWh for year 2017. As the SCE website updates its quantitative information to coincide with the latest Sustainability Report provided (in this case, the 2019 Sustainability Report), the updated version of the link shows the SCE Electric Company ESG/Sustainability Quantitative Information that is relied upon for the 2019 SCE Sustainability Report (SCE, 2020). A copy of the Electric Company ESG/Sustainability Quantitative Information used for the SCE 2018 Sustainability Report is provided in Appendix B of this Final EIR (SCE, 2018). An updated link to SCE Electric Company ESG/Sustainability Quantitative Information is provided in this Final EIR and substantiates the information already provided in the Draft EIR (SCE, 2020).

Furthermore, the power content label for SCE for 2017, which was used to establish the baseline CO₂e intensity value, states that the SCE power mix came from 32 percent renewable sources for year 2017, meaning the base CO₂e intensity value for electricity with no renewables would be 752.17 pounds (lbs) CO₂e/MWh. Therefore, using linear projection based on SB 100, renewable energy procurement requirements for retail sellers and local publicly owned electric utilities renewable procurement requirements of 44 percent of retail sales by December 31, 2024, 52 percent by December 31, 2027, and 60 percent by December 31, 2030, the projected 2023 renewables for year 2023 was 41.25 percent and would correspond to a CO₂e intensity factor of 441.90 lbs CO₂e/MWh.

In addition, the Electric Company ESG/Sustainability Quantitative Information that relies on data from the 2019 SCE Sustainability Report that provides a CO₂e value for the SCE's own generation and purchased power electricity of 0.181 MTCO₂e/MWh which converts to 399.04 lbs CO₂e/MWh for year 2019, meaning the base CO₂e intensity value for electricity with no renewables would be 614.85 lbs CO₂e/MWh as the power content label for SCE for 2019 states that the SCE power mix came from 35.1 percent renewable sources for year 2019. Adjusting for the projected renewables for year 2023 of 41.25 percent would correspond to a CO₂e intensity factor 361.22 lbs CO₂e/MWh (SCE, 2020). Additionally, as described above, the SCE Electric Company ESG/Sustainability Quantitative Information associated with the 2018 SCE Sustainability Report (included as Appendix B-1 of this Final EIR) provided a CO₂e; therefore, it is reasonable and correct to zero out the values for CH₄ and N₂O as the CO₂e intensity value encompasses the CO₂, CH₄ and N₂O carbon intensity values.

This provides further evidence to the discussion on pages 3.6-15 of Section 3.6, *Greenhouse Gas Emissions*, of the Draft EIR that Project emissions would decrease due to increasing renewable

portfolio standards (RPS) of utility providers, increasing building energy efficiency requirements, and improvements in mobile fleets as the SCE power mix is increasing in renewables over time. Therefore, the estimates provided in Section 3.6, *Greenhouse Gas Emissions*, of the Draft EIR are more conservative than values based on the newest available information.

As it relates to the RPS goals, contrary to the comment, while SB 100 does discuss State RPS goals, SB 100 requires that retail sellers and local publicly owned electric utilities (such as the SCE) procure a minimum quantity of electricity products from eligible renewable energy resources so that the total kWh of those products sold to their retail end-use customers achieve 44 percent of retail sales by December 31, 2024; 52 percent by December 31, 2027; and 60 percent by December 31, 2030. In accordance with SB 100, utility providers are to plan for 100 percent renewable electricity by 2045. Therefore, the reductions would be required for the Project's utility company, contrary to the comment.

For these reasons, the reductions use in regarding CO₂, CH₄ and N₂O intensity factors to calculate the Project's GHG emissions associated with electricity use are substantiated and accurately estimate the Project's GHG emissions.

Response to Comment 5-35

This comment states that there are unsubstantiated reductions to the default acres of grading values for the Project. The adjustment of acres of grading were based on the assumption that on a maximum day, the realistic maximum acres disturbed would be the size of the Project Site. This has been substantiated where construction contractors have provided us with such an assumption for various mixed-use projects of sizes both larger and smaller than the Project. Thus, there is reasonable justification provided to substantiate the revised acres of grading values used in the CalEEMod construction modeling and accurately estimate the Project's dust emissions associated during the site preparation and grading phases, and the Project's construction-related emissions and should be relied upon to determine the significance of air quality impacts.

Furthermore, **Table 2-7** and **Table 2-8** below show a comparison of the Project's estimated emissions and then the estimated emissions using the default acres of grading values for the site preparation and grading phases. As shown therein, the revised emissions would result in an increase of approximately 0.55 lbs/day and 0.06 lbs/day for PM₁₀ and PM_{2.5} emissions, respectively, for the site preparation phase and 0.20 lbs/day and 0.02 lbs/day for PM₁₀ and PM_{2.5} for each respective grading phase for Phase 1 or Phase 2 (or a combined 0.40 lbs/day or 0.04 lbs/day for PM₁₀ and PM_{2.5}, respectively, when these phases overlap during construction). A detailed calculation is provided in Appendix B-2 of this Final EIR.

Thus, as shown in Appendix B-2 of this Final EIR and in Tables 2-4 and 2-5 above, using the default acres of grading values for the site preparation and grading phases would not substantially increase the Project's maximum PM₁₀ or PM_{2.5} impacts to a level where impacts would no longer be less than significant. Therefore, the analysis provided in the Draft EIR is supported by substantial evidence.

**TABLE 2-7
MAXIMUM DAILY MITIGATED REGIONAL CONSTRUCTION PM EMISSIONS COMPARISON (POUNDS PER DAY) ^A**

Scenario	Using DEIR Grading Acreage Values		Using CalEEMod Default Grading Acreage Values		Difference in Emissions	
	PM10 ^b	PM2.5 ^b	PM10 ^b	PM2.5 ^b	PM10 ^b	PM2.5 ^b
Phase 1 – Drainage/Utilities/Trenching + Grading/Excavation	5.72	2.42	5.92	2.44	0.20	0.02
Phase 1 – Grading/Excavation + Foundation	6.86	2.79	7.06	2.82	0.20	0.02
Phase 1 – Building Construction + Paving	2.01	0.76	2.01	0.76	0.00	0.00
Phase 1 – Building Construction + Architectural Coating	2.17	0.76	2.17	0.76	0.00	0.00
Phase 2 – Drainage/Utilities/Trenching + Grading/Excavation	5.71	2.42	5.92	2.44	0.20	0.02
Phase 2 – Grading/Excavation + Foundation	7.09	2.87	7.29	2.89	0.20	0.02
Phase 2 – Building Construction + Paving	2.13	0.80	2.13	0.80	0.00	0.00
Phase 2 – Building Construction + Architectural Coating	2.29	0.80	2.29	0.80	0.00	0.00
Phase 1 – Drainage/Utilities/Trenching + Grading/Excavation + Phase 2 – Drainage/Utilities/Trenching + Grading/Excavation ^c	11.43	4.84	11.83	4.89	0.40	0.04
Phase 1 – Grading/Excavation + Foundation + Phase 2 – Grading/Excavation ^c	12.32	5.13	12.72	5.17	0.40	0.04
Phase 1 – Building Construction + Paving + Phase 2 – Grading/Excavation + Foundation ^c	9.10	3.63	9.30	3.65	0.20	0.02
Phase 1 – Building Construction + Paving + Phase 2 – Building Construction + Paving ^c	4.13	1.56	4.13	1.56	0.00	0.00
Phase 1 – Building Construction + Architectural Coating + Phase 2 – Building Construction + Architectural Coating ^c	4.45	1.56	4.45	1.56	0.00	0.00
Maximum Daily Emissions	12.32	5.13	12.72	5.17	0.40	0.04
SCAQMD Regional Significance Thresholds	150	55	150	55		
Over / (Under)	(138)	(50)	(137)	(50)		
Exceeds Threshold?	No	No	No	No		

^a Totals may not add up exactly due to rounding in the modeling calculations. Detailed emissions calculations are provided in Appendix B-2 of this Final EIR.

^b Emissions include fugitive dust control measures consistent with SCAQMD Rule 403.

^c Daily emissions maximums of overlapping subphases within Phases may not add up to daily emissions maximums between Phases due to construction schedule timing. See Appendix B of the Draft EIR for more details.

SOURCE: ESA, 2021.

TABLE 2-8
UNMITIGATED LOCALIZED CONSTRUCTION EMISSIONS COMPARISON (POUNDS PER DAY) ^A

Scenario	Using DEIR Grading Acreage Values		Using CalEEMod Default Grading Acreage Values		Difference in Emissions	
	PM10 ^b	PM2.5 ^b	PM10 ^b	PM2.5 ^b	PM10 ^b	PM2.5 ^b
Phase 1 – Drainage/Utilities/Trenching + Grading/Excavation	3.46	2.30	3.67	2.32	0.20	0.02
Phase 1 – Grading/Excavation + Foundation	3.52	2.37	3.72	2.39	0.20	0.02
Phase 1 – Building Construction + Paving	1.04	0.98	1.04	0.98	0.00	0.00
Phase 1 – Building Construction + Architectural Coating	0.56	0.53	0.56	0.53	0.00	0.00
Phase 2 – Drainage/Utilities/Trenching + Grading/Excavation	3.46	2.30	3.67	2.32	0.20	0.02
Phase 2 – Grading/Excavation + Foundation	3.52	2.37	3.72	2.39	0.20	0.02
Phase 2 – Building Construction + Paving	1.04	0.98	1.04	0.98	0.00	0.00
Phase 2 – Building Construction + Architectural Coating	0.56	0.53	0.56	0.53	0.00	0.00
Phase 1 – Drainage/Utilities/Trenching + Grading/Excavation + Phase 2 – Drainage/Utilities/Trenching + Grading/Excavation ^c	6.93	4.60	7.33	4.65	0.40	0.04
Phase 1 – Grading/Excavation + Foundation + Phase 2 – Grading/Excavation ^c	6.63	4.34	7.04	4.39	0.40	0.04
Phase 1 – Building Construction + Paving + Phase 2 – Grading/Excavation + Foundation ^c	4.56	3.34	4.77	3.36	0.20	0.02
Phase 1 – Building Construction + Paving + Phase 2 – Building Construction + Paving ^c	2.09	1.95	2.09	1.95	0.00	0.00
Phase 1 – Building Construction + Architectural Coating + Phase 2 – Building Construction + Architectural Coating ^c	1.11	1.06	1.11	1.06	0.00	0.00
Maximum Daily Emissions	6.93	4.60	7.33	4.65	0.40	0.04
SCAQMD Regional Significance Thresholds	12	7	12	7		
Over/ (Under)	(5)	(2)	(5)	(2)		
Exceeds Threshold?	No	No	No	No		

^a Totals may not add up exactly due to rounding in the modeling calculations. Detailed emissions calculations are provided in Appendix B-2 of this Final EIR.

^b Emissions include fugitive dust control measures consistent with SCAQMD Rule 403.

^c Daily emissions maximums of overlapping subphases within Phases may not add up to daily emissions maximums between Phases due to construction schedule timing. See Appendix B of the Draft EIR for more details.

SOURCE: ESA, 2021.

Response to Comment 5-36

This comment states that the air quality analysis in the Draft EIR includes unsubstantiated changes to individual construction phase lengths. As described on page on page 3.2-25 of Section 3.2, *Air Quality*, of the Draft EIR, the input values used in the analysis are based on CalEEMod default values for phase length, construction equipment, worker trips, vendor trips, and hauling trips except where Project-specific information was provided and confirmed by the Applicant. CalEEMod uses a 5-day per week construction schedule. However, as detailed in Response to Comment 5-37, the Applicant indicated that a 6-day per week construction schedule would be required for the Project. CalEEMod also assumes a liner progression of construction, whereas typically several of the phases tend to overlap. The changes made to the construction schedule based on the Applicant-confirmed Project

schedule are a scaling of the original CalEEMod defaults for a 5-day per week schedule to a 6-day per week schedule where the Paving and Architectural coating phases would overlap with the building construction phase. This provides for a conservative estimate of maximum daily emissions where the construction phases overlap. The building construction phase was separated into two distinct phases (700 Plaza and 800 Plaza) in order to accommodate the distinct equipment associated with the foundation pour and the actual vertical construction of the phases. Based on the size of the Project Site, it was estimated that 60 days of foundation pouring would be necessary for the Project and the remainder would be vertical construction. Since the foundation has to cure before vertical construction can begin, these phases would not overlap. Therefore, the changes to the Project's anticipated individual construction phase lengths are substantiated and are not underestimated.

Response to Comment 5-37

This comment states that the air quality analysis in the Draft EIR includes unsubstantiated changes to the number of construction days per week. As previously discussed in Response to Comment 5-36, the Applicant confirmed the number of work days per week assumed during construction would be six days a week, from Monday through Saturday. Therefore, the changes in the CalEEMod inputs from 5 days to 6 days are substantiated, and the models accurately estimate the Project's construction-related emissions and can be relied upon to determine the significance of the Project's air quality impacts.

Response to Comment 5-38

The comment states that the Draft EIR fails to provide adequate substantial evidence for the revision to construction equipment in CalEEMod. As described in Response to Comment 5-36, the Applicant provided and confirmed the construction equipment anticipated to be used per phase. Therefore, the changes in the CalEEMod inputs related to the amount of construction equipment by phase are substantiated, and the models accurately estimate the Project's construction-related emissions and can be relied upon to determine the significance of the Project's air quality impacts.

Response to Comment 5-39

As detailed in Response to Comment 5-38, the change in construction phase length is based on Project specific data provided by the Applicant. Therefore, the phase lengths used in the quantification of emissions from on-road vehicles such as haul, vendor, and worker vehicles, are accurate.

Response to Comment 5-40

This comment states that the Draft EIR presents incorrect analysis of mobile-source operational emissions. As stated on page 3.2-27 of Section 3.2, *Air Quality*, of the Draft EIR, mobile source (operational) emissions were estimated outside of CalEEMod and are based on the California Air Resources Board's (CARB) EMFAC2017 emission factors which were generated and using trip generation rates and VMT provided in the Project's Circulation Study. Emissions from mobile sources were estimated outside of CalEEMod because EMFAC2017 has not yet been incorporated in the current version of CalEEMod. The emission factors were derived from the EMFAC2017 web database, which through using the emissions inventory and VMT of the vehicle fleet mix for Los Angeles County for the Project operational year of 2023, lbs/mile emission factors for the criteria

pollutants were generated. It should be noted that the first sentence of the second to last paragraph on page 3.2-27 incorrectly cites to Air Basin-specific vehicle fleet emission factors and should instead cite to County-specific vehicle fleet emissions. This change is a typo, and the calculations correctly reflect the County-specific information. This revision has been incorporated into Chapter 3, *Revisions, Clarifications, and Corrections to the Draft EIR*, of this Final EIR. The daily VMT was provided by Fehr & Peers, which would account for trip purpose percentages, trip types, trip lengths. In addition, since the fleet mix of the County was used, the fleet mix percentage of potential vehicles that could travel to the Project Site. Thus, the trip purpose percentages, trip types, trip lengths and fleet mix percentages were accurately incorporated through the use of the provided daily VMT by Fehr & Peers and the use of the County's fleet mix, the mobile source emissions are correct as presented in Appendix B-3.3, Operational Mobile Emissions.

The daily VMT established by Fehr & Peers was confirmed to be for weekday daily VMT, which serves as the daily maximum as weekend trip rates are lower than those on weekdays as most people do not make commute trips on the weekend, which lowers VMT overall. This is supported by United States Department of Transportation Federal Highway Administration's Summary of Travel Trends – 2017 National Household Travel Survey where Table 30 shows that national Weekday Trip Rates and Weekday Vehicle Miles Traveled Per Driver have been higher than Weekend Trip Rates and Weekend Vehicle Miles Traveled Per Driver for each survey year recorded of 1990, 1995, 2001, 2009 and most recently 2017 (Federal Highway Administration, 2017). Thus, the Draft EIR adequately estimates the Project's maximum daily mobile-source operational criteria air pollutant emissions as presented in Appendix B-3.3, and would therefore not change the less-than-significant determination of the operational air quality impacts.

Response to Comment 5-41

This comment states that the air quality analysis in the Draft EIR includes unsubstantiated changes to the fleet mix percentage. As explained on page 3.2-27 of Section 3.2, *Air Quality*, of the Draft EIR and as corrected above in Response to Comment 5-40, mobile source emissions were estimated based on CARB's EMFAC2017 and used to generate County-specific vehicle fleet emission factors in units of grams per mile, which are then converted to pounds per mile. Mobile source emissions were estimated outside of CalEEMod based on CARB's EMFAC2017 emission factors which were generated and using trip generation rates and VMT provided in the Project's Circulation Study. The operational mobile emissions calculated outside of CalEEMod are presented in Appendix B-3.3, Operational Mobile Emissions, and these values that were used in the Project Operational Emissions Summary are presented in Appendix B-3.2, where it is shown that Project operational emissions are below regional operational thresholds. Therefore, the change to the fleet mix is inconsequential to the significance determination as the operational mobile emissions from the CalEEMod output were not used to determine the Project's operational mobile source emissions and would therefore not change the less-than-significant determination of the operational air quality impacts.

Response to Comment 5-42

This comment states that the modeling for the Project includes unsubstantiated changes to wastewater treatment system percentages. As stated on page 3.5-15 of Section 3.5, *Geology and Soils*, of the Draft EIR, the Project would be served by the municipal wastewater system and would

not require septic tanks or alternative water systems. CalEEMod defaults assume a certain percentage of wastewater would be relegated to septic; however, as the Project would not be installing a septic system, the assumption that 10.33 percent of wastewater would be treated by a septic system is unsubstantiated and would overestimate emissions from septic systems. Therefore, as the Project does not know the percentage of wastewater that would be treated by aerobic or anaerobic/lagoon practices, for the purposes of the Project, the 10.33 percent that is assigned to the septic system was re-allocated to the aerobic and anaerobic/lagoon categories based on the percentage of each category. Aerobic treatment is approximately 97.54 percent of the total aerobic and anaerobic/lagoon treatment processes assumed in CalEEMod (87.46 percent aerobic and 2.21 percent anaerobic/lagoon). Therefore, 97.54 percent of the 10.33 percent assigned to septic tank (i.e., approximately 10.08 percent) was added to the 87.46 percent resulting in the revised 97.54 percent aerobic treatment. Similarly, the 2.46 percent allocated to anaerobic/lagoon results in an additional approximately 0.25 percent being added to the anaerobic/lagoon default value of 2.21 resulting in the 2.46 percent seen in the analysis. Therefore, the changes associated with wastewater treatment system percentages is substantiated, and no changes are necessary.

Response to Comment 5-43

This comment states that the modeling for the Project includes unsubstantiated changes to fireplace values used for the Draft EIR. The comment points out the justification for the adjustments in fireplace usage was not identified adequately in the Assumptions. As part of the assumptions that were provided and approved by the Project Applicant, no fireplaces would be provided in any of the residential units. As stated on page 2-9 of Chapter 2, *Project Description*, of the Draft EIR, fireplaces and fire rings would be provided in the common area patios for both 700 Plaza and 800 Plaza. As shown on Figure 2.6, the courtyard at 700 Plaza would have one fireplace and the courtyard for 800 Plaza shows 4 fire rings. In order to account for the natural gas usage from the fireplaces/fire rings in the courtyard, the analysis included 5 fireplaces. The analysis also provided a conservative estimate of usage of these fireplaces by increasing the number of hours per day of use from 3 to 4 hours and the number of days of use from 25 to 365. Given the fact that there are no individual units with fireplaces and only the 5 fireplaces/fire rings associated with the courtyards, the Project's estimation of fireplace use is adequate for estimating the natural gas consumption of these patio amenities.

Response to Comment 5-44

The comment states that the modeling for the Project includes unsubstantiated changes to the default energy use values as it relates to Title 24 electricity energy intensity and Title 24 natural gas energy intensity, and that the use of energy efficiency standards meeting the reductions afforded by the 2019 Title 24 Building Energy Efficiency Standards is not substantial evidence. As compliance with the Title 24 standards are a mandate of building construction within California and is included in CalEEMod's estimations of energy efficiencies for that reason, these reductions are applicable to the Project and should be included as part of the modeling. The 2019 Title 24 building standards are required standards for building with the State of California for all developments as of January 1, 2020. However, CalEEMod (version 2016.3.2) incorporates the prior 2016 Title 24 standards, which are less energy efficient than the currently applicable 2019 Title 24 standards to which the Project will be required to meet, at a minimum. Therefore, it is reasonable

and correct for the analysis to adjust for the increase in energy efficiencies from mandatory compliance with the 2019 Title 24 standards. The reduction is adequately stated in Appendix B-3.1, Operational Assumptions, of the Draft EIR.

Response to Comment 5-45

The comment states that the modeling for the Project includes incorrect application of construction-related mitigation measures. Compliance with SCAQMD Rule 403 is a requirement of every construction project within SCAQMD's jurisdiction. Therefore, the reduction of fugitive dust emissions based on compliance with Rule 403 (which is, by default, not included by CalEEMod in the unmitigated default calculation) is justified because the use of "mitigation" for dust suppression is actually a function of the unmitigated scenario. The use of "mitigation measures" (which is the vernacular used as part of CalEEMod's program) to comply with Rule 403 is not indicating that compliance with Rule 403 would be a mitigation measure needed to mitigate impacts. It is simply using a built-in function of the program to accurately estimate fugitive dust emissions from construction activities. This is a common practice within the industry, and therefore, compliance with Rule 403 is not considered a mitigation measure.

Furthermore, the "Water Exposed Area" category in CalEEMod of mitigation is associated with the on-site disturbance of soils and is not applied to unpaved roads. As CalEEMod defaults for watering is a minimum of three times daily for the SCAQMD area, watering three times daily would be the minimum required to meet the Rule 403 requirements for dust suppression from grading/soil disturbance. While mitigation was selected for unpaved roads in conjunction with complying with Rule 403, as the Project Site is in an urban area surrounded by paved roads, the modeling assumed that all roads for worker, haul, and vendor vehicles were paved. Therefore, the application of mitigation for unpaved roads was not actually quantitatively applied to the modeling for the Project and did not result in any reductions in fugitive dust emissions associated with Project construction. Therefore, the use of the measure noted in the comment for watering three times daily associated with the Project Site meets the minimum requirements of compliance with Rule 403, and the increase in vehicle speed as compared to the default value of zero has no quantitative implications on the modeling for the Project's impacts. As a result, the application of this measure to the Project scenario accurately reflects the unmitigated Project emissions of fugitive dust.

Response to Comment 5-46

The comment states that the modeling for the Project includes incorrect application of waste-related operational mitigation measures and that AB 939 is not applicable for the Project and would not be implemented, monitored, or enforced on the Project Site because it is not included as a mitigation measure. AB 939 applies to the cities and regional solid waste management companies that determine the rules and regulations that govern waste collection and disposal within the City. Therefore, while AB939 is not directly applicable at a Project-level, the fact that the City and solid waste management companies must comply means that the rules and regulations set by these agencies will result in this reduction at a minimum for the Project developed within their jurisdictions. Therefore, it is a reasonable and correct assumption that these reduction requirements will be achieved by the Project either as a part of the design or through City/Agency regulation. Additionally, as stated in Response to Comment 5-45, the use of "mitigation" to account for the reduction in CalEEMod does not infer

the use of this as a mitigation measure, only as a way to use the built-in CalEEMod functions to reduce the unmitigated waste generation values in accordance with AB 939. Therefore, the reduction is not used as mitigation, but as a part of the unmitigated Project scenario and the estimated reduction in waste is accurately and correctly applied to the analysis.

Response to Comment 5-47

The comment provides an updated analysis of the Project eliminating all the substantiated changes to defaults that were used in the Draft EIR analysis and concludes that the Project would result in significant and unavoidable impacts. As detailed in Response to Comments 5-34 through 5-46, the changes made to the default values in the modeling for the Project and as included and substantiated in the Draft EIR were appropriate. Therefore, the Draft EIR's finding of less than significant impacts with the provided mitigation are adequately supported.

Response to Comment 5-48

The comment states that the construction health risk assessment (HRA) provided in the Draft EIR is flawed for three reasons: 1) the Draft EIR's construction HRA relies on exhaust PM10 estimated from flawed air modeling; 2) the Draft EIR qualitatively claims that operational toxic air contaminants (TACs) release would be minimal and that a quantitative cumulative construction and operational HRA should be conducted; and 3) that the included construction HRA fails to provide a cumulative lifetime cancer risk as it fails to sum each age bin to evaluate total cancer risk over the course of the Project's total construction and operation.

With respect to SWAPE's assertion that the air quality analysis relied on flawed air quality modeling, as detailed in Response to Comments 5-34 through 5-46, SWAPE's assertion is incorrect and the analysis was adequately evaluated based on substantial evidence as provided in the Draft EIR and as clarified in this Final EIR. Therefore, the exhaust PM10 relied on in the analysis was accurately quantified.

With respect to SWAPE's second assertion that the Draft EIR does not justify the omission of a quantified operational HRA, page 3.2-43 of Section 3.2, *Air Quality*, of the Draft EIR provides justification as to why a quantified operational HRA is not needed. As stated therein, Project operations would generate only minor amounts of diesel emissions from mobile sources, such as delivery trucks (including to the grocery store) and occasional maintenance activities that would not exceed 100 trucks per day or more than 40 trucks with operating transport refrigeration units (TRUs), which is used as a screening level threshold by the SCAQMD for when health risks would be required for operational activities. Furthermore, Project trucks are required to comply with the applicable provisions of the CARB Truck and Bus regulation to minimize and reduce PM and NO_x emissions from existing diesel trucks. In addition, Project operations would only result in minimal emissions of air toxics from maintenance or other ongoing activities, such as from re-applying architectural coatings and cleaning building surfaces. Therefore, the Project operations would not be considered a substantial source of diesel particulates.

However, for the purposes of providing a conservative analysis of mobile health risk from operational emissions, an operational HRA is provided in Appendix B-3 of this Final EIR. This analysis assumes

that all PM10 mobile emissions from the Project (3.61 lbs per day) is diesel-related and also utilizes a total daily VMT of 31,209 for the Project, which is converted to 0.052 grams/mile for each of the 700 and 800 Plazas.¹ Based on these factors and also an exposure duration of 30 years, and as detailed in Appendix B-3 of this Final EIR, calculating risk for the age bins between 2 and 16 years with a duration of 13.57 years; and the greater than 16 age bin for the remaining 14 years, risk from operation for the 27.57 years not associated with construction activities would result in an increase in incremental risk of 0.0074 in one million, which, as indicated by the SCAQMD and CARB screening levels, is substantially below the risk threshold and does not warrant consideration. This analysis is considered conservative because only approximately 7 percent of the Project's emissions are from diesel vehicles, which translates into only 7 percent of PM10 emissions being associated with DPM (or the TAC of concern for the HRA).

With respect to SWAPE's third assertion that the Project's HRA fails to evaluate the cumulative lifetime cancer risk to nearby, existing receptors as a result of all phases of Project construction and operation together, SWAPE's assertion is incorrect. The Project's construction health risk analysis considers a 30-year exposure of health risk with exposure only during the time construction is occurring, which is approximately 2.5 years. The analysis accurately takes into account the risk by age bin based on the construction phasing and begins with the third trimester exposure and ends with exposure in the 2 to 16 age bin (detailed in Appendix B-2 of the Draft EIR). Risk for each construction phase as determined based on the sum total of risk for each impacted age bin. Then the total risk was determined for each receptor as the sum of each construction phase. Therefore, adequately assessing the construction risk with the incorporation of the age bins. As stated on pages 3.2-41 and 3.2-42 of the Draft EIR, unmitigated and mitigated risk result in incremental increases in risk of 92 in one million (unmitigated), 20 in one million (with implementation of Mitigation Measure MM-AQ-1), and 4 in one million (with implementation of Mitigation Measures MM-AQ-1 and MM-AQ-2), respectively. Therefore, as stated on page 3.2-42, the implementation of Mitigation Measures MM-AQ-1 and MM-AQ-2 would reduce health risk from Project construction activities to a less-than-significant impact.

As stated within this response, while an operational HRA is neither required nor warranted, even if an operational HRA is conducted, the conservatively estimated operational risk increase of 0.0074 in one million, when added to the mitigated construction risk, would not exceed approximately 4 in one million. Therefore, based on the above, the impact would still be less than significant, as already determined in the Draft EIR.

Therefore, as detailed above, the health risk analysis and the less-than-significant finding provided in the Draft EIR is substantially supported, and no recirculation is required.

Response to Comment 5-49

This comment indicates that the commenter prepared a "simple screening-level HRA" that "relied upon AERSCREEN, which is a screening level air quality dispersion model," which resulted in a

¹ As noted in Table 3.2-7 of the Draft EIR, the Project's operational mobile emissions would result in 24 lbs per day of PM10. As part of the 24 lbs per day of PM10, vehicle exhaust contributes 3.61 lbs per day and is noted on page 2081 out of 2106 of Appendix B, Air Quality Data Output, of the Draft EIR.

screening risk of 390 in one million (3.9E-04). These risk values are misleading and unreasonable because they are substantially higher risk values than has been determined for industrial source projects, which is an unexpected result for a mixed-use residential and commercial project. For example, an HRA conducted for the Phillips 66 Wilmington refinery facility in the City of Wilmington, California, which generates TAC emissions from oil refinery operations and associated industrial processes, determined a 30-year residential risk at nearby residential receptors located adjacent to the east of the facility of 33.8 in one million (3.38E-05) (SCAQMD, 2020). The Phillips 66 Wilmington facility analysis includes age sensitivity factors. Unlike the Phillips 66 Wilmington facility, which generates long-term on-going emissions from its continuous industrial operations, operation of the Project would generate a relatively small amount on-going operational TAC emissions from a minimal number of diesel-fueled vehicles (e.g., delivery trucks) compared to an industrial oil refinery facility that has numerous heavy-duty industrial-sized equipment and industrial processes. Thus, the unexpected high results reported in this comment are not a reasonable determination for the proposed Project and could mislead the public and decision makers with erroneous and false information.

Upon further examination of the data provided in the comment, the screening-level HRA has several fatal flaws that render the analysis misleading and incorrect and that explain the unrealistically high results. The first fatal flaw is that SWAPE assumes Project construction would occur at full intensity for seven days per week, including Sundays and holidays. As detailed in Response to Comment 5-37, construction would occur only six days a week and not on Sundays or holidays. SWAPE's assumption results in overestimated construction emissions and overestimated health risks at sensitive receptors.

The second fatal flaw is that SWAPE used the annual emissions for highest construction year for Phase 1 and Phase 2 construction. This oversimplifies the nature of construction and assumes that emissions are attributed equally over the entire construction period. This does not take into account reduction in emissions from differing construction sub phases which result in substantially different annual emissions. For example, for Phase 1, emissions during 245 days of construction are indeed averaged to the 16.36 lbs per day; however, this does not take into account the difference in construction activities during the 3rd trimester and the birth to 2 years age bins which have different breathing rates and therefore result in different risks. Additionally, this is only a partial year, for the second year annual average DPM drops to 13.78 lbs per day, and for the final portion of Phase 1, construction annual emissions drop again to 7.94 lbs per day. Therefore, the use of the maximum average overestimates risk by applying a higher emission rate to all of the construction phases. Pounds per day were quantified by multiplying the annual PM10 exhaust emissions in the SWAPE Annual CalEEMod outputs, provided as Attachment F to Exhibit C of this comment, by 2,000 for each year.

The third fatal flaw is that on page 26 of Exhibit C, SWAPE assumed Project "operational activities will generate approximately 419 pounds of DPM per year throughout operation." SWAPE calculated this value multiplying the total tons of PM10 per year (0.2096 tons per year) from their CalEEMod output by 2000. This value was calculated based on the total exhaust PM10 emissions, which includes all area, energy, and mobile source exhaust PM10 emissions in the CalEEMod operational output files provided in SWAPE Exhibit C, Attachment F. However, SWAPE

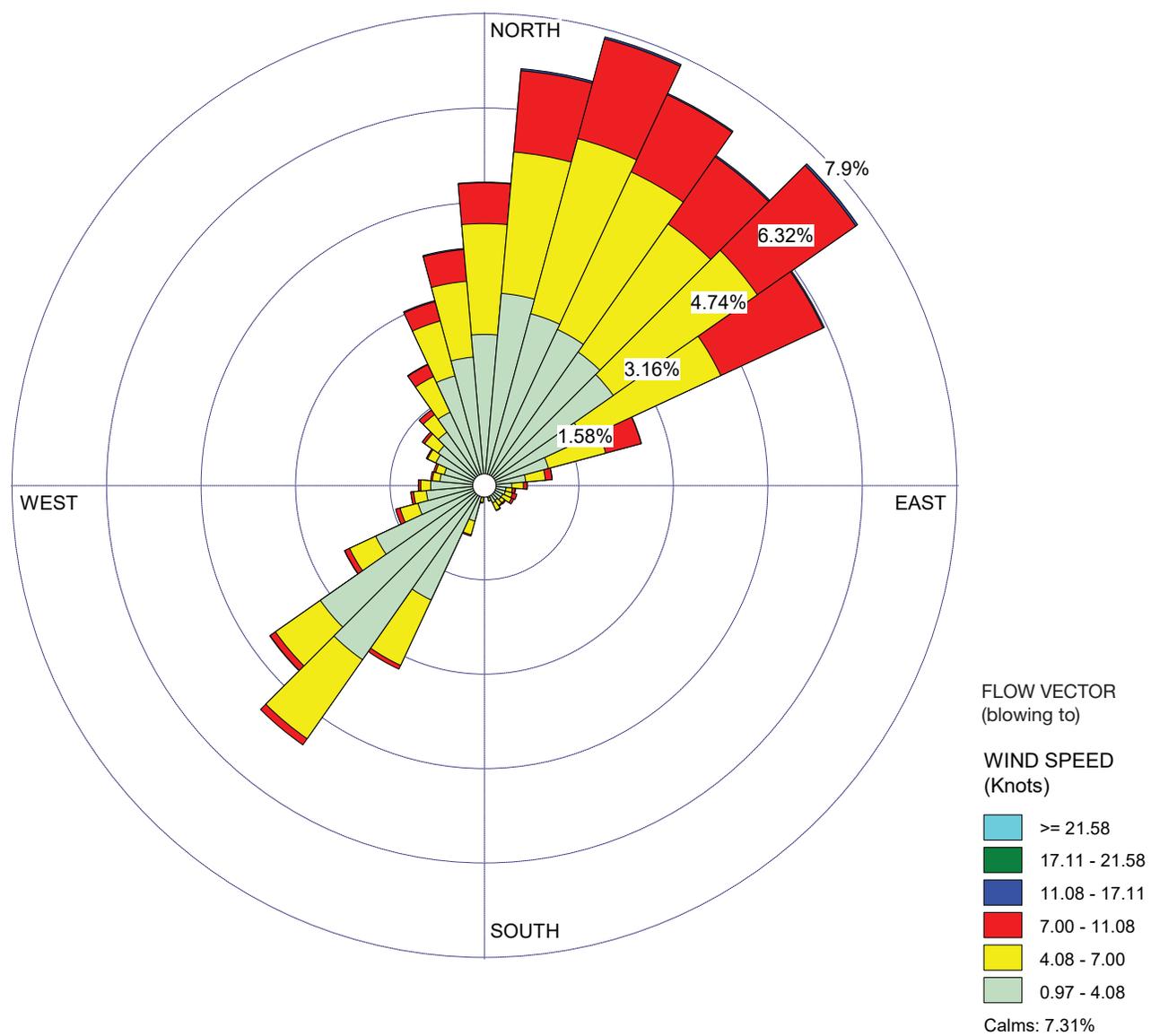
incorrectly assumes the 419 pounds of exhaust PM10 emissions are the result of diesel fuel combustion. Only a very small portion of these operational emissions are DPM. The area and energy exhaust PM10 emissions are the result of gasoline-fueled landscaping equipment and natural gas combustion for building heating and cooking. The operational mobile source exhaust PM10 emissions are from a combination of primarily gasoline-fueled vehicles, such as passenger vehicles and light-duty pick-up trucks, and a smaller number of diesel-fueled trucks as provided in the vehicle fleet percentages in the CARB on-road vehicle emissions factor (EMFAC) model. It is inappropriate and factually incorrect to analyze non-diesel fuel exhaust PM10 emissions as DPM. Doing so would result in substantially overestimated and unrealistically high health risk impacts.

Furthermore, the screening-level HRA provided by the commenter models all the DPM emissions from mobile sources as if the emissions were occurring at a single location. This is another fatal flaw because mobile sources (specifically worker, haul, vendor, and residential/employee trips), by their very nature, do not generate emissions at a single location but rather along the entire vehicle trip, which would disperse the emissions along regional roadways and not concentrate the emissions as a single location. When conducting HRAs, dispersion of pollutants is a critical and important consideration because health risk impacts are a direct result of TAC concentrations. The screening construction and operational HRA provided in SWAPE Exhibit C incorrectly assumes that all mobile source emissions would occur at a single location (i.e. on the Project Site), which results in concentrations at sensitive receptors that are artificially elevated to highly unreasonable levels. For these reasons, the health risk results in SWAPE Exhibit C are misleading and incorrect and are not supported by substantial evidence.

Additionally, it is worthwhile to acknowledge the technical limitations in the model SWAPE used. As stated above SWAPE “relied upon AERSCREEN, which is a screening level air quality dispersion model.” AERSCREEN assumes calm wind conditions at all times and a stable atmosphere (i.e., no atmospheric mixing) and does not have the capability to incorporate locally measured wind speed and wind direction data. Thus, AERSCREEN does not account for the dispersion of pollutants that occurs from wind. Wind directed away from sensitive receptor locations relative to a source of emissions would disperse pollutants away from the sensitive receptors. With respect to the Project Site, **Figure 2-1** shows that the dominant winds in the Project area, based on SCAQMD-approved meteorological data, blow from the south/southwest towards the north/northeast. This means that the dominant winds would not disperse pollutants generated at or near the Project Site directly towards the nearest residential uses located to the west of the Project Site. By not accounting for local wind speed and wind direction data, the AERSCREEN model would result in artificially elevated pollutant concentrations at sensitive receptors and artificially elevated health risk levels.

Given the artificially elevated risk levels identified using the screening analysis and the supported Project-specific health risk analysis as detailed in Response to Comment 5-48, no updated, quantified assessment is required.

D:\70696.01 - Pacific Square San Gabriel Mixed-Use Project\05 Graphics-GIS-Modeling\FEIR\Illustrator



SOURCE: Lakes Environmental, 2020, WRPLOT View –
Air Dispersion Model, Waterloo, Canada - <http://www.weblakes.com>

Pacific Square San Gabriel Mixed-Use Project

Figure 2-1
Wind Rose



Response to Comment 5-50

The comment summarizes the Project's quantified GHG emissions and provides an overview of Comments 5-51 through 5-58. As discussed in detail in Response to Comments 5-51 through 5-58, the analysis and conclusions provided in the Draft EIR are supported by substantial evidence and is not inadequate.

Response to Comment 5-51

The comment states that the Draft EIR's GHG analysis is inaccurate as it relies on an unsubstantiated air quality model. As detailed in Response to Comments 5-34 through 5-46, the air quality analysis was adequately evaluated; therefore, the GHG analysis appropriately used the same assumptions and is also accurately quantified. As the analysis is supported by substantial evidence, recirculation is not necessary.

Response to Comment 5-52

This comment states that the Draft EIR incorrectly relies on the 2016 RTP/SCS. As detailed in Response to Comment 5-27, the analysis in the Draft EIR correctly relies on SCAG's 2016 RTP/SCS in order to conclude less-than-significant impacts. No further response is required.

Response to Comment 5-53

This comment states that the Draft EIR incorrectly relies on AB 32 to conclude a less than significant impact on GHG emissions. AB 32 was established to provide emissions reductions by 2020. However, the reduction measures in CARB's Climate Change Scoping Plan will continue to provide reductions towards achieving additional reductions necessary based on Executive Orders S-3-05 and B-30-15. Therefore, compliance with AB 32 does not in itself result in a less-than-significant determination. In fact, compliance with AB 32 demonstrates emissions reductions that, when combined with compliance with other plans, would result in less-than-significant emissions. Therefore, the Project and the analysis in the Draft EIR do not solely rely on compliance with AB 32 to result in a less-than-significant determination.

Response to Comment 5-54

This comment states that the Project and the analyses incorrectly relies on various regulations and plans to conclude that the Project's GHG impacts would be less than significant. The Project's GHG analysis is supported by substantial evidence and emissions modeling provided in the Draft EIR and does not underestimate emissions associated with the Project's construction and operational activities. The Project's CalEEMod output files, provided in Appendix E to the Draft EIR, contain input values that are consistent with information disclosed in the Draft EIR and in some cases slightly more conservative in order to ensure that the Project's potential greenhouse gas emissions are disclosed. As a result, the Project's construction and operational emissions are not underestimated. Further, as discussed on pages 3.6-11 and 3.6-11 of Section 3.6, *Greenhouse Gas Emissions*, of the Draft EIR, in the absence of any adopted thresholds of general application, the City, as Lead Agency, has determined that the Project's GHG emissions would not be cumulatively considerable and therefore would not have a significant cumulative effect on the environment if the

Project is found to be consistent with the applicable regulatory plans and policies to reduce GHG emissions, including the emissions reduction measures discussed within AB 32, Executive Orders S-3-05 and B-30-15, SCAG's 2016 RTP/SCS, and the applicable City's goals and actions and Green Building Code. Therefore, if the Project would not conflict with these plans, the City would be able to achieve its GHG reduction goals, and, therefore, these plans can be used at a project-level to show that a project would not have a significant cumulative effect on the environment as it relates to GHG impacts. In addition, support for this threshold is found in California Supreme Court case law, such as *Center for Biological Diversity et al. vs. California Department of Fish and Wildlife* and *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553, 576.).

Thus, substantial evidence supports that the City has properly exercised its discretion to utilize a qualitative threshold based on consistency with AB 32, Executive Orders S-3-05 and B-30-15, SCAG's 2016 RTP/SCS, and the applicable City's goals and actions and Green Building Code. As the substantial evidence provided on pages 3.6-15 through 3.6-19 of Section 3.6, *Greenhouse Gas Emissions*, of the Draft EIR shows, the Project would be consistent with the applicable provisions of these plans. Therefore, the Draft EIR properly concludes, based on substantial evidence, that the Project's GHG impacts are less than significant and mitigation measures are not required.

The statement in the comment that the Project's GHG emission impacts would be significant is incorrect and unsubstantiated. Refer to Responses to Comments 5-34 through 5-46 for responses to the specific items raised in the comments regarding the Project's CalEEMod input parameters and output files, and consistency with applicable plans, policies, regulations, or recommendations adopted for the purpose of reducing the emissions of GHGs. As set forth above and throughout responses 5-34 to 5-46 the commenter does not provide credible evidence that the Project would result in new or substantially increased GHG emission impacts, that there is significant new information, or that any of the other criteria for recirculation under *CEQA Guidelines* Section 15088.5 has been met. Therefore, recirculation of the Draft EIR is not required.

Response to Comment 5-55

The comment indicates that the Project would not meet the VMT Per Capita as anticipated in CARB's 2017 Scoping Plan and therefore, the less-than-significant determination in the Draft EIR is incorrect and unsubstantiated. However, the analysis as presented in this comment is inaccurate for several reasons, which leads to an inaccurate assumption of Project-related Per Capita VMT rates.

First, the per capita analysis in the comment takes the light-duty vehicles- (LDV) associated VMT in the State and Los Angeles County and divides it by the total population of the State and County, respectively, to reach the Per Capita values. Then, for the Project, the analysis in the comment takes the total LDV-associated VMT and divides it by number of residents and employees of the Project as the service population in order to determine the Project's Per Capita value. This is an inaccurate comparison of values. The State and County LDA-associated VMT included all of the home-work, home-shopping, commercial-work, commercial-customer trips and divides it by the total population consisting of all of the residents, employees, and customers associated with these land uses. As the comment's analysis of the Project's population includes only the residents and employees and does not include customer trips, the Population portion of the population that is responsible for the VMT associated with the Project is underrepresented.

Secondly, the calculation of LDV-associated VMT for the Project is inaccurate as it relies on the CalEEMod default fleet mix. The current CalEEMod version (2016.3.2) uses EMFAC2014. As stated in Response to Comment 5-40, the Project analysis used EMFAC2017 to quantify mobile source emissions. According to the comment's LDV-associated VMT value of 24,859 miles, EMFAC2014 assigns approximately 80 percent of the trips to the LDV category. EMFAC2017 for opening year of 2023 assigns approximately 92 percent of the trips to the LDV category (CARB, 2019).² Therefore the comment's LDV values are underreported by approximately 10 percent.

Finally, the comment uses 2024 as the buildout year, whereas the Project analysis uses 2023 as the buildout year. This difference in buildout year would change the per capita values for the buildout year to 22.18 for Statewide and 20.90 for Los Angeles County.

As shown in detail in Appendix B-4 of this Final EIR, revising the Project's VMT Per Capita analysis using the methodology in CARB's 2017 Scoping Plan to quantify population, adjusting for the fleet mix for the buildout year of 2023 using EMFAC2017, and updating the Per Capita buildout values to reflect a buildout year of 2023 results in a Project VMT per capita of 10.31 (based on a VMT of approximately 28,644 divided by a population of approximately 2,783). To determine the population, the 975 residents and employees were added to the customer base for the Project. Customers were determined based on number of trips per project type (see **Table 2-9**). CalEEMod provides total trip percentages and Commercial-Customer (C-C) trips percentages. Total trips per non-residential land-use types resulting in independent trips were multiplied by the C-C trip percentages to provide total customer based trips. Total customer based trips were divided by two to represent round-trips. Conservatively, we assumed that each customer related round trip represented one customer, an assumption which results in overestimated, or conservatively estimated, per capita GHG emissions. This resulted in total customer population of approximately 1,808. Adding the 1,808 to the 975 results in a total Project population of 2,783.

**TABLE 2-9
PROJECT POPULATION**

Category	Total Daily Trips	C-C %	Customer Trips
Fast Food Restaurant w/o Drive thru	2,521.96	79.50%	2,004.95
General Office Building	49.76	48.00%	23.88
Health Club	451.69	64.10%	289.53
High Turnover (Sit Down Restaurant)	418	72.50%	303.05
Strip Mall	140.41	64.40%	90.42
Supermarket	1,214.72	74.50%	904.97
Total Customer Trips			3,617
Total Customer Round Trips			1,808

SOURCE: CalEEMod2016.3.2; ESA. 2021.

² As defined in the CARB 2017 Scoping Plan – Identified VMT Reductions and Relationship to State Climate Goals, LDV includes light-duty vehicle classifications of LDA, LDT1, LDT2, and MDV.

To determine the LDV VMT, the Project VMT was multiplied by the percentage of VMT that makes up the LDV category. To determine this, the total VMT for the LDVs for 2003 was divided by the Total VMT for all vehicle categories for 2003. As stated above, the percentage of VMT associated with LDV is 91.78. This results in Project LDV VMT of 28,644 (91.78 percent of 31,209), or as previously stated, a Project per capita VMT of 10.31. This is less than the 2010, 2024, and 2030 State and County VMT as shown in **Table 2-10**. As shown, the Project Per Capita VMT quantified for 2023 is less than the 2017 Scoping Plan Per Capita VMT for not only 2023 but also 2030 Per Capita VMT goal. Therefore, the Project is consistent with the 2017 Scoping Plan and is consistent with the less-than-significant finding presented in the Draft EIR.

TABLE 2-10
DAILY VMT PER CAPITA FROM PASSENGER & LIGHT-DUTY TRUCKS

Sources	Modeling
Daily VMT	28,644
Population	2,784
Daily VMT Per Capita	10.29
2017 Scoping Plan Benchmarks, State Wide	
22.40 VMT (2010 Baseline) Exceed?	No
22.18 VMT (2024 Baseline) Exceed?	No
21.78 VMT (2030 Baseline) Exceed?	No
2017 Scoping Plan Benchmarks, Los Angeles County Specific	
22.05 VMT (2010 Baseline) Exceed?	No
20.90 VMT (2024 Baseline) Exceed?	No
19.83 VMT (2030 Baseline) Exceed?	No
SOURCE: ESA, 2021.	

Response to Comment 5-56

The comment indicates that the Draft EIR fails to consider the performance-based standards under SCAG's 2020 RTP/SCS. As discussed detail in Response to Comment 5-27, the analysis correctly relies on the 2016 RTP/SCS, and therefore, the performance-based standards under the 2020 RTP/SCS would not be applicable to the Project analysis. Regardless, as detailed on page 3.6-21 of Section 3.6, *Greenhouse Gas Emissions*, of the Draft EIR, the mobile source emissions for the Project are 4,222 MTCO₂e annually, and not 4,636 as identified in Comment 5-56. As detailed in Response to Comment 5-51, the Draft EIR's GHG analysis is sufficiently substantiated. Using the 4,222 MTCO₂e annual emissions and an 80 percent passenger and light duty Fleet mix, daily CO₂ emissions would be approximately 18,522 lbs per day. Divided by a service population of 975, this results in per-capita emissions of 18.997 lbs per day. This is below the comments' stated threshold of 21.3 lbs/day/capita for 2020. SB 375 sets a goal of 18.8 lb/day/capita for 2035. Using a linear approach, this would result in an approximate goal of 20.3 lbs/day/capita for 2023, the Project's buildout year. While consideration of the performance-based standards is not required for the Project analysis, the Project's 2023 per capita emissions would be less than the required per-capita

reductions required to meet the 2035 per-capita threshold. Therefore, the analysis, as presented in the Draft EIR, is sufficient.

Response to Comment 5-57

This comment states that the Draft EIR fails to apply a quantitative threshold to evaluate the Project's GHG impacts. As detailed in Response to Comment 5-54, the Draft EIR adequately uses a qualitative threshold and does not need to apply a quantitative GHG threshold. Therefore, no further response is warranted.

Response to Comment 5-58

This comment states that the Draft EIR is incorrect and fails to identify a potentially significant GHG impact. As detailed in Response to Comment 5-54, the Draft EIR adequately uses a qualitative threshold and does not need to apply a quantitative GHG threshold. Therefore, no further response is warranted.

Response to Comment 5-59

This comment lists mitigation measures that are applicable to the Project to reduce the Project's emissions. As detailed in Response to Comments 5-34 through 5-46 regarding air quality and Response to Comments 5-51 through 5-58 regarding GHG emissions, the Project adequately addresses air quality and GHG emissions and correctly concludes less-than-significant (with implementation of mitigation measures for air quality) findings for both resource areas. As projects are not required to mitigate to net-zero, the additional mitigation measures supplied in the comment are noted, but are not required to be implemented as part of the Project. Therefore, the analysis does not need to be updated to include these mitigation measures.

Response to Comment 5-60

This comment is a disclaimer on SWAPs discovery for the Project, but does not identify a specific environmental issue or information addressed or contained in the Draft and Final EIR. As such, no further response is warranted.

Attachments A through I of Exhibit C consist of calculations, modeling outputs, and CVs. Responses related to these attachments are incorporated into the above responses, as necessary.

Letter 6

Mitchell M. Tsai

Mitchell M. Tsai

155 South El Molino Avenue

Suite 104

Pasadena, CA 91101

Letter received on February 16, 2021 (after the close of the comment period)

Response to Comment 6-1

This comment serves as an introduction to the comment letter and reiterates comments provided in the commenter's prior letter (Letter 5). See Response to Comments 5-1 and 5-2.

Response to Comment 6-2

This comment reiterates comments provided in the commenter's prior letter (Letter 5). See Response to Comments 5-3 and 5-4.

Response to Comment 6-3

This comment provides background information on the experts hired by the commenter. The comment does not specifically contain any environmental issues contained in the Draft EIR, thus no further response is warranted.

Response to Comment 6-4

This comment provides an overview of Comments 6-5 through 6-8. As discussed in detail in Response to Comments 6-5 through 6-8, the Project's transportation analysis is supported by substantial evidence.

Response to Comment 6-5

This comment serves as a conclusion to the commenter's letter and references Exhibit A of the letter. Responses to Exhibit A are provided in Response to Comments 6-6 through 6-7. As the comment does not specifically contain any environmental issues contained in the Draft EIR, no further response is warranted.

Response to Comment 6-6

This comment serves as a summary to the remainder of the comment letter. Responses are provided in Response to Comments 6-7 through 6-9.

Response to Comment 6-7

The commenter asserts that the total VMT per service population metric is invalid. This statement is incorrect as the City has adopted baseline VMT thresholds for the San Gabriel Valley Council of Governments (SGVCOG) region as measured by VMT per capita, VMT per employee, or VMT

per service population. As stated on page 3.14-3 of Section 3.14, *Transportation*, of the Draft EIR, the City adopted Vehicle Miles Traveled (VMT) thresholds of significance for the purposes of analyzing transportation impacts under CEQA on July 7, 2020. This guidance requires projects to be analyzed by one or more of these metrics depending on the land uses. In this case, it is the decision of the City, as the Lead Agency, which method of assessing VMT should be used for land use projects. As this Project has multiple land uses, the VMT per service population was deemed a suitable metric by which to determine the potential VMT impacts of the Project. The guidance provided by the State of California Office of Planning and Research (OPR) and adopted by the City does not require the Project to run all proposed VMT metrics at their disposal (e.g., VMT per capita and VMT per employee). Section 3.14, *Transportation*, of the Draft EIR presents information for low VMT areas based on service population using data from the SCAG RTP/SCS travel model. As stated therein, the Project is in a low VMT area based on the selected methodology.

The commenter also finds that the Project traffic analysis zone (TAZ) fails to satisfy the non-residential VMT screening test. Per their adopted guidance, specific projects that meet established screening criteria, such as the Low VMT screening criterion, can be screened out from having to perform a detailed VMT analysis, as those projects have been determined to be less than significant under CEQA. A low VMT area is defined as a TAZ having VMT at least 15 percent below the Baseline VMT Metric. The proposed Baseline VMT is defined as the average VMT measured by VMT per capita, VMT per employee, or VMT per service population, which is consistent with OPR guidance. Because the Project is mixed-use in nature, VMT per service population was the metric used, in accordance with City adopted thresholds. Therefore, the Project falls in an area of low VMT according to VMT per service population, which screens it from further VMT analysis. Because the Project's proposed land uses would be similar in type to existing land uses in the TAZ in which the Project is located, the TAZ would presumably remain a low VMT area with the Project constructed. In addition, because each of the retail spaces in both Plazas of the Project would be under 50,000 square feet in size, they would be considered locally serving per OPR guidance. Per the OPR guidance, locally serving retail establishments up to 50,000 square feet meet the OPR screening criterion, which the City adopted.

The specific metrics of VMT/capita and VMT/employee for project screening are determined using the Production/Attraction (PA) Method for calculating VMT. The PA Method allows project VMT to be evaluated based on trip purpose which is consistent with OPR recommendations in the Technical Advisory. For example, a single-use project, such as an office building, could be analyzed based only on the commute VMT, or home-based work (HBW) VMT per employee. However, PA matrices do not include external trips that have one trip end outside of the model boundary (IX-XI trips), and therefore, do not include those trips in the VMT estimates. Thus, PA VMT estimates do not include all trips and therefore will be inconsistent with VMT estimates provided in other chapters of the Draft EIR, such as in Section 3.2, *Air Quality*, or for Section 3.6, *Greenhouse Gas Emissions*. This approach also only works for individual uses and is not recommended for mixed-use projects as the internalization between uses is not captured in the estimates.

To further illustrate that this Project is not expected to result in a significant impact, the Southern California Association of Governments (SCAG) travel demand model was run with and without

the proposed Project, and VMT was assessed using the Boundary Method. The Boundary Method represents the sum of all weekday VMT on a roadway network within a designated boundary. OPR recommends against using “arbitrary” boundaries such as City or County lines; however, the model-wide results would include all six counties (Los Angeles, Orange, Riverside, San Bernardino, Ventura) in the SCAG model. The addition of a single project in such a large area would be negligible. The only way to distinguish between no project and plus project results to determine the effect on VMT is to set a boundary at a scale where the effect on VMT from an individual project can be measured. Therefore, Fehr & Peers applied a subregional level boundary at an appropriate scale for this comparison. For the purposes of this analysis, the City boundary was used and expanded to a subregional level by adding 10 additional TAZs to the east of the City limits (as shown in **Figure 2-2** below) because the Project Site is located near the eastern boundary of the City. The addition of these ten TAZs provides an equal amount of area around the Project Site and captures major roadways just beyond the City limits that carry traffic through the study area.

The Boundary Method VMT includes all trips, including those trips that do not begin or end in the designated boundary. This is the only VMT method that captures the “project effect on VMT”, including how projects may influence VMT generation of nearby zones and cut-through and/or displaced traffic.

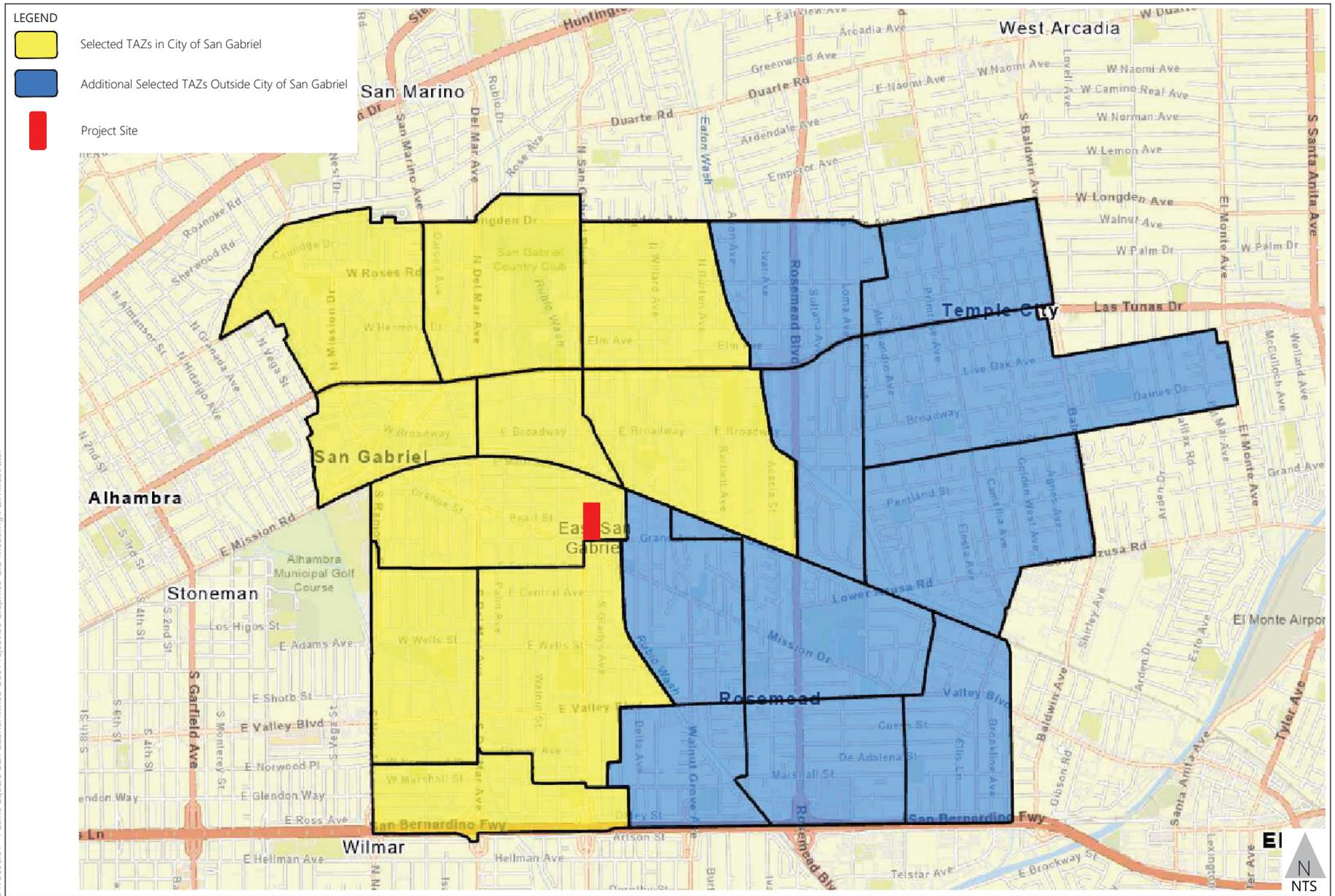
Table 2-11 describes the results of the Boundary Method VMT run for both the No Project and with Project scenarios.

TABLE 2-11
BOUNDARY METHOD VMT - PROJECT EFFECT ON VMT
WITHIN SAN GABRIEL & BUFFER AREA

Scenario	VMT
No Project	1,555,783
With Project	1,550,701
Difference	-5,082
Percent Difference	-0.33%

SOURCE: Fehr & Peers, 2021.

In summary, the Boundary Method test indicates that the Project will have a positive effect on VMT reduction, producing less VMT than without the Project. This methodology is distinct from the VMT per service population evaluation used in the Draft EIR as it is not an efficiency metric and cannot be compared directly to the information in the Draft EIR. The VMT metric presented here is measuring whether the project has an overall net positive or negative effect on roadway VMT within a defined boundary. As this is a roadway link based VMT assessment, it does not track the full length of trips rather, the aim is to determine whether a project worsens VMT within a boundary of the proposed Project. Therefore, the analysis provided in the Draft EIR is supported by substantial evidence and is adequate based on the guidance approved by the City as the Lead Agency. No additional analysis is required.



SOURCE: Fehr & Peers, 2021

Pacific Square San Gabriel Mixed-Use Project

Figure 2-2
TAZs Selected for Boundary Method Test



Response to Comment 6-8

The commenter correctly observes that the Project is not located in a Transit Priority Area (TPA) or along a High-Quality Transit Corridor (HQTC) per the definitions provided by OPR. However, the Draft EIR analysis took this fully into account during initial screening of the Project and determined that the Project was not exempt from VMT analysis due to the presence of insufficient transit service. Therefore, no additional analysis is required.

Response to Comment 6-9

The comment states that the Draft EIR should have completed a valid VMT estimate and mitigated impacts, as necessary. The analysis contained within the Draft EIR does provide a valid estimate of VMT per service population based on the guidance provided by the OPR and determined that no significant VMT impacts would be generated by the Project. Furthermore, the information that follows provides a detailed assessment of why the VMT per service population methodology was appropriate and context sensitive along with additional technical analysis showing that the project's effect on VMT reduction was also positive. Therefore, the responses provided in Response to Comments 6-7 and 6-8 support the finding of a less than significant impact as presented in the Draft EIR, and further supports the use of the VMT/Service Population screening metric as a valid VMT estimate for a mixed-use project at this location. Therefore, the analysis presented in the Draft EIR is supported by substantial evidence and thus, there are no new significant environmental impacts, and no additional analysis is required.

Response to Comment 6-10

Exhibit A to the comment letter provides the resume for Norman L. Marshall. The comment strictly provides information with respect to the commenter and does not specifically contain any environmental issues contained in the Draft EIR. Therefore, no further response is warranted.

Response to Comment 6-11

Exhibit B to the comment letter provides a duplicate copy of the resume for Norman L. Marshall. The comment strictly provides information with respect to the commenter and does not specifically contain any environmental issues contained in the Draft EIR. Therefore, no further response is warranted.

References

- CARB, 2019. California Air Resources Board 2017 Scoping Plan – Identified VMT Reductions and Relationship to State Climate Goals. January 2019. Available at: https://ww2.arb.ca.gov/sites/default/files/2019-01/2017_sp_vmt_reductions_jan19.pdf. Accessed March 2, 2021.
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- Southern California Edison, 2018. Electric Company ESG/Sustainability Quantitative Information. September 27, 2018. Provided in Appendix B-1 of this Final EIR.
- Southern California Edison, 2020. Electric Company ESG/Sustainability Quantitative Information. October 30, 2020. Available at: Electric Company ESG/Sustainability Template. Accessed February 21, 2021.
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- South Coast Air Quality Management District, 2017. 2016 Air Quality Management Plan. Available at: <https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/final2016aqmp.pdf?sfvrsn=15>. Accessed February 27, 2021.
- South Coast Air Quality Management District, 2020. Approval of AB 2588 Health Risk Assessment (HRA) for Phillips 66 Wilmington (South Coast AQMD Facility ID No. 171107). August 21, 2020. Available at: <http://www.aqmd.gov/docs/default-source/planning/risk-assessment/phillips-66-wilmington-171107--hra-approval-letter-8-21-20.pdf?sfvrsn=6>. Accessed February 27, 2021.

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CHAPTER 3

Revisions, Clarifications, and Corrections to the Draft EIR

In accordance with the CEQA Guidelines Section 15132 (a), this Chapter of the Final EIR provides changes to the Draft EIR that have been made to clarify, correct, or supplement the information provided in that document. These changes and additions are due to recognition of inadvertent errors or omissions, and to respond to comments received on the Draft EIR during the public review period. The changes described in this Chapter do not add significant new information to the Draft EIR that would require recirculation of the Draft EIR. More specifically, CEQA requires recirculation of a Draft EIR only when “significant new information” is added to a Draft EIR after public notice of the availability of the Draft EIR has occurred (refer to California Public Resources Code Section 21092.1 and CEQA Guidelines Section 15088.5), but before the EIR is certified. Section 15088.5 of the CEQA Guidelines specifically states: “New information added to an EIR is not ‘significant’ unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project’s proponents have declined to implement. ‘Significant new information’ requiring recirculation includes, for example, a disclosure showing that:

- A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.
- A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted to reduce the impact to a level of insignificance.
- A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project’s proponents decline to adopt it.
- The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.”

CEQA Guidelines Section 15088.5 also provides that “[re]circulation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR... A decision not to recirculate an EIR must be supported by substantial evidence in the administrative record.”

As demonstrated in this Final EIR, the changes presented in this Chapter do not constitute new significant information warranting recirculation of the Draft EIR as set forth in CEQA Guidelines

Section 15088.5. Rather, the Draft EIR is comprehensive and has been prepared in accordance with CEQA.

Changes to the Draft EIR are indicated below under the respective EIR section heading, page number, and paragraph. Paragraph reference is to the first full paragraph on the page. Deletions are shown with ~~strike through~~ and additions are shown with double underline.

Section 3.2, Air Quality

1. Page 3.2-27, the first line of the second to last paragraph is revised as follows:

Mobile source emissions were estimated based on CARB's EMFAC2017 and used to generate ~~Air Basin~~ County-specific vehicle fleet emission factors in units of grams per mile, which are then converted to pounds per mile.

Section 3.10, Noise

1. Page 3.10-24, Mitigation Measure MM-NOI-1 is revised as follows:

Mitigation Measure MM-NOI-1: For all construction-related activities, noise-attenuation techniques shall be employed as needed to ensure that noise remains as low as possible during construction, specifically at each nearby sensitive receptor listed above. The following noise-attenuation techniques shall be incorporated into contract specifications to reduce the impact of construction noise:

- a) Ensure that construction equipment is properly muffled according to industry standards and in good working condition. Due to standard wear and tear, construction equipment, especially the exhaust pipe and engine, tend to get louder and louder after a period of equipment use. This measure would reduce the equipment noise by 3 to 5 dBA.
- b) Place noise-generating construction equipment and locate construction-staging areas away from sensitive uses, where feasible. As noise attenuates with distance, placing equipment at 100 feet from the adjacent receiver would reduce the noise by 3 dBA compared to placing the equipment at a distance of 50 feet from the receiver. This measure would reduce the construction noise by up to 3 dBA.
- c) Implement noise attenuation measures to the extent feasible, including but are not limited to installing temporary noise barriers or noise blankets around stationary construction noise sources for the duration of project construction. As a rule of thumb, blocking the direct line-of-sight between the noise source and receiver would provide a minimum of 5 dBA in noise reduction. As the height of the noise barrier increases, noise attenuation also increases proportionally. Temporary noise barriers or noise blankets can be implemented around the equipment. Such measures would reduce construction equipment noise by up to 10 dBA.
- d) Use electric air compressors and similar power tools rather than diesel equipment, where feasible. Electric equipment generates up to 5 dBA lower noise levels as

compared to gasoline- or diesel-driven equipment. When the use of electricity is available, this measure would reduce equipment noise by 3 to 5 dBA.

- e) All stationary construction equipment (e.g., air compressors, generators, impact wrenches, etc.) shall be operated as far away from residential uses as possible and shall be shielded with temporary sound barriers, sound aprons, or sound skins during operation. As stated in b) and c) above, combining the noise reduction from distance attenuation and barrier shielding would enhance noise reduction from on-site equipment. Temporary sound barriers, sound aprons, or sound skins can be implemented around the equipment. Such measure would reduce construction equipment noise by up to 10 dBA.
- f) Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than 30 minutes.
- g) Clearly post construction hours, allowable workdays, and the phone number of the job superintendent at all construction entrances to allow surrounding owners to contact the job superintendent. If the City or the job superintendent receives a complaint, the superintendent shall investigate, take appropriate corrective action, and report the action taken to the reporting party.

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CHAPTER 4

Mitigation Monitoring and Reporting Program

This Mitigation Monitoring and Reporting Program (MMRP), which is provided in **Table 4-1**, has been prepared pursuant to Public Resources Code Section 21081.6 and CEQA Guidelines Section 15097, which require adoption of a MMRP for projects in which the Lead Agency has adopted mitigation to avoid significant environmental effects. The City of San Gabriel is the Lead Agency for the proposed Pacific Square San Gabriel Mixed-Use Project (Project) and therefore is responsible for implementing the MMRP. The primary purpose of the MMRP is to ensure that the mitigation measures identified in the Draft and Final EIR (designated by the respective environmental issue within Chapter 3, *Environmental Analysis*, of the Draft EIR) are implemented, thereby minimizing identified environmental effects.

The MMRP for the Project will be in place through all phases of the Project, including design (preconstruction), construction, and operation (both prior to and post-occupancy). Each mitigation measure is categorized by impact area, with an accompanying identification of:

- The implementation phase of the project during which the measure shall be monitored;
- The enforcement agency; and
- The monitoring agency.

**TABLE 4-1
MITIGATION MONITORING AND REPORTING PROGRAM**

Mitigation Measure (MM)	Responsible for Monitoring	Timing of Verification	Method of Verification	Verified Date/Initials	Sanctions for Non-Compliance
Air Quality					
<p>Mitigation Measure AQ-1 (MM-AQ-1): The construction contractor shall require that all off-road diesel equipment greater than 50 horsepower (hp) used during construction of the Project meets USEPA Tier 4 final off-road emission standards. Such equipment shall be outfitted with Best Available Control Technology (BACT) devices including a California Air Resources Board-certified Level 3 Diesel Particulate Filter or equivalent. Documentation of equipment emissions standards or Tier 4 certification shall be kept onsite at all times during construction activities.</p>	<p>City Building and Safety Division City Public Works Department</p>	<p>During Construction</p>	<p>City verifies documentation is provided shows that the construction off-road diesel equipment meets USEPA Tier 4 final off-road emission standards</p>		
<p>Mitigation Measure AQ-2 (MM-AQ-2): The construction contractor shall ensure that all welders used during construction activities would use a non-diesel fuel sources (i.e. electricity, natural gas, propane, gasoline).</p>	<p>City Building and Safety Division City Public Works Department</p>	<p>During Construction</p>	<p>City verifies that all welders used during construction use non-diesel fuel sources</p>		
Cultural Resources					
<p>Mitigation Measure CUL-1 (MM-CUL-1): In accordance with Ordinance 153.630, The Building and Safety Division shall be provided with an executed consultant services contract with the individual responsible for supervising onsite archaeological monitoring, who shall be a qualified archaeologist selected from approved list of qualified archaeologists to be maintained by the City. The archaeological monitor shall be present during construction activities on the Project Site such as clearing/grubbing, grading, trenching, or any other construction excavation activity associated with the Project, and the monitor may be a qualified cross-trained archaeological/paleontological monitor working under the supervision of the qualified archaeologist. Prior to commencement of excavation activities, an Archaeological Sensitivity Training shall be given for construction personnel. The training session, to be led by the qualified Archaeologist, will focus on how to identify archaeological resources that may be encountered during earthmoving activities, or if neither the archaeologist nor Native American monitors are on site, and the procedures to be followed in such an event. The activities to be monitored shall also include any off-site improvements in the vicinity of the Project Site, such as utility, sidewalk, or road improvements. The monitor shall have the authority to direct the pace of construction equipment in areas of higher sensitivity. The frequency of monitoring shall be based on the rate of excavation and grading activities, the materials being excavated (younger sediments vs. older</p>	<p>City Building and Safety Division City Planning Division</p>	<p>Prior to issuance of grading permit and prior to commencement of excavation activities</p>	<p>City verifies grading plans require City to be notified if any cultural materials are found during grading City shall verify the consultant services contract with the archaeological monitor City shall verify the archaeological monitor was selected from the City-approved list of qualified archaeologists City shall verify that an Archaeological Sensitivity Training is given to construction personnel City shall verify the frequency of monitoring in consultation with the qualified Archaeologist</p>		

Mitigation Measure (MM)	Responsible for Monitoring	Timing of Verification	Method of Verification	Verified Date/Initials	Sanctions for Non-Compliance
sediments), and the depth of excavation, and if found, the abundance and type of archaeological resources encountered. Full-time archaeological monitoring may be reduced to part-time inspections, or ceased entirely, if determined adequate by the qualified Archaeologist in consultation with the City.					
Mitigation Measure CUL-2 (MM-CUL-2): Prior to issuance of construction permits the Applicant, through their archaeological consultant, shall retain a Native American sub-consultant to provide monitoring for the Project from a California Native American tribe that has informed the City they are traditionally and culturally affiliated with the geographic area of the Project Site and who were engaged in consultation for this Project. The Native American monitor will work in tandem with the archaeological monitor, and will be required on-site when ground disturbance is occurring. The frequency of monitoring shall be based on the rate of grading and excavation, the size of the disturbed area at any given time, the materials being excavated (younger sediments vs. older sediments), the depth of excavation, and if encountered, the abundance and type of archaeological resources encountered. Full-time Native American monitoring may be reduced to part-time inspections, or ceased entirely, if determined appropriate in consultation with the Tribe, the qualified archaeologist, the City, and based on a lack of resources or resource potential as result of observations made during the course of monitoring.	City Planning Division	Prior to issuance of construction permits During Construction	City shall verify the archaeological monitor retained a Native American sub-consultant that is culturally affiliated with the geographic area of the Project City shall verify the frequency of Native American monitoring in consultation with the Tribe and the qualified Archaeologist		
Mitigation Measure CUL-3 (MM-CUL-3): In the event that historic (e.g., bottles, foundations, refuse dumps/privies, railroads, etc.) or prehistoric (e.g., hearths, burials, stone tools, shell and faunal bone remains, etc.) archaeological resources are unearthed, the archaeologist shall take immediate steps to stop all ground-disturbing activities within 25 feet of the cultural material. The Community Development Director shall be immediate informed of the situation. If it is determined that the find is an isolated occurrence or that the remaining construction activity will not significantly impact the Cultural Resource, work shall be permitted to continue on the site.	City Planning Division Community Development Director	During Construction	City verifies grading plans require Community Development Director to be notified if any historic or prehistoric resources are found during construction		

Mitigation Measure (MM)	Responsible for Monitoring	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
<p>Mitigation Measure CUL-4 (MM-CUL-4): All archaeological resources unearthed by project construction activities shall be evaluated by a qualified Archaeologist and a determination of their significance and eligibility for listing in the California Register of Historical Resources or as a unique archaeological resources as defined in Sections 15064.5(a) and 21083.2(g) of the Public Resources Code, respectively will be made. A recommendation will be prepared by the qualified archaeologist indicating whether the find is potentially significant and the recommended course of action for its protection or further evaluation.</p> <p>The Community Development Director shall determine if the City should retain the services of a separate consulting archaeologist to provide an independent recommendation of site significance. On the Community Development Director's recommendation, reports relating to the discovery of significant archaeological or Native American resources shall be referred to the Commission at their next available meeting. Notice of the hearing by the Commission shall be given not less than 10 days prior to any action taken on the matter to be considered and in accordance with Ordinance 153.630 F.6-7 and will determine if work can continue or if additional testing is necessary. If found to be significant, the procedures outlined for Commission and City Council recommendations in Ordinance 153.630 F.7-11 will then apply.</p>	<p>Qualified Archaeologist City Planning Division Community Development Director</p>	<p>During Construction at the time the archaeological resource is unearthed</p> <p>Notice of the hearing by the Commission shall be given not less than 10 days prior to any action taken in accordance with Ordinance 153.630 F.6-7</p>	<p>The qualified archaeologist will prepare a recommendation indicating whether the find is potentially significant and the recommended course of action for its protection or further evaluation</p> <p>The Community Development Director shall review the qualified archaeologist's recommendation and make a determination with the City</p> <p>The Community Development Director shall present their recommendation, reports relating to the discovery of significant archaeological or Native American resources to the Commission at their next available meeting.</p>		
<p>Mitigation Measure CUL-5 (MM-CUL-5): The qualified Archaeologist shall prepare a final report and appropriate California Department of Parks and Recreation (DPR) 523 Site Forms at the conclusion of archaeological monitoring. The report shall include applicable findings including but not limited to a description of resources unearthed, treatment of the resources, results of the artifact processing, analysis, research, and evaluation of the resources with respect to the California Register of Historical Resources and CEQA. The report will include daily monitoring reports from the archaeological and Native American monitors as an appendix. The report and any DPR 523 forms shall be submitted by the Project applicant to the City, the South Central Coastal Information Center, the Native American tribes that consulted on this Project, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the development and required mitigation measures. If significant features or artifacts are allowed to be removed the owner shall make these features available to local historic interest or Native American groups. The expense of the removal and storage of the recovered features are to be borne by the</p>	<p>Qualified Archaeologist City Planning Division</p>	<p>At the conclusion of archaeological monitoring</p>	<p>The qualified Archaeologist shall prepare a final report and appropriate DPR 523 forms</p> <p>City verifies the final report and appropriate DPR 523 forms are submitted by the Project applicant to signify the satisfactory completion of the development and required mitigation measures</p>		

Mitigation Measure (MM)	Responsible for Monitoring	Timing of Verification	Method of Verification	Verified Date/Initials	Sanctions for Non-Compliance
<p>historic interest or Native American groups. The owner may also be required to document the cultural resource through photographs and historic narrative. These records will become the property of the City and also filed with the SCCIC appended to the final report.</p>					
<p>Mitigation Measure CUL-6 (MM-CUL-6): If human remains are encountered unexpectedly during implementation of the Project, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the NAHC. The NAHC shall then identify the person(s) thought to be the Most Likely Descendent (MLD). The MLD may, with the permission of the land owner, or his or her authorized representative, inspect the site of the discovery of the Native American remains and may recommend to the owner or the person responsible for the excavation work means for treating or disposing, with appropriate dignity, the human remains and any associated grave goods. The MLD shall complete their inspection and make their recommendation within 48 hours of being granted access by the land owner to inspect the discovery. The recommendation may include the scientific removal and nondestructive analysis of human remains and items associated with Native American burials. Upon the discovery of the Native American remains, the landowner shall ensure that the immediate vicinity, according to generally accepted cultural or archaeological standards or practices, where the Native American human remains are located, is not damaged or disturbed by further development activity until the landowner has discussed and conferred, as prescribed in this mitigation measure, with the MLD regarding their recommendations, if applicable.</p>	<p>City Planning Division County Coroner</p>	<p>Anytime during construction and/or implementation of the Project</p>	<p>City verifies grading plans require City and County Coroner to be notified if any human remains are encountered during implementation of the Project</p>		<p>State Health and Safety Code Section 7050.5 would require that no further disturbance shall occur</p>
<p>Geology and Soils</p>					
<p>Mitigation Measure GEO-1 (MM-GEO-1): Retention of a Qualified Paleontologist. A qualified paleontologist meeting the Society of Vertebrate Paleontology (SVP) Standards (SVP, 2010) (Qualified Paleontologist) shall be retained prior to the approval of demolition or grading permits. The Qualified Paleontologist shall provide technical and compliance oversight of all work as it relates to paleontological resources, shall attend the Project kickoff meeting, and shall report to the Project Site in the event potential paleontological resources are encountered.</p>	<p>City Public Works Department</p>	<p>Prior to the approval of demolition or grading permits</p>	<p>City verifies grading plans require City to be notified if any fossils are found during grading City shall verify developer has retained a paleo monitor City shall verify the Paleontologist attends the Project kickoff meeting</p>		

Mitigation Measure (MM)	Responsible for Monitoring	Timing of Verification	Method of Verification	Verified Date/Initials	Sanctions for Non-Compliance
<p>Mitigation Measure GEO-2 (MM-GEO-2): Construction Worker Paleontological Resources Sensitivity Training. The Qualified Paleontologist shall conduct construction worker paleontological resources sensitivity training at the Project kick-off meeting prior to the start of ground disturbing activities (including vegetation removal, pavement removal, etc.). In the event construction crews are phased, additional training shall be conducted for new construction personnel for all phases of the Project. The training session shall focus on the recognition of the types of paleontological resources that could be encountered within the Project Site and the procedures to be followed if they are found. Documentation shall be retained by the Qualified Paleontologist demonstrating that the appropriate construction personnel attended the training.</p>	<p>City Public Works Department Qualified Paleontologist</p>	<p>Prior to the start of ground disturbing activities</p>	<p>The City shall verify that the qualified Paleontologist shall conduct construction worker paleontological resources sensitivity training at the Project kickoff meeting</p>		
<p>Mitigation Measure GEO-3 (MM-GEO-3): Paleontological Resources Monitoring. Paleontological resources monitoring shall be performed by a qualified paleontological monitor (meeting the standards of the SVP, 2010), the monitor may be a qualified cross-trained archaeological/paleontological monitor working under the direction of the Qualified Paleontologist. Paleontological resources monitoring shall be conducted for all ground disturbing activities of previously undisturbed sediments (below two to six feet). Depending on the conditions encountered, full-time monitoring within these sediments can be reduced to part-time inspections or ceased entirely if determined adequate by the Qualified Paleontologist. The Qualified Paleontologist shall spot check the excavation on an intermittent basis and recommend whether the depth of required monitoring should be revised based on his/her observations. The monitor(s) shall have the authority to temporarily halt or divert work away from exposed fossils or potential fossils. The monitor(s) shall prepare daily logs detailing the types of activities and soils observed, and any discoveries.</p>	<p>City Public Works Department Qualified Paleontologist</p>	<p>During ground disturbing activities</p>	<p>The City shall verify that paleontological resources monitoring is conducted for all ground disturbing activities of previously undisturbed sediments (below two to six feet)</p>		
<p>Mitigation Measure GEO-4 (MM-GEO-4): Inadvertent Discovery of Paleontological Resources. Any significant fossils collected during project-related excavations shall be prepared to the point of identification and curated into an accredited repository with retrievable storage. The Qualified Paleontologist shall prepare a final monitoring and mitigation report for submittal to the City in order to document the results of the monitoring effort and any discoveries. If there are significant discoveries, fossil locality information and final disposition will be included with the final report which will be submitted to the appropriate repository and the City.</p>	<p>City Public Works Department Qualified Paleontologist</p>	<p>During Construction at the time the paleontological resource is unearthed</p>	<p>The City shall verify the fossils collected are properly identified and curated into an accredited repository with retrievable storage The qualified Paleontologist shall prepare a final monitoring and mitigation report for submittal to the City The City shall verify and review the final monitoring and mitigation</p>		

Mitigation Measure (MM)	Responsible for Monitoring	Timing of Verification	Method of Verification	Verified Date/Initials	Sanctions for Non-Compliance
			report prepared by the qualified Paleontologist		
Hazards and Hazardous Materials					
<p>Mitigation Measure HAZ-1 (MM-HAZ-1): A 10-foot radius to a depth of 2-feet, the equivalent of approximately 30 cubic yards of soil, surrounding sample location EEO-S-16 shall be excavated and disposed as Non-RCRA (California) hazardous waste. The balance of soil beneath the Project Site would qualify as non-hazardous waste and can be reused for commercial purposes. Excavations measuring approximately 20 feet x 20 feet to depths of approximately 2 feet surrounding sample locations EEI-S-9 and EEI-S-14 would be required, which would generate approximately 30 cubic yards of soil per area, totaling approximately 60 cubic yards. The excavated soil would qualify as non-hazardous waste.</p>	City Public Works Department	Prior to demolition and construction	The City shall verify Project grading plans include removal of soil in accordance with guidance outlined in this mitigation measure		
<p>Mitigation Measure HAZ-2 (MM-HAZ-2): The construction contractor(s) shall prepare and implement site-specific Health and Safety Plans (HASP) prior to commencement of construction activities as required by and in accordance with 29 CFR 1910.120 to protect construction workers and the public during all excavation and grading activities. This HASP shall be submitted to the City of San Gabriel for review prior to commencement of construction activities. The HASP shall include, but is not limited to, the following elements:</p> <ul style="list-style-type: none"> • Designation of a trained, experienced site safety and health supervisor who has the responsibility and authority to develop and implement the site HASP; • A summary of all potential risks to construction workers and maximum exposure limits for all known and reasonably foreseeable site chemicals; • Specified personal protective equipment and decontamination procedures, if needed; • Emergency procedures, including route to the nearest hospital; and • Procedures to be followed in the event that evidence of potential soil or groundwater contamination (such as soil staining, noxious odors, debris or buried storage containers) is encountered. These procedures shall be in accordance with hazardous waste operations regulations and specifically include, but are not limited to, the following: immediately stopping work in the vicinity of the unknown hazardous materials release, notifying County of Los Angeles Fire Department Hazardous Materials Division and/or the LARWQCB, as appropriate, and retaining a qualified environmental firm to perform sampling and remediation. 	City Public Works Department	Prior to construction activities, Contractor shall prepare HASP and submit to the City for review and approval	The City shall review the HASP prepared by the Contractor		

Mitigation Measure (MM)	Responsible for Monitoring	Timing of Verification	Method of Verification	Verified Date/Initials	Sanctions for Non-Compliance
<p>Mitigation Measure HAZ-3 (MM-HAZ-3): In support of the Health and Safety Plan described above in mitigation measure HAZ-2, the contractor shall develop and implement a Soil Management Plan (SMP) prior to commencement of construction activities that includes a materials disposal plan specifying how the construction contractor(s) will remove, handle, transport, and dispose of all excavated materials in a safe, appropriate, and lawful manner in accordance with applicable federal, state, and local regulations. The SMP shall include the following elements:</p> <ul style="list-style-type: none"> • Protocols for the monitoring of soil to identify contaminated soil • Procedures for the disposal of contaminated soil, including identification of a specific licensed disposal facility permitted to accept the waste materials and written documentation that the disposal facility can accept the waste. <p>As grading, excavation, and trenching are performed, exposed soil would be monitored for stained or discolored soil, wet or saturated soils, or odors. If impacted soil is encountered, the soil would be analyzed to identify and characterize the impact and determine if soil remediation is required. Based on visual monitoring, “grab” soil samples would be collected at selected locations for headspace screening for volatile organic compounds using a calibrated Photoionization Detector (PID). Headspace PID readings that are elevated above those of non-impacted grab soil samples would be considered potentially contaminated. At a minimum, at least one soil sample would be collected for chemical analysis at or near the center of the suspected impact, ideally representative of the “worst case” condition. Soil samples would be analyzed by an appropriate State-certified laboratory using appropriate methods based on the parameters to be analyzed. When a new impact has been identified it would be characterized to assess its lateral and vertical extent.</p> <p>Likely excavation of impacted soil would be followed by segregated stockpiling or directloading, waste profiling, and off-site disposal or recycling which would be performed in accordance with applicable Federal, State, and local regulations.</p> <p>The contract specifications shall mandate full compliance with all applicable local, state, and federal regulations related to the identification, transportation, and disposal of hazardous materials, including those encountered in excavated soil.</p>	<p>City Public Works Department</p>	<p>Prior to construction activities, Contractor shall develop SMP and submit to City for review and approval</p>	<p>The City shall review the SMP prepared by the Contractor</p>		

Mitigation Measure (MM)	Responsible for Monitoring	Timing of Verification	Method of Verification	Verified Date/Initials	Sanctions for Non-Compliance
Noise					
<p>Mitigation Measure NOI-1 (MM-NOI-1): Construction Equipment. For all construction-related activities, noise-attenuation techniques shall be employed as needed to ensure that noise remains as low as possible during construction, specifically at each nearby sensitive receptor listed above. The following noise-attenuation techniques shall be incorporated into contract specifications to reduce the impact of construction noise:</p> <ul style="list-style-type: none"> a) Ensure that construction equipment is properly muffled according to industry standards and in good working condition. Due to standard wear and tear, construction equipment, especially the exhaust pipe and engine, tend to get louder and louder after a period of equipment use. This measure would reduce the equipment noise by 3 to 5 dBA. b) Place noise-generating construction equipment and locate construction-staging areas away from sensitive uses, where feasible. As noise attenuates with distance, placing equipment at 100 feet from the adjacent receiver would reduce the noise by 3 dBA compared to placing the equipment at a distance of 50 feet from the receiver. This measure would reduce the construction noise by up to 3 dBA. c) Implement noise attenuation measures to the extent feasible, including but are not limited to installing temporary noise barriers or noise blankets around stationary construction noise sources for the duration of project construction. As a rule of thumb, blocking the direct line-of-sight between the noise source and receiver would provide a minimum of 5 dBA in noise reduction. As the height of the noise barrier increases, noise attenuation also increases proportionally. Temporary noise barriers or noise blankets can be implemented around the equipment. Such measures would reduce construction equipment noise by up to 10 dBA. d) Use electric air compressors and similar power tools rather than diesel equipment, where feasible. Electric equipment generates up to 5 dBA lower noise levels as compared to gasoline- or diesel-driven equipment. When the use of electricity is available, this measure would reduce equipment noise by 3 to 5 dBA. e) All stationary construction equipment (e.g., air compressors, generators, impact wrenches, etc.) shall be operated as far away from residential uses as possible and shall be shielded with temporary sound barriers, sound aprons, or sound skins during operation. As stated in b) and c) above, combining the noise reduction from distance attenuation and barrier shielding would 	City Building and Safety Division City Public Works Department	During construction	City to verify that noise-attenuation techniques are implemented for all construction-related activities		

Mitigation Measure (MM)	Responsible for Monitoring	Timing of Verification	Method of Verification	Verified Date/Initials	Sanctions for Non-Compliance
<p>enhance noise reduction from on-site equipment. Temporary sound barriers, sound aprons, or sound skins can be implemented around the equipment. Such measure would reduce construction equipment noise by up to 10 dBA.</p> <p>f) Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than 30 minutes.</p> <p>g) Clearly post construction hours, allowable workdays, and the phone number of the job superintendent at all construction entrances to allow surrounding owners to contact the job superintendent. If the City or the job superintendent receives a complaint, the superintendent shall investigate, take appropriate corrective action, and report the action taken to the reporting party.</p>					
<p>Mitigation Measure NOI-2 (MM-NOI-2): Outdoor Performance Sound Restrictions. Outdoor Project events in the central park/plaza, such as the weekly public market and seasonal special events, shall require sound levels restrictions from the proposed amplified sound system of the pavilion performance stage. Acoustic performances or live or prerecorded, low-level, background music or movie screenings on the pavilion performance stage shall be limited to a sound level equivalent to 92 dBA measured at 3.28 feet (1 meter) (or an equivalent of 74.4 dBA at 25 feet from the noise source). Compliance with this performance standard will be ensured through routine pre-performance sound tests/measurements for performances or ambient music speakers with potential to exceed the sound level, along with any necessary adjustments to the location and nature of proposed performances or music speakers.</p>	City Planning Division	During outdoor Project events	City verify that performance standards are met during outdoor Project events		
Transportation					
<p>Mitigation Measure TRA-1 (MM-TRA-1): Prior to issuance of a grading permit and the first building permit for each phase of development, the Applicant shall submit a Construction Traffic Mitigation Plan (CMP) to the City for review and approval. The Plan shall outline how construction traffic, parking, and other localized impacts from Project construction activities will be minimized. At a minimum, the Plan shall include the following elements:</p> <ul style="list-style-type: none"> Traffic Controls: include parking and travel lane configurations; warning, regulatory, guide, and directional signage; and area sidewalks, bicycle lanes, and parking lanes. Include specific information regarding the Project's construction activities that may disrupt normal pedestrian and traffic flow and the measures to address these disruptions. 	City Public Works Department	Prior to issuance of a grading permit and the first building permit for each phase of development Implement CTMP throughout construction	City reviews and approves Construction Traffic Mitigation Plan		

Mitigation Measure (MM)	Responsible for Monitoring	Timing of Verification	Method of Verification	Verified Date/Initials	Sanctions for Non-Compliance
<ul style="list-style-type: none"> • <u>Emergency Access</u>: Description of emergency response vehicle access. If the road or area is completely blocked, preventing access by an emergency responder, a contingency plan must be included. • <u>Employee Parking</u>: ensure that construction period employees can either park on-site or at an off-site, off-street location within 500 feet of the Project Site to decrease the impact of construction parking on surrounding neighborhoods. • <u>Pedestrian Safety</u>: If sidewalks are closed during construction, pedestrians would need to be advised of the closure with signage. It may also be necessary for the applicant to provide a protected walkway, approved by the City. 					
<p>Mitigation Measure TRA-2 (MM-TRA-2): Prior to issuance of the certificate of occupancy for the first phase of development, the Applicant shall consult with Montebello Bus Lines to determine whether Line 20 San Gabriel service has been or will be restored to the bus stop on San Gabriel Boulevard adjacent to the Project Site. If service has been or is expected to be restored, then the Applicant would be required to relocate this bus stop to the northeast corner of S. San Gabriel Boulevard and Pearl Street, approximately 100 feet to the north of the proposed signalized intersection.</p>	City of Montebello City Public Works Department	Prior to issuance of first occupancy	The Applicant to consult with the City of Montebello in regards to Montebello Bus Line 20		

SOURCE: ESA, 2021.

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