
From: Martinez, Severin@DOT <Severin.Martinez@dot.ca.gov>
Sent: Monday, November 13, 2017 4:11 PM
To: Lam, Paul
Subject: Comments on The Villages at the Alhambra : SCH# 2017101025
Attachments: GTS_07_LA_2017_01187.pdf

Dear Mr. Lam,

Thank you for accepting comments from Caltrans regarding the above referenced project. Our comments will be sent to City of Alhambra and State Clearinghouse. Attached is a .pdf copy for your review.

Thanks again,

Severin

Severin Martinez

Transportation Planner
Local Development/Intergovernmental Review Branch
Caltrans District 7
(213)-897-0067

DEPARTMENT OF TRANSPORTATION

DISTRICT 7-OFFICE OF REGIONAL PLANNING

100 S. MAIN STREET, MS 16

LOS ANGELES, CA 90012

PHONE (213) 897-0067

FAX (213) 897-1337

www.dot.ca.gov



*Serious drought!
Making Conservation
a California Way of Life.*

November 13, 2017

Paul Lam
City of Alhambra
111 S. First Street
Alhambra, CA 91801-3796

RE: The Villages at the Alhambra
Vic: LA-710 / PM: 27.475
GTS# 07-LA-2017-01187
SCH# 2017101025

Dear Mr. Lam,

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The project consists of redeveloping a block bounded by Fremont Avenue, Mission Road, Date Avenue, and Orange Street. The site is currently fully developed with office, warehouse, storage, utility substation, and surface parking lot uses. The project would construct 1,061 residential, a 490-space parking structure, and associated open space to accompany existing office space that would be retained.

Upon reviewing the Notice of Preparation (NOP), Caltrans has the following comments:

State-level policy goals related to sustainable transportation seek to reduce the number of trips made by driving, reduce greenhouse gas emissions, and encourage alternative modes of travel. Caltrans' Strategic Management Plan has set targets of tripling trips made by bicycling and doubling trips made by walking and public transit by 2020. The Strategic Plan also seeks to achieve a 15% reduction in statewide per capita vehicle miles traveled by 2020. Similar ambitious goals are embedded in Caltrans' 2040 Transportation Plan, and Southern California Association of Governments' Regional Transportation Plan. Statewide legislation such as AB 32 and SB 375, as well as Executive Orders S-3-05 and B-16-12, echo the need to pursue more sustainable development. Such climate change goals can only be achieved through support from local partners.

Although the project satisfies the City's minimum parking requirements, absent from parking-related discussion is the role parking plays in shaping transportation habits. Research on parking suggests that abundant car parking enables and encourages driving while increasing housing costs and such should be recognized. While it may not be possible to reduce parking associated with the project, in order to promote public transit and reduce vehicle miles traveled it may be possible to implement Transportation Demand Management (TDM) improvement measures. Measures can include unbundling the price of parking and rental units, providing plentiful and convenient bicycle parking, or providing transit passes to tenants. Such can also help ensure the project is actively

Mr. Paul Lam
November 13, 2017
Page 2

consistent with efforts to reduce vehicle trips, transportation-related GHG emissions while promoting public transit along nearby transit corridors.

Our Office of Traffic Operations requests the following locations be analyzed in any forthcoming Transportation Impact Analyses in order to adequately review potential operational conflict concerns that may arise as a result of project implementation:

- NB/SB I-710 on/off ramps at Valley Boulevard
- EB I-10 on/off ramps at Fremont Avenue
- WB I-10 on/off ramps at Fremont/Hellman Avenue

As a reminder, be aware any transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles on State highways will need a Caltrans transportation permit. We recommend large size truck trips be limited to off-peak commute periods. Also, storm water run-off is a sensitive issue for Los Angeles and Ventura counties. The project needs to be designed to discharge clean run-off water.

If you have questions regarding these comments, contact project coordinator Severin Martinez at (213)-897-0067 or severin.martinez@dot.ca.gov and refer to GTS# 07-LA-2017-01187.

Sincerely,



MIYA EDMONSON
Acting IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse



Edmund G. Brown Jr.
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Ken Alex
Director

Notice of Preparation

October 12, 2017

To: Reviewing Agencies
Re: The Villages At The Alhambra
SCH# 2017101025

Attached for your review and comment is the Notice of Preparation (NOP) for the The Villages At The Alhambra draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Paul Lam
City of Alhambra
111 S. First Street
Alhambra, CA 91801-3796

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Attachments
cc: Lead Agency

Document Details Report
State Clearinghouse Data Base

SCH# 2017101025
Project Title The Villages At The Alhambra
Lead Agency Alhambra, City of

Type NOP Notice of Preparation
Description The project site consists of the entire block bounded by Fremont Ave, Mission Rd, Date Ave, and Orange St. The site is fully developed with office, warehouse, storage, utility substation, and surface parking lot uses. The project would construct 1,061 residential units (516 for sale; 545 rental), a 490-space parking structure and associated open space, landscape, and vehicle/pedestrian circulation areas to accompany the existing 902,001 sf of office space that would be retained.

Lead Agency Contact

Name Paul Lam
Agency City of Alhambra
Phone (626) 570-5040 **Fax**
email
Address 111 S. First Street
City Alhambra **State** CA **Zip** 91801-3796

Project Location

County Los Angeles
City Alhambra
Region
Cross Streets Fremont Ave & Mission Rd
Lat / Long 34° 0.80' 38.6" N / 118° 15' 15.9" W
Parcel No. 5342-001-006 thru -010, 019, 021-02
Township 1S **Range** 12W **Section** 16 **Base** SB

Proximity to:

Highways I-10, 710, US 60/70/99
Airports
Railways UPRR/SPRR
Waterways
Schools Alhambra HS, Century HS
Land Use PO/Office professorial

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Cumulative Effects; Geologic/Seismic; Growth Inducing; Landuse; Noise; Other Issues; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Water Quality; Water Supply

Reviewing Agencies Resources Agency; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Wildlife, Region 5; Department of Housing and Community Development; Native American Heritage Commission; Public Utilities Commission; California Highway Patrol; Caltrans, District 7; Resources, Recycling and Recovery; State Water Resources Control Board, Division of Drinking Water; State Water Resources Control Board, Division of Drinking Water, District 7; Department of Toxic Substances Control; Regional Water Quality Control Board, Region 4

Date Received 10/11/2017 **Start of Review** 10/12/2017 **End of Review** 11/13/2017

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
 For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SC# 2017101025

Project Title: The Villages At The Alhambra

Lead Agency: City of Alhambra Contact Person: Paul Lam
 Mailing Address: 111 S. First Street Phone: (626) 570-5040
 City: Alhambra Zip: 91801 County: Los Angeles

Project Location: County: Los Angeles City/Nearest Community: Alhambra

Cross Streets: Fremont Avenue & Mission Road Zip Code: 91803

Longitude/Latitude (degrees, minutes and seconds): 34 ° 08' 38.6" N / 118 ° 15' 15.9" W Total Acres: 38.38

Assessor's Parcel No.: 5342-001-006 thru -010, 019, 021-02 Section: 16 Twp.: 1S Range: 12W Base: San Bern

Within 2 Miles: State Hwy #: I-10, I-710, US 60/70/99 Waterways: none

Airports: none Railways: UPRR/SPRR Schools: Alhambra HS, Century H

Document Type:

CEQA: NOP Draft EIR NEPA: NOI Other: Joint Document
 Early Cons Supplement/Subsequent EIR EA Final Document
 Neg Dec (Prior SCH No.) Draft EIS Other:
 Mit Neg Dec Other: FONSI

Government's Office of Planning & Research
 After 12PM
 OCT 11 2017

Local Action Type:

General Plan Update Specific Plan Rezone Annexation
 General Plan Amendment Master Plan Prezone Redevelopment
 General Plan Element Planned Unit Development Land Division (Subdivision, etc.) Coastal Permit
 Community Plan Site Plan Other:

Development Type:

Residential: Units 1,061 Acres 22
 Office: Sq.ft. _____ Acres _____ Employees _____
 Commercial: Sq.ft. _____ Acres _____ Employees _____
 Industrial: Sq.ft. _____ Acres _____ Employees _____
 Educational: _____
 Recreational: _____
 Water Facilities: Type _____ MGD _____
 Transportation: Type _____
 Mining: Mineral _____
 Power: Type _____ MW _____
 Waste Treatment: Type _____ MGD _____
 Hazardous Waste: Type _____
 Other: _____

Project Issues Discussed in Document:

Aesthetic/Visual Fiscal Recreation/Parks Vegetation
 Agricultural Land Flood Plain/Flooding Schools/Universities Water Quality
 Air Quality Forest Land/Fire Hazard Septic Systems Water Supply/Groundwater
 Archeological/Historical Geologic/Seismic Sewer Capacity Wetland/Riparian
 Biological Resources Minerals Soil Erosion/Compaction/Grading Growth Inducement
 Coastal Zone Noise Solid Waste Land Use
 Drainage/Absorption Population/Housing Balance Toxic/Hazardous Cumulative Effects
 Economic/Jobs Public Services/Facilities Traffic/Circulation Other:

Present Land Use/Zoning/General Plan Designation:

PO (Professional Office)/Office Professional

Project Description: (please use a separate page if necessary)

The Project Site consists of the entire block bounded by Fremont Avenue, Mission Road, Date Avenue, and Orange Street. The Site is fully developed with office, warehouse, storage, utility substation, and surface parking lot uses. The Project would construct 1,061 residential units (516 for-sale; 545 rental), a 490-space parking structure, and associated open space, landscape, and vehicle/pedestrian circulation areas to accompany the existing 902,001 square feet of office space that would be retained.

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g., Notice of Determination on

Resources Agency

Resources Agency
Nadell Gayou

Dept. of Boating & Waterways
Denise Peterson

California Coastal Commission
Allyson Hitt

Colorado River Board
Lisa Johansen

Dept. of Conservation
Crina Chan

Cal Fire
Dan Foster

Central Valley Flood Protection Board
James Herota

Office of Historic Preservation
Ron Parsons

Dept of Parks & Recreation Environmental Stewardship Section

S.F. Bay Conservation & Dev't. Comm.
Steve Goldbeck

Dept. of Water Resources Agency
Nadell Gayou

Fish and Game

Dept. of Fish & Wildlife
Scott Flint
Environmental Services Division

Fish & Wildlife Region 1
Curt Babcock

Fish & Wildlife Region 1E
Laurie Harnsberger

Fish & Wildlife Region 2
Jeff Drongesen

Fish & Wildlife Region 3
Craig Weightman

Fish & Wildlife Region 4
Julie Vance

Fish & Wildlife Region 5
Leslie Newton-Reed
Habitat Conservation Program

Fish & Wildlife Region 6
Tiffany Ellis
Habitat Conservation Program

Fish & Wildlife Region 6 I/M
Heidi Calvert
Inyo/Mono, Habitat Conservation Program

Dept. of Fish & Wildlife M
William Paznokas
Marine Region

Other Departments

California Department of Education
Lesley Taylor

OES (Office of Emergency Services)
Montique Wilber

Food & Agriculture
Sandra Schubert
Dept. of Food and Agriculture

Dept. of General Services
Cathy Buck
Environmental Services Section

Housing & Comm. Dev.
CEQA Coordinator
Housing Policy Division

Independent Commissions/Boards

Delta Protection Commission
Erik Vink

Delta Stewardship Council
Kevan Samsam

California Energy Commission
Eric Knight

Native American Heritage Comm.
Debbie Treadway

Public Utilities Commission Supervisor

Santa Monica Bay Restoration
Guangyu Wang

State Lands Commission
Jennifer Deleong

Tahoe Regional Planning Agency (TRPA)
Cherry Jacques

Cal State Transportation Agency CalSTA

Caltrans - Division of Aeronautics
Philip Crimmins

Caltrans - Planning HQ LD-IGR
Christian Bushong

California Highway Patrol
Suzann Ikeuchi
Office of Special Projects

Dept. of Transportation

Caltrans, District 1
Rex Jackman

Caltrans, District 2
Marcelino Gonzalez

Caltrans, District 3
Eric Fedenicks - South
Susan Zanchi - North

Caltrans, District 4
Patricia Maurice

Caltrans, District 5
Larry Newland

Caltrans, District 6
Michael Navarro

Caltrans, District 7
Dianna Watson

Caltrans, District 8
Mark Roberts

Caltrans, District 9
Gayle Rosander

Caltrans, District 10
Tom Dumas

Caltrans, District 11
Jacob Armstrong

Caltrans, District 12
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Cal EPA

Air Resources Board

Airport & Freight
Jack Wursten

Transportation Projects
Nesamani Kalandyur

Industrial/Energy Projects
Mike Tollstrup

California Department of Resources, Recycling & Recovery
Sue O'Leary

State Water Resources Control Board
Regional Programs Unit
Division of Financial Assistance

State Water Resources Control Board
Cindy Forbes - Asst Deputy
Division of Drinking Water

State Water Resources Control Board
Div. Drinking Water # 7

State Water Resources Control Board
Student Intern, 401 Water Quality Certification Unit
Division of Water Quality

State Water Resources Control Board
Phil Crader
Division of Water Rights

Dept. of Toxic Substances Control
CEQA Tracking Center

Department of Pesticide Regulation
CEQA Coordinator

Regional Water Quality Control Board (RWQCB)

RWQCB 1
Cathleen Hudson
North Coast Region (1)

RWQCB 2
Environmental Document Coordinator
San Francisco Bay Region (2)

RWQCB 3
Central Coast Region (3)

RWQCB 4
Teresa Rodgers
Los Angeles Region (4)

RWQCB 5S
Central Valley Region (5)

RWQCB 5F
Central Valley Region (5)
Fresno Branch Office

RWQCB 5R
Central Valley Region (5)
Redding Branch Office

RWQCB 6
Lahontan Region (6)

RWQCB 6V
Lahontan Region (6)
Victorville Branch Office

RWQCB 7
Colorado River Basin Region (7)

RWQCB 8
Santa Ana Region (8)

RWQCB 9
San Diego Region (9)

Other _____

NATIVE AMERICAN HERITAGE COMMISSION

Environmental and Cultural Department
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691
Phone (916) 373-3710



October 16, 2017

Paul Lam
City of Alhambra
111 S. First Street
Alhambra, CA 91801-3796

Sent via e-mail: plam@cityofalhambra.org

RE: SCH# 2017101025; The Villages At The Alhambra Project, City of Alhambra; Los Angeles County, California

Dear Mr. Lam:

The Native American Heritage Commission has received the Notice of Preparation (NOP) for Draft Environmental Impact Report for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code § 21000 et seq.), specifically Public Resources Code section 21084.1, states that a project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit. 14, § 15064.5 (b) (CEQA Guidelines Section 15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an environmental impact report (EIR) shall be prepared. (Pub. Resources Code § 21080 (d); Cal. Code Regs., tit. 14, § 15064 subd. (a)(1) (CEQA Guidelines § 15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources with the area of project effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a **separate category of cultural resources**, "tribal cultural resources" (Pub. Resources Code § 21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment (Pub. Resources Code § 21084.2). Please reference California Natural Resources Agency (2016) "Final Text for tribal cultural resources update to Appendix G: Environmental Checklist Form," <http://resources.ca.gov/ceqa/docs/ab52/Clean-final-AB-52-App-G-text-Submitted.pdf>. Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code § 21084.3 (a)). **AB 52 applies to any project for which a notice of preparation or a notice of negative declaration or mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements.** If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. § 800 et seq.) may also apply.

The NAHC recommends **lead agencies consult with all California Native American tribes** that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments. **Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.**

OCT 23 REC'D

AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a **lead agency** shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:
 - a. A brief description of the project.
 - b. The lead agency contact information.
 - c. Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code § 21080.3.1 (d)).
 - d. A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code § 21073).
2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A **lead agency** shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code § 21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or environmental impact report. (Pub. Resources Code § 21080.3.1(b)).
 - a. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code § 65352.4 (SB 18). (Pub. Resources Code § 21080.3.1 (b)).
3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:
 - a. Alternatives to the project.
 - b. Recommended mitigation measures.
 - c. Significant effects. (Pub. Resources Code § 21080.3.2 (a)).
4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:
 - a. Type of environmental review necessary.
 - b. Significance of the tribal cultural resources.
 - c. Significance of the project's impacts on tribal cultural resources.
 - d. If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code § 21080.3.2 (a)).
5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code sections 6254 (r) and 6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code § 21082.3 (c)(1)).
6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:
 - a. Whether the proposed project has a significant impact on an identified tribal cultural resource.
 - b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code section 21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code § 21082.3 (b)).

7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:
 - a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
 - b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code § 21080.3.2 (b)).

8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code section 21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code section 21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code § 21082.3 (a)).

9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code section 21084.3 (b). (Pub. Resources Code § 21082.3 (e)).

10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:
 - a. Avoidance and preservation of the resources in place, including, but not limited to:
 - i. Planning and construction to avoid the resources and protect the cultural and natural context.
 - ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
 - b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
 - i. Protecting the cultural character and integrity of the resource.
 - ii. Protecting the traditional use of the resource.
 - iii. Protecting the confidentiality of the resource.
 - c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
 - d. Protecting the resource. (Pub. Resource Code § 21084.3 (b)).
 - e. Please note that a federally recognized California Native American tribe or a nonfederally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code § 815.3 (c)).
 - f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code § 5097.991).

11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An environmental impact report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:
 - a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code sections 21080.3.1 and 21080.3.2 and concluded pursuant to Public Resources Code section 21080.3.2.
 - b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
 - c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code section 21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code § 21082.3 (d)).

This process should be documented in the Cultural Resources section of your environmental document.

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

SB 18

SB 18 applies to local governments and requires **local governments** to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code § 65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf

Some of SB 18's provisions include:

1. **Tribal Consultation:** If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code § 65352.3 (a)(2)).
2. **No Statutory Time Limit on SB 18 Tribal Consultation.** There is no statutory time limit on SB 18 tribal consultation.
3. **Confidentiality:** Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code section 65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code sections 5097.9 and 5097.993 that are within the city's or county's jurisdiction. (Gov. Code § 65352.3 (b)).
4. **Conclusion of SB 18 Tribal Consultation:** Consultation should be concluded at the point in which:
 - a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
 - b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: <http://nahc.ca.gov/resources/forms/>

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine:
 - a. If part or all of the APE has been previously surveyed for cultural resources.
 - b. If any known cultural resources have been already been recorded on or adjacent to the APE.
 - c. If the probability is low, moderate, or high that cultural resources are located in the APE.
 - d. If a survey is required to determine whether previously unrecorded cultural resources are present.
2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.

From: Gabrieleno Band of Mission Indians <gabrielenoindians@yahoo.com>
Sent: Monday, October 23, 2017 10:45 AM
To: Lam, Paul
Subject: Paul Lam-City of Alhambra-West Mission Road abd Fremont Ave
Attachments: Paul Lam-City of Alhambra-West Mission Road abd Fremont Ave .pdf

Please see attachment

Sincerely,

Brandy Salas

Andrew Salas, Chairman
Gabrieleno Band of Mission Indians - Kizh Nation
PO Box 393
Covina, CA 91723
Office: 844-390-0787
Cell: (626)926-4131
Email: gabrielenoindians@yahoo.com
website: www.gabrielenoindians.org



GABRIELEÑO BAND OF MISSION INDIANS - KIZH NATION

Historically known as The San Gabriel Band of Mission Indians
recognized by the State of California as the aboriginal tribe of the Los Angeles basin

City of Alhambra
111 South First St.
Alhambra, CA 91801

October 23, 2017

Re: AB52 Consultation request for the West Mission Road and Fremont Ave Alhambra located 1000 South Fremont ve 920 South Fremont Ave 2215 west Mission Road 629, 635, 701, 825 and 1003 South Gate Ave

Dear Paul Lam,

Please find this letter as a written request for consultation regarding the above-mentioned project pursuant to Public Resources Code § 21080.3.1, subd. (d). Your project lies within our ancestral tribal territory, meaning belonging to or inherited from, which is a higher degree of kinship than traditional or cultural affiliation. Your project is located within a sensitive area and may cause a substantial adverse change in the significance of our tribal cultural resources. Most often, a records search for our tribal cultural resources will result in a "no records found" for the project area. The Native American Heritage Commission (NAHC), ethnographers, historians, and professional archaeologists can only provide limited information that has been previously documented about California Native Tribes. This is the reason the NAHC will always refer the lead agency to the respective Native American Tribe of the area because the NAHC is only aware of general information and are not the experts on each California Tribe. Our Elder Committee & tribal historians are the experts for our Tribe and are able to provide a more complete history (both written and oral) regarding the location of historic villages, trade routes, cemeteries and sacred/religious sites in the project area. Therefore, to avoid adverse effects to our tribal cultural resources, we would like to consult with you and your staff to provide you with a more complete understanding of the prehistoric use(s) of the project area and the potential risks for causing a substantial adverse change to the significance of our tribal cultural resources.

Consultation appointments are available on Wednesdays and Thursdays at our offices at 910 N. Citrus Ave. Covina, CA 91722 or over the phone. Please call toll free 1-844-390-0787 or email gabrielenoindians@yahoo.com to schedule an appointment.

** Prior to the first consultation with our Tribe, we ask all those individuals participating in the consultation to view a video produced and provided by CalEPA and the NAHC for sensitivity and understanding of AB52. You can view their videos at: <http://calepa.ca.gov/Tribal/Training/> or <http://nahc.ca.gov/2015/12/ab-52-tribal-training/>

With Respect,

Andrew Salas, Chairman

Andrew Salas, Chairman

Albert Perez, treasurer |

PO Box 393, Covina, CA 91723

Nadine Salas, Vice-Chairman

Martha Gonzalez Lemos, treasurer ||

www.gabrielenoindians.org

Christina Swindall Martinez, secretary

Richard Gradias, Chairman of the Council of Elders

gabrielenoindians@yahoo.com



Comments on the Proposed Environmental Impact Report (EIR)

for

The Villages at The Alhambra (“Project”)

Case No.: Residential Planned Development RP-17-7, Conditional Use Permit CU-17-9, Vesting Tentative Tract Map TT-74194, Variances V-17-10, Development Agreement, and Application for Design Review

Applicant: Elite-TRC Alhambra Community LLC & The Corner Company, LLC

Location/Address: 1000 South Fremont Avenue, Alhambra, CA 91803

Submitted on November 10, 2017

Grassroots Alhambra (GRA) is providing the following comments based on the aforementioned NOP and Public Scoping Meeting held on October 19, 2017 – on the “...scope and content of the EIR...” as requested. Public comments are due on November 10, 2017. These comments are being timely submitted.

GRA is a local, Alhambra-based community organization dedicated to the enhancement of public and civic life in Alhambra for all its residents. GRA strives to educate and inform Alhambra citizens as needed on matters that impact the way of life in Alhambra. GRA’s goal is that the public’s business be done in public in a transparent manner. While GRA has as members anyone who has Alhambra’s best interests at heart regardless of where they reside, the vast majority of GRA’s members are Alhambra residents. For further information on GRA please visit grassrootsalhambra.org.

Members of GRA attended the Public Scoping Meeting on October 19, 2017. GRA members have also reviewed publicly available documents relating to the Project, including the NOP and the presentation made by the Project Applicant to the Alhambra City Council on October 9, 2017.¹ GRA members were also present at the October 9, 2017 City Council meeting. In addition, GRA has reviewed certain publicly available correspondence items pertaining to the Project, obtained

¹ The presentation is available at the following City of Alhambra website
http://www.cityofalhambra.org/page/468/the_new_alhambra_place/



via a Public Records Act request to the City of Alhambra (hereafter “City”). We also note that additional, relevant correspondence and documents pertaining to the Project (including documents and environmental analyses for zoning changes that enabled the Project – which were granted almost a decade ago) have been requested from the City and have not been received at the time of preparation of these comments. Given the significance of this incomplete record, we reserve our right to supplement these comments once we received the additional documents requested from the City.

We understand that the City of Alhambra is the Lead Agency for this Project as defined under the California Environmental Quality Act (CEQA) and that it has determined that an EIR would be prepared to satisfy CEQA obligations. While we agree that an EIR is an appropriate vehicle under which all aspects of the Project’s impacts will be analyzed, we have significant concerns as noted in these comments.

1. The Project is Not Adequately Defined at the Present.

For any EIR to be meaningful, it must rely on a reasonably defined Project. Given our review of the Project as presented to the City Council on October 9, 2017 and our attendance at the October 19, 2017 meeting, we do not believe that the project has, as yet, been defined adequately in order to support the preparation of the EIR. Examples of significant deficiencies in Project definition include:

- lack of project schedule. Our understanding is that the entire project will be implemented “...over a 10-year period...in a phased manner...” based on our conversations with Project proponents present at the October 19, 2017. However, that is not precise enough for analyzing the environmental impacts that will occur or potentially occur over time. The “scope and content” of the EIR therefore cannot be fully defined until the project schedule is defined;

- lack of detail on the phasing of the project. It is our understanding that, in general, the project will consist of a new above-ground parking lot, the building of various “for sale” and “for rent” units, along with supporting parking (both above and under-ground) and other facilities. However, neither the City’s representatives nor the Project proponent’s representatives could answer how these various “for sale” and “for rent” units would be built over the general 10-year period of the Project. In fact, other than confirming that the above-ground parking structure would be built first, we received conflicting information with regards to project phasing thereafter. It is our opinion that important impacts such as traffic cannot be analyzed without clarity on phasing. Thus defining the “scope and content” of the EIR is not possible at this time;

- lack of detail on the extent to which subsurface construction will or might occur. Like the items above, we received conflicting information as to how much (and where) underground construction will occur. Since the site of the Project overlays contaminated groundwater as part of an EPA



Superfund site, it is impossible to properly define myriad potential impacts (which should be analyzed in the EIR) as well as potential mitigation, without having a clear idea of what is planned as part of the Project;

- lack of any Project Alternatives. Typically, EIRs are required to analyze impacts due to the Project, the No Project alternative, and additional Alternatives defined by the proponent, the Lead Agency, or the public. However, the Scoping Meeting did not propose any Alternatives by the proponent or the City. In fact, discussions with representatives of the Project proponent clearly indicated that they were somewhat confused by the very concept of Project Alternatives. At a minimum, the ER should consider Alternatives such as: (a) reduced number of proposed housing units of all types; (b) minimizing or eliminating the need for any sub-surface construction; (c) inclusion of additional publicly accessible open space into the Project scope; and (d) alternate ingress/egress concepts.

The above are just examples of why GRA believes that it is premature to conclude that the Scoping Meeting held on October 19, 2017 is adequate. We believe that the City should notice and hold a proper Scoping Meeting once the Project is sufficiently defined and that will then allow the “scope and nature” of the EIR to be properly defined.

2. The Relationship Between the Project’s EIR and the EIR for the General Plan Update Needs to be Clearly Defined

For the past several years up to now, the City has been in the process of updating its current General Plan,² including the preparation of an accompanying EIR.³ Conversations with staff at the City have provided no clarity as to when the draft EIR for the General Plan Update will be available for comment and then finalized. These conversations have not provided any clarity as to when the General Plan will be updated at long last.

Conversations with consultants engaged by the Project applicant (specifically a representative from Psomas) at the October 19, 2017 meeting indicated that not only were they not aware of the General Plan Update process underway at the City, but that they had and have continue to base project-related decisions and analyses (such as entitlement issues) on the current General Plan.

² The City’s current General Plan was last adopted almost 30 years ago circa 1988. Since this current General Plan is, inexplicable, not posted on the City’s website, we provide a link to this current General Plan available on GRA’s website. http://www.grassrootsalhambra.org/general_plan

³ http://www.cityofalhambra.org/page/544/general_plan_update/



We make strong objection to any of this Project's CEQA or other analyses being based in any way on the current General Plan. Given the update underway, and the potential size (and impacts) of the Project, its impacts should be analyzed under the new, Updated General Plan. Thus, the preparation of the Project's EIR should be deferred until the General Plan Update (including its EIR) is completed.⁴ Of course, we urge that the adoption of the Updated General Plan and its accompanying EIR be expediated.

3. The City's Obligation as a Lead Agency is Not Being Properly Discharged in the Matter of Hiring the Consultants that will Prepare the Project EIR

Even though the City is the CEQA Lead Agency, we were surprised to see that the consultants (such as Psomas, as well as Kimley-Horn – the traffic consultants, and perhaps others) present at the October 19, 2017 meeting, were not hired by the City but rather by the Project developer. This is highly improper and is plainly inconsistent with the City role under CEQA. At a minimum it reduces public confidence in the EIR that will be prepared for this Project. While the City's staff indicated that they may hire a third-party consultant to review the work by the Project proponents' consultants, it merely sets up a convoluted process, with even less transparency as far as the public is concerned. We believe that the City, as Lead Agency, should directly hire the consultants who will prepare the EIR. It would appear that even the City Attorney agrees with this (emphasis added by GRA):

From: Castagnola, Marc [<mailto:mcastagnola@cityofalhambra.org>]
Sent: Monday, September 18, 2017 4:48 PM
To: Megan Moloughney <mmoloughney@ratkovich.com>
Cc: Reynoso, Vanessa <VREYNOSO@cityofalhambra.org>; Lam, Paul <PLAM@cityofalhambra.org>; Brian Saenger <bsaenger@ratkovich.com>
Subject: RE: Weekly Meetings

Good afternoon Megan,

We had a discussion with Joe Montes, City Attorney, with regards to the CEQA contract. He is recommending that the City follows the Municipal Code and procurement policies by issuing an RFP for the CEQA consultant under city contract. I understand that your consultant has already started some work. We should probably schedule a conference call to discuss the details.
Thank you.

Based on this, we demand that the City not proceed with its typical "business-as-usual" manner with regards to CEQA analyses, and directly hire the respective consultants who will prepare the EIR's various analyses. It goes without saying that this hiring process should conform to the City's

⁴ While City staff at the October 19 meeting seemed to assure GRA members that this will indeed be the case, we ask that the City explicitly provide this assurance.



Codes and guidelines for hiring consultants, including, at a minimum the preparation of an appropriate Request for Proposal, the receiving of multiple qualified bids, and the selection based on the bids received – all in a public, transparent manner. Other than how the selected consultants should be paid (which can be by the Project applicant, after approval of invoices by the City), the consultants should report only to the City. Anything else is simply improper.

4. Additional Concerns

At the October 19, 2017 meeting, GRA members as well as members of the general public conducted multiple discussions with at least two staff from Kimley-Horn, the purported traffic consultants, improperly (see above) selected for the Project. These two staff were naturally asked many questions relating to traffic, as it is expected to be a major, adverse impact as a result of this Project. The Kimley-Horn staff flatly indicated to GRA members and others that they had conducted no analysis to date (since this was so preliminary) and, in fact, that no data for current, baseline conditions, had been collected. The issue of baseline data, and how it should be collected for a phased project such as this, was specifically discussed with Kimley-Horn staff. Without such data collected over time (i.e., an evolving baseline, appropriate for a phased project such as this), we believe that proper cumulative traffic impacts (which are required to be analyzed in the EIR) simply cannot be done. The consultants' response was that they recognized the challenges. They confirmed, however, that no baseline traffic data had been collected as yet.

Based on the above, it was very surprising to us that it appears that indeed traffic count data collection for this Project and some traffic analyses, have, in fact, been done, just this past June – by Kimley-Horn. We have provided, in Attachment A to these comments, a set of emails we have received from the City pursuant to a Public Records Act request, that clearly demonstrate this without any ambiguity.⁵

Also at the October 19, 2017 meeting, GRA members inquired with members of the Project proponent's team at each of the respective open house stations as to any planned Affordable Housing set-asides. The answers we received ranged from "there are no plans for any Affordable Housing set-asides" to "it hasn't been decided yet" to "I don't know." We find this disingenuous at best, given that the submitted plans for City consideration are required to specify it. It further demonstrates that the Project scope is not sufficiently defined at this time. Given that Affordable Housing is a critical part of the Population and Housing element of an EIR, it is not credible that the Project proponent has not formulated a position on this. We expect that this Project will do its part to address the need for Affordable Housing in the City.

⁵ We note, as a factual matter, that Mr. Srikanth Chakravarthy was one of the Kimley-Horn staff with whom GRA members conducted discussions at the meeting on October 19, 2017.





In short, and to put it mildly and bluntly, GRA members and others who attended the October 19 meeting, were misled on these very important aspects. As such it grossly reduces our confidence in any and all of the information we received at this meeting and, any information, in general that the Project proponent is providing to the public.

In summary, for the reasons stated above, the scope and content of the EIR for this Project cannot be defined at this time. More information on the Project scope needs to be provided for the Project EIR's scope and content to be defined in enough detail that a meaningful impact analysis can be conducted. From a process standpoint, the City needs to go through a proper and public hiring process to select the consultants who will prepare the EIR. And, this Project's impacts analysis in the EIR should be consistent with an adopted, updated General Plan. Thus, we expect that the City will notice a proper Scoping Meeting for this Project's EIR in the future after the deficiencies above have been remedied. That said, we at GRA stand ready to follow this important Project over the coming years.



**grassroots
alhambra**

 grassrootsalhambra@gmail.com

 www.grassrootsalhambra.org

Attachment A – Relevant Traffic Related e-mails



Vanessa Reynoso | Deputy Director of Development Services
City of Alhambra
111 S. First St. | Alhambra, CA 91801
T: 626-570-5033 | F: 626-458-4201
www.cityofalhambra.org



From: srikanth.chakravarth@kimley-horn.com [<mailto:srikanth.chakravarth@kimley-horn.com>]
Sent: Thursday, June 29, 2017 2:09 PM
To: mmoloughney@ratkovich.com; Serine.Ciandella@kimley-horn.com
Cc: Reynoso, Vanessa
Subject: RE: Traffic Data - The Alhambra

Hi Megan,

Are you referring to the traffic count data we collected last month? Please let me know and I can send it along.

Thanks,
Sri

Sri Chakravarthy, P.E., T.E.
Kimley-Horn | 660 S. Figueroa St. Ste 2050, Los Angeles, CA 90017
Direct: 213-261-4037 | Mobile: 310-621-2778

From: Megan Moloughney [<mailto:mmoloughney@ratkovich.com>]
Sent: Thursday, June 29, 2017 12:59 PM
To: Ciandella, Serine <Serine.Ciandella@kimley-horn.com>; Chakravarthy, Srikanth <srikanth.chakravarth@kimley-horn.com>
Cc: Reynoso, Vanessa <VREYNOSO@cityofalhambra.org>
Subject: RE: Traffic Data - The Alhambra

Serine,

Yes, I did know that. The new interim director is Marc Castagnola mcastagnola@cityofalhambra.org.

I also know Vanessa, she's been at the City for about 20 + years. Her email is VREYNOSO@cityofalhambra.org.

Are we at least able to get data from your study that I can provide to the company doing our parking analysis?

Thanks,

Megan Moloughney
Senior Development Manager
THE RATKOVICH COMPANY
THE ALHAMBRA
1000 S. Fremont Avenue, Unit 1

Building A-7, Suite 7300
Alhambra, California 91803
T 626 300-5000
F 626 300 5025
www.ratkovich.net
www.thealhambra.net

THE RATKOVICH COMPANY MISSION IS TO PROFITABLY PRODUCE DEVELOPMENTS THAT IMPROVE THE QUALITY OF URBAN LIFE

From: Ciandella, Serine [<mailto:Serine.Ciandella@kimley-horn.com>]
Sent: Thursday, June 29, 2017 12:55 PM
To: Megan Moloughney <mmoloughney@ratkovich.com>; Chakravarthy, Srikanth <srikanth.chakravarth@kimley-horn.com>
Subject: RE: Traffic Data - The Alhambra

Hi, Megan –

I talked with Jana at Transtech yesterday, and learned that Tanya is no longer with the City. Did either of you know that?

Jana wasn't sure who is "in charge" of Planning right now. She thinks perhaps Vanessa is acting director in the interim.

Have either of you worked with Vanessa? I don't know her very well.



Serine Ciandella
765 The City Drive, Suite 200
Orange, CA 92868
Direct: (714) 705-1301 | Main: (714) 939-1030
serine.ciandella@kimley-horn.com

Proud to be one of FORTUNE Magazine's 100 Best Companies to Work For.

From: Megan Moloughney [<mailto:mmoloughney@ratkovich.com>]
Sent: Wednesday, June 28, 2017 10:21 AM
To: Ciandella, Serine <Serine.Ciandella@kimley-horn.com>; Chakravarthy, Srikanth <srikanth.chakravarth@kimley-horn.com>
Cc: Paul Garry <paul.garry@psomas.com>
Subject: FW: Traffic Data - The Alhambra

Serine and Sri,

I had not heard from anyone and wanted to get an update.

Please get back to me at your earliest opportunity.

Thank you,

Megan Moloughney

Senior Development Manager

THE RATKOVICH COMPANY

THE ALHAMBRA

1000 S. Fremont Avenue, Unit 1

Building A-7, Suite 7300

Alhambra, California 91803

T 626 300 5000

F 626 300 5025

www.ratkovich.net

www.thealhambra.net

THE RATKOVICH COMPANY MISSION IS TO PROFITABLY PRODUCE DEVELOPMENTS THAT IMPROVE THE QUALITY OF URBAN LIFE

From: Megan Moloughney

Sent: Wednesday, June 21, 2017 10:20 AM

To: Serine.Ciandella@kimley-horn.com

Cc: 'srikanth.chakravarth@kimley-horn.com' <srikanth.chakravarth@kimley-horn.com>; 'Paul Garry'

<paul.garry@psomas.com>

Subject: Traffic Data - The Alhambra

Is there an update on Traffic Analysis that you can provide to us? We are firming up our Parking Analysis for our Initial Study, due the end of June.

Thank you,

Megan Moloughney

Senior Development Manager

THE RATKOVICH COMPANY

THE ALHAMBRA

1000 S. Fremont Avenue, Unit 1

Building A-7, Suite 7300

Alhambra, California 91803

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November 7, 2017

VIA EMAIL ONLY: plam@cityofalhabra.org

City of Alhambra
Attn: Paul Lam, Principal Planner
Development Services Dept., Planning Division
City Hall, 111 S. First Street
Alhambra, CA 91801

Re: Comments to Notice of Preparation of Environmental Impact Report and Public Scoping Meeting, for proposed residential development at 1000 South Fremont Avenue ("Project")

Dear Mr. Lam:

Thank you for allowing Union Pacific Railroad Company ("UP") the opportunity to submit the following comments in response to the notice on the above-referenced Project. UP is a Delaware corporation that owns and operates a common carrier railroad network in the western half of the United States, including the State of California. Specifically, UP owns and operates rail main lines connecting San Francisco to Sacramento and points east and north, and to Los Angeles and points east and southeast. UP is the largest rail carrier in California in terms of both mileage and train operations. UP's rail network is vital to the economic health of California and the nation as a whole and its rail service to customers in the Alhambra Area is crucial to the future success and growth of those customers.

The proposed Project location is adjacent to UP's Alhambra Subdivision. Additionally, there may be at-grade rail crossings over these tracks in nearby locations. Any land planning decisions should consider that train volumes near the Project area may increase in the future. UP also asks that the City and the applicant keep in mind that this is a vital rail corridor and nearby land uses should be compatible with this continuing rail use.

Increased Traffic Impact

Rail crossing safety is critical to the public and to UP. Any increase in traffic from the Project may render inadequate the current safety devices in place on any nearby at-grade

crossings. Additionally, an increase of pedestrian and vehicular traffic may conflict with train operations causing trains to proceed more slowly through the City, and/or make more frequent emergency stops, which would make rail service less effective and efficient. Should this Project be approved, UP requests that the Project developer and the City examine any increase in vehicular and pedestrian traffic and the impacts on any nearby at-grade road crossings to see if any additional mitigation measures should be included in the Project.

Trespassing

Any increase in pedestrian traffic will increase the likelihood of trespassing onto the railroad right-of-way. UP requests that the developer and the City examine the Project impacts associated with the increased likelihood of trespassing and set forth appropriate mitigation measures.

Noise and Vibration Impact

UP's 24-hour rail operations generate the noise and vibration one would expect from an active railway. Any increase in pedestrian and vehicular traffic over and around crossings may result in additional horn use by railroad employees. As a mitigation measure, the developer should disclose to the general public, including residents of the proposed development, the daytime and nighttime noise levels naturally occurring with rail service, including sounding horns at vehicle crossings where required, as well as the pre-existing and predictably-occurring vibration. These disclosures should note that train volume may increase in the future. The Project's development plans should also include appropriate mitigation measures, such as construction of sound barrier walls or landscape buffers, and/or use of sound-proofing materials and techniques.

Drainage and Project Construction

UP requests the City ensure that the drainage plan relating to the Project does not shift storm water drainage toward UP property and infrastructure. Any runoff onto UP's property may cause damage to its facilities resulting in a potential public safety issue. If the Project is approved, we ask that the City require the applicant to mitigate all safety risks and the impacts of the railroad's 24-hour operations during the construction of the Project, including contacting UP to arrange for flaggers for work performed within twenty-five feet (25') of the nearest track.

UP appreciates the developer and the City giving due consideration to the above concerns, as this proposed Project may result in impacts to land use and public safety. Please give notice to UP of all future hearings and other matters with respect to the Project as follows:

Peter Kenney, Senior Analyst - Real Estate
Union Pacific Railroad Company
1400 Douglas Street - STOP 1690 Omaha, NE 68179
(402) 544-8581
pkenny@up.com

City of Alhambra
November 7, 2017

Please do not hesitate to contact Peter Kenney if you have any questions or concerns.

Sincerely,



Madeline E. Roebke
Senior General Counsel
Union Pacific Railroad Company

cc: Peter Kenney

The Villages at The Alhambra Project
EIR Scoping Meeting
October 19, 2017

Comment Form

Comments are to address environmental concerns, such as traffic, aesthetics, air quality, hazards, noise, public services, utilities, etc. Use the space below to comment on areas of concern regarding the scope and content of the Draft EIR.

Any identifying information provided will become part of the public record and, as such, must be released to any individual upon request.

Contact Information (Optional, please print clearly)

Name: Joel Arnold Representing Agency or Organization

Address: Emery Park 91803

Comment: This project is too big. The beauty of Alhambra is that it is a small, quite, and safe city. Building 1000 extra units destroys the quality of life. The surface streets of Valley, Mission, and Fremont are already too congested.

From: C. Bender <cbender99@sbcglobal.net>
Sent: Thursday, November 09, 2017 12:16 PM
To: Lam, Paul
Subject: The Villages at The Alhambra - Comments Regarding Potential Environmental Impacts / EIR
Attachments: EIR Comments - Villages at the Alhambra.pdf

Comments for Consideration for the Environmental Impact Report

- The project **must be more completely and specifically defined** before an EIR can be started, or even before a legitimate and meaningful scoping meeting can be held. *There are too many unknowns. Phased completion over 10 year period? Specifically what, when? Maybe underground parking?* City should demand interim reviews and approvals over the ten-year period. *Much can change over 10 years.*
- **Is the project area legally zoned** for the proposed development? *There are questions regarding the 2006 zone amendment process and procedures used to exclusively authorize this project. After 11 years of inactivity following its approval, is the amendment still valid?*
- The EIR must take into account **compounded impacts** from Camellia Court, The Midwick Collection, and the Alhambra Court developments previously approved by the city and others currently under consideration, as well as the Monterey Park hotel development currently under construction at Hellman and Atlantic and other hotels planned by Monterey Park along the Atlantic Blvd. corridor.
- The report should specifically identify any potential benefits to the local community and the city as a whole as a result of this project.
- How many units within the project will be **set-aside for low-income families?** How many units are estimated to be “affordable” to families of city employees such as teachers, police officers, or fire fighters?
- The report should identify opportunities for the use of public transportation and alternative forms of mobility in and around the project area, as well as limitations to public transportation and alternative mobility options.
- **Traffic Study**
 1. Require redundant traffic studies from two independent traffic engineering firms, one selected by our City, and another selected by an affected neighboring city, such as Monterey Park. (Fees to be paid by the developer.)
 2. Traffic studies should include samplings at various times of the day, including weekends, and not be limited to only peak hours.
 3. Study should include impact on ALL through streets and intersections within ¼ mile of all auto entrance/exit points to the proposed project.
 4. In addition No. 3, above, study should include impact on ALL of Fremont Ave. and its intersections within the city limits.
 5. In addition to No. 3, above, study should include the impact on ALL of Mission Road and its intersections between Lowell Ave. (Los Angeles)/Concord Ave. and Atlantic Blvd.
 6. In addition to No. 3, above, study should include the impact on ALL of Valley Blvd. and its intersections between the 710 Freeway and Atlantic Blvd.
 7. In addition to No. 3, above, study should include the impact on ALL of Marengo Ave. and its intersections between Ramona Rd. and Main Street.
 8. In addition to No. 3, above, study should include the impact on ALL of Marguerita Ave. and its intersections between Ramona Rd. and Main Street.
 9. In addition to No. 3, above, study should include the impact on ALL of Palm and Raymond Avenues and their intersections between Mission Rd. and Main Street.
 10. In addition to No. 3, above, study should include the impact on ALL of Atlantic Blvd. and its intersections between the southern city limit and Main Street. *Studies of the above streets are necessary because of the limited number of major thoroughfares within and across the city. As congestion increases on major thoroughfares, through traffic spills over onto smaller residential streets not intended for through traffic.*
 11. All changes in level of service caused, or contributed to by this project must be conspicuously noted. A report finding of “No impact,” because level of service cannot get worse than the current condition, will not be acceptable.

- The Report must include a study of **Pedestrian Safety and Potential Hazards**. Specifically- Project resident kindergarten through grade 8 students would be in the attendance area for Emery Park School, located in the Emery Park neighborhood, west of Fremont Ave. This would necessitate younger school-age children crossing heavily congested Fremont Ave. during peak traffic hours. Additionally, the project is promoted for residents to live, work, eat, and shop within the “community.” Restaurants and “The Shops at the Alhambra” would also require residents to cross heavily congested Fremont Ave.
- Studies of **Air Quality** must not only include assessment of changes to air quality from additional cars generated by the project, but changes to air quality from cars having to wait longer in additional traffic on surrounding streets.
- Will developer fees paid to the city and school district sufficiently cover additional costs incurred for city services and classroom availability? After property is occupied, will tax revenues sufficiently cover costs of additional city and school services?
- Even though the drought in Southern California continues and water is still “rationed” in Alhambra, we have been assured by city leaders that adequate water will remain available to residents. However, as more water is required, the cost increases to ALL residents. How much will the additional water required by the construction of this project and the subsequent water demand by its residents increase the water rates for other Alhambra residents?

Respectfully submitted,

Cliff Bender
2516 Midwickhill Dr.
Alhambra, CA 91803
cbender99@sbcglobal.net

The Villages at the Alhambra Project

Comments for Consideration for the Environmental Impact Report

- The project **must be more completely and specifically defined** before an EIR can be started, or even before a legitimate and meaningful scoping meeting can be held. *There are too many unknowns. Phased completion over 10 year period? Specifically what, when? Maybe underground parking? City should demand interim reviews and approvals over the ten-year period. Much can change over 10 years.*
- **Is the project area legally zoned** for the proposed development? *There are questions regarding the 2006 zone amendment process and procedures used to exclusively authorize this project. After 11 years of inactivity following its approval, is the amendment still valid?*
- The EIR must take into account **compounded impacts** from Camellia Court, The Midwick Collection, and the Alhambra Court developments previously approved by the city and others currently under consideration, as well as the Monterey Park hotel development currently under construction at Hellman and Atlantic and other hotels planned by Monterey Park along the Atlantic Blvd. corridor.
- The report should specifically identify any potential benefits to the local community and the city as a whole as a result of this project.
- How many units within the project will be **set-aside for low-income families**? How many units are estimated to be “affordable” to families of city employees such as teachers, police officers, or fire fighters?
- The report should identify opportunities for the use of public transportation and alternative forms of mobility in and around the project area, as well as limitations to public transportation and alternative mobility options.
- **Traffic Study**
 1. Require redundant traffic studies from two independent traffic engineering firms, one selected by our City, and another selected by an affected neighboring city, such as Monterey Park. (Fees to be paid by the developer.)
 2. Traffic studies should include samplings at various times of the day, including weekends, and not be limited to only peak hours.
 3. Study should include impact on ALL through streets and intersections within $\frac{3}{4}$ mile of all auto entrance/exit points to the proposed project.
 4. In addition No. 3, above, study should include impact on ALL of Fremont Ave. and its intersections within the city limits.
 5. In addition to No. 3, above, study should include the impact on ALL of Mission Road and its intersections between Lowell Ave. (Los Angeles)/Concord Ave. and Atlantic Blvd.
 6. In addition to No. 3, above, study should include the impact on ALL of Valley Blvd. and its intersections between the 710 Freeway and Atlantic Blvd.
 7. In addition to No. 3, above, study should include the impact on ALL of Marengo Ave. and its intersections between Ramona Rd. and Main Street.
 8. In addition to No. 3, above, study should include the impact on ALL of Marguerita Ave. and its intersections between Ramona Rd. and Main Street.

9. In addition to No. 3, above, study should include the impact on ALL of Palm and Raymond Avenues and their intersections between Mission Rd. and Main Street.
 10. In addition to No. 3, above, study should include the impact on ALL of Atlantic Blvd. and its intersections between the southern city limit and Main Street. *Studies of the above streets are necessary because of the limited number of major thoroughfares within and across the city. As congestion increases on major thoroughfares, through traffic spills over onto smaller residential streets not intended for through traffic.*
 11. All changes in level of service caused, or contributed to by this project must be conspicuously noted. A report finding of “No impact,” because level of service cannot get worse than the current condition, will not be acceptable.
- The Report must include a study of **Pedestrian Safety and Potential Hazards**. Specifically- Project resident kindergarten through grade 8 students would be in the attendance area for Emery Park School, located in the Emery Park neighborhood, west of Fremont Ave. This would necessitate younger school-age children crossing heavily congested Fremont Ave. during peak traffic hours. Additionally, the project is promoted for residents to live, work, eat, and shop within the “community.” Restaurants and “The Shops at the Alhambra” would also require residents to cross heavily congested Fremont Ave.
 - Studies of **Air Quality** must not only include assessment of changes to air quality from additional cars generated by the project, but changes to air quality from cars having to wait longer in additional traffic on surrounding streets.
 - Will developer fees paid to the city and school district sufficiently cover additional costs incurred for city services and classroom availability? After property is occupied, will tax revenues sufficiently cover costs of additional city and school services?
 - Even though the drought in Southern California continues and water is still “rationed” in Alhambra, we have been assured by city leaders that adequate water will remain available to residents. However, as more water is required, the cost increases to ALL residents. How much will the additional water required by the construction of this project and the subsequent water demand by its residents increase the water rates for other Alhambra residents?

Respectfully submitted,

Cliff Bender
2516 Midwickhill Dr.
Alhambra, CA 91803
cbender99@sbcglobal.net

The Villages at The Alhambra

Comments Regarding City Responsibilities pertaining to the proposed “The Villages at the Alhambra” project.

- No project plans or proposals should be accepted by the city until after the new city General Plan is adopted and is in place. *This project is simply too large in size and scope to be based on a General Plan that is almost 30 years old. The development and its construction may extend over as many as three different City Councils, so it must begin on the sound foundation of an up to date General Plan. The city has been soliciting input from residents, businesses and other community member for this new general plan for over two years. Listen to what the public has to say before embarking on a decade-long project.*
- Initial approval of this project (2006) was for two years, with no action on the project since that time. All previous approvals should be invalidated or revoked.
- The zoning text amendment (change of zone definition), passed as part of the initial approval of this project in 2006, should be invalidated or revoked, and reviewed for its legality. When approved by the City Council in 2006, the amendment was not presented as a separate item and was buried within the project application. It was exclusive to this particular property and, like the project application itself, has not been acted upon for 11 years. Additionally, city zoning maps have never identified this property as being zoned for “Urban Residential,” nor was it presented that way to the public at community meetings regarding the new General Plan. This change of zoning definition “text amendment” seems to have been deliberately done to hide it from the public.
- Agencies and consultants conducting studies for the Environmental Impact Report should be hired by the city, NOT the developer. Agencies and consultants should be chosen following legal and acceptable procedures.
- Traffic congestion in Alhambra is unacceptable. At certain times of the day, it can take half an hour to travel from the southern edge of our city to Commonwealth Ave. or vice versa. Traffic on major thoroughfares is spilling over onto residential streets creating safety hazards for residents, including children, along those streets. With every new development, the developer promises to mitigate any additional congestion through some means, such as traffic signals or turning lanes. It has not worked. With every new development, traffic and congestion get worse. We can’t count on “the tunnel” to help us. The city must become pro-active and move toward a solution. Every developer claims to be able to mitigate additional traffic, and the city and City Council always seem to believe them. If mitigation is possible, then the city should do something NOW to alleviate traffic congestion. If it is not possible, then no new development should be allowed that would add to the congestion. At the very least, make traffic mitigation and management a condition of project approval. Require developers to successfully complete traffic mitigation measures BEFORE granting approval to begin construction on their project.

Respectfully submitted,

Cliff Bender
2516 Midwickhill Dr.
Alhambra, CA 91803
cbender99@sbcglobal.net

October 28, 2017

MANAGEMENT SERVICES

2017 NOV 13 AM 10: 09

To: Hon. Stephen Sham
Hon. Jeffrey K Maloney
Hon. Barbara Messina
Hon. David Mejia
Hon. Luis Ayala

RE: My Support for "The Village at The Alhambra" Development

Dear Councilperson,

I am the property owner of 2581 W Commonwealth, Alhambra. I would like to offer my full and total support of the development project at 1000 S Fremont Avenue, Alhambra. I feel our City will be well served with residential development that will bring more families to live here. I hope you will approve this project and continue the success of Alhambra. I am so proud of you all.

Sincerely,



Giselle Betser, President

Kicius Corporation- Landlord

2581 W Commonwealth

Alhambra, CA, 91803.

October 19, 2017

MANAGEMENT SERVICES

2017 NOV 13 AM 10: 09

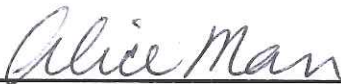
To: Hon. Stephen Sham
Hon. Jeffrey K Maloney
Hon. Barbara Messina
Hon. David Mejia
Hon. Luis Ayala

RE: My Support for "The Village at The Alhambra" Development

Dear Councilperson,

I am the property owner of 1411 S. Garfield, Alhambra. I would like to offer my full and total support of the development project at 1000 S Fremont Avenue, Alhambra. I feel our City will be well served with residential development that will bring more families to live here. I hope you will approve this project and continue the success of Alhambra. I am so proud of you all.

Sincerely,



Alice Man. LLC Manager

Regent Property LLC

1411 S. Garfield Ave

Alhambra, CA, 91803.

Sherrie Cruz

From: Carmen Celis <carmen.celis@verizon.net>
Sent: Monday, October 23, 2017 3:18 PM
To: Lam, Paul
Subject: THE RATKOVICH PROPOSED DEVELOPMENT

Mr. Lam,

As a 23 year resident of Alhambra, I totally opposed the Housing development at Ratkovich. I wonder if you have ever driven Fremont Ave. between 7- AM, 12-2 or 3-7P.M. and realized that it takes over 15 minutes to go about 2 miles. I am appalled of the zoning changes to accommodate needs of few without respecting the existing ordinances and the will of the people of Alhambra who will be the most inconvenienced by it, it is ridiculous. The pollution aside from the traffic created not only by the cars, but also the many trucks that commute that route from the 710 Fwy onto Fremont will be a devastating health hazard that none of the representatives elected by the people of Alhambra seemed to care.

I hope you realized of the devastating effects and take in consideration the opinion of the residents.

Sincerely,

Carmen Celis, Realtor
Century 21 Adams & Barnes
233 S. Fremont Ave.
Alhambra, CA 91801

From: [Uwanawich, Lorraine](mailto:Uwanawich.Lorraine)
To: [Binquist, Jessica](mailto:Binquist.Jessica); [Castagnola, Marc](mailto:Castagnola.Marc); [Reynoso, Vanessa](mailto:Reynoso.Vanessa); [Lam, Paul](mailto:Lam.Paul)
Subject: FW: The RATKOVICH DEVELOPMENT
Date: Monday, October 23, 2017 3:49:27 PM

From: Carmen Celis [mailto:carmen.celis@verizon.net]
Sent: Monday, October 23, 2017 3:40 PM
To: Uwanawich, Lorraine <LUWAN@cityofalhambra.org>
Subject: The RATKOVICH DEVELOPMENT

Good Afternoon;

As a 23 year resident of Alhambra, I totally opposed the Housing development at Ratkovich. I wonder if you have ever driven Fremont Ave. between 7- AM, 12-2 or 3-7P.M. and realized that it takes over 15 minutes to go about 2 miles. I am appalled of the zoning changes to accommodate needs of few without respecting the existing ordinances and the will of the people of Alhambra who will be the most inconvenienced by it, it is ridiculous. The pollution aside from the traffic created not only by the cars, but also the many trucks that commute that route from the 710 Fwy onto Fremont will be a devastating health hazard that none of the representatives elected by the people of Alhambra seemed to care.

I hope you realized of the devastating effects and take in consideration the opinion of the residents.

Sincerely,

Carmen Celis, Realtor
Century 21 Adams & Barnes
233 S. Fremont Ave.
Alhambra, CA 91801

From: Albert Diaz
To: [Castagnola, Marc](mailto:Castagnola.Marc)
Subject: Re: MEETING NOTIFICATION
Date: Tuesday, October 31, 2017 8:55:10 AM

Yes, thank you for adding my name to your list for future meetings.
Here's my address.

Albert Diaz
240 Hampden Terrace
Alhambra, CA 91801

On Mon, Oct 30, 2017 at 9:42 AM, Castagnola, Marc <mcastagnola@cityofalhambra.org> wrote:

Mr. Diaz,

We will be glad to send you notification of future meetings. Could you please send me your address so that we can add your name to the mailing list.

Thank you.

Marc Castagnola, AICP | Director of Development Services

City of Alhambra

[\(626\) 570-5041](tel:(626)570-5041)

From: Albert Diaz [mailto:vetodiaz@gmail.com]
Sent: Friday, October 27, 2017 7:41 PM
To: Castagnola, Marc <mcastagnola@cityofalhambra.org>
Subject: MEETING NOTIFICATION

I am requesting to be notified of meetings related to the development on Fremont and Mission.

Thank you,

From: Robert Gutierrez <robertgutierrez83@gmail.com>
Sent: Tuesday, October 17, 2017 9:31 AM
To: Lam, Paul
Subject: Development of 1,000 apartments, townhomes and condos at The Alhambra

Hello,

I recently became aware of the plans to develop The Alhambra to include 1,000 residential units. First off, I must ask if you've ever driven in the area of Fremont and Mission during basically any time of the day? If you have, you must know that traffic is absolutely atrocious for anyone traveling near the intersection. Traffic backs up as far south as Hellman avenue making commuting, dropping off kids at school or running errands a very unpleasant experience. Developing the area to include this many units, coupled with the Lowe's project seems absolutely counter to the goal of easing congestion on Fremont. I am at a loss as to why a project like this is even being considered. I urge the council and city representatives to reevaluate this idea, receive more input from community members and focus on improving, not diminishing, the quality of life for the citizens of Alhambra.

Sincerely,
Robert Gutierrez

--

Robert Gutierrez
(562) 240-3815

From: [Uwanawich, Lorraine](#)
To: [Yokoyama, Mark](#); [Binnquist, Jessica](#); [Castagnola, Marc](#); [Reynoso, Vanessa](#); [Lam, Paul](#)
Subject: FW: Development of 1,000 apartments, townhomes and condos at The Alhambra
Date: Tuesday, October 17, 2017 9:39:18 AM

FYI

From: Robert Gutierrez [mailto:robertgutierrez83@gmail.com]
Sent: Tuesday, October 17, 2017 9:36 AM
To: Uwanawich, Lorraine <LUWAN@cityofalhambra.org>
Subject: Development of 1,000 apartments, townhomes and condos at The Alhambra

Hello,

I recently became aware of the plans to develop The Alhambra to include 1,000 residential units. First off, I must ask if you've ever driven in the area of Fremont and Mission during basically any time of the day? If you have, you must know that traffic is absolutely atrocious for anyone traveling near the intersection. Traffic backs up as far south as Hellman avenue making commuting, dropping off kids at school or running errands a very unpleasant experience. Developing the area to include this many units, coupled with the Lowe's project seems absolutely counter to the goal of easing congestion on Fremont. I am at a loss as to why a project like this is even being considered. I urge the council and city representatives to reevaluate this idea, receive more input from community members and focus on improving, not diminishing, the quality of life for the citizens of Alhambra.

Sincerely,
Robert Gutierrez

--

Robert Gutierrez
(562) 240-3815

October 19, 2017


**To: Hon. Stephen Sham
 Hon. Jeffrey K Maloney
 Hon. Barbara Messina
 Hon. David Mejia
 Hon. Luis Ayala**

RE: My Support for "The Village at The Alhambra" Development

Dear Councilperson,

I am the property owner of 8 W Main, Alhambra. I would like to offer my full and total support of the development project at 1000 S Fremont Avenue, Alhambra. I feel our City will be well served with residential development that will bring more families to live here. I hope you will approve this project and continue the success of Alhambra. I am so proud of you all.

Sincerely,



Rex Ho. Owner

8 W Main

Alhambra, CA, 91803.

City of Alhambra
Paul Lam, Principal Planner
Development Services Department
111 S. First St.
Alhambra CA 91801

Dear Mr. Lam,

Alhambra has already approved a Lowe store on Fremont, right across the street from 1000 S. Fremont Ave. where another new project, The Villages at Alhambra, is proposed, which will add 1061 residential units. This letter is to express my great concern of the project The Villages at Alhambra, and my requests on the scope of the environmental study.

Before choosing an environment study company, will there be any investigation done to ensure that the chosen company is not in any way associated with the developer, nor any city leader? What are the qualifications of the chosen company?

The environment study needs to address the following issues, if not already included:

- **Traffic Congestion**

The traffic is already bad during work travelling time. Environmental study needs to investigate the impact of adding 1061 residential units as follow:

1. At morning and afternoon time when residents are travelling to an from work.

7am to 8:30am. 4pm to 7:30pm.
Fremont traffic in both direction. Valley West Bound.
Fwy 10 West bound.
2. Outside of work travelling time period

Fremont traffic in both direction. Valley West Bound.
Fwy 10 West bound.

- **Air Pollution**

This area is between freeway 10 and a railway, the air quality already is bad. Adding at least 1061 cars to the street will aggravate the air quality problem to a great deal. Right now where we live, the dust settling on our floor and furniture are black. How many residential units have been added in the past 7 years in Alhambra, and how much worse has the air quality become in the past 7 years? During the construction, which will last 7 to 10 years, how much pollutants will be added to the air? With 1061 units added, how much worse the air quality will become? With a lot of new residential units added in the past 7 years, is there an increased

NOV 2 REC'D

cases of lung diseases in Alhambra?

- **Neighborhood Crime Rate**

How the crime rate changed in the past 7 years in Alhambra?

What is the relationship between increased population and crime rate in Alhambra?

How will the crime rate change with 1061 units added in this neighborhood, and in Alhambra in general?

- **Cell phone connection availability**

With 1061 units added, how will cell phone connectivity be affected in Alhambra?

- **Education**

How many more students will be added in each class in Alhambra? Will school be able to handle that many added students without sacrificing teacher student ratio?

- **Medical Facility**

How much wait time will be added to each medical facility, for both emergency, and non-emergency incidents?

- **New Tax**

How much tax burden will be placed on Alhambra resident to support an additional 1061 residential units?

I will be very disappointed if the project is ever approved. In that case, I wonder whose benefits our city leaders have in mind in making such decision. Is it mine?

Sincerely,



Caroline L. Huang
1325 Edgewood Drive
Alhambra CA 91803

From: Peter R. Ibarra <pribarra@gmail.com>
Sent: Saturday, November 04, 2017 12:48 AM
To: Lam, Paul
Cc: luis ayala
Subject: Proposed development at Mission and Fremont

Dear Mr. Paul Lam:

Our family has resided on the 1500 block of S. Elm Street since 1966. We are writing to express our concerns about the proposed redevelopment of The Alhambra complex at Fremont and Mission.

The proposal to build over 1,000 residential units (both apartments and condos) promises to pour additional traffic into neighborhoods that are already intolerably impacted by overflow traffic from Fremont Avenue and Valley Boulevard. The congestion is horrendous on the residential side streets just off those two main thoroughfares, including our own Elm Street. The City of Alhambra recently installed turn restrictions at Elm and Valley, and Norwood and Fremont, during morning and evening "rush hours," partly because motorists were making dangerous turns at the main thoroughfares after cutting through our residential street. Although some traffic mitigation has resulted, rush hour drivers flagrantly disregard the new turn restrictions, and continue to pour onto our street, using it as a shortcut to avoid the tie up at Fremont and Valley. The traffic is so bad that it is common for the street to regularly develop serious pot holes, meaning every month or two. Just this week, the City sent in street repair workers to repair a spot that, according to a person we spoke to at City Hall, was comprised of 20 pot holes. These pot holes are formed not just because of the constant vehicles that pour through our street, but also the municipal buses and large, warehouse-bound trucks, the kind that come up on the 710 from San Pedro and Long Beach harbors, that drive along our street, illegally and without censure. There is no law enforcement presence to curtail, calm, or redirect this traffic, and so the elderly members of our family suffer all day long, trapped indoors because of the hostile and aggressive drivers we confront when we try to back out of our driveway onto Elm Street.

It's a nightmare we are dealing with, and the prospect of even more congestion in the neighborhood truly sends chills down our spines. We hope the City will see to it that no rezoning of the parcels in question occurs, and that no new residential development is approved for what is currently zoned at The Alhambra as office and industrial construction. We simply are overwhelmed and unless and until the City devises some rigorous and thoughtful traffic calming and traffic mitigation measures along Fremont and Valley, we believe it is simply cruel to unleash more traffic upon us.

Sincerely yours,

The Ibarra Family
1504 S. Elm Street
Alhambra, CA 91803

October 19, 2017

To: Hon. Stephen Sham
Hon. Jeffrey K Maloney
Hon. Barbara Messina
Hon. David Mejia
Hon. Luis Ayala

RE: My Support for "The Village at The Alhambra" Development

Dear Councilperson,

I am the property owner of 1411 S. Garfield, Alhambra. I would like to offer my full and total support of the development project at 1000 S Fremont Avenue, Alhambra. I feel our City will be well served with residential development that will bring more families to live here. I hope you will approve this project and continue the success of Alhambra. I am so proud of you all.

Sincerely,

A handwritten signature in cursive script that reads "Alice Man". The signature is written in black ink and is positioned above a solid horizontal line.

Alice Man. LLC Manager
Regent Property LLC
1411 S. Garfield Ave
Alhambra, CA, 91803.

From: Sean McMorris <mcmorris23@gmail.com>
Sent: Thursday, November 09, 2017 11:50 AM
To: Lam, Paul
Subject: Public Comments on Ratkovitch's Proposed Environmental Impact Report (EIR)
Attachments: GRA Comments on Ratkovitch Project.pdf

Hi Paul,

Attached are Grassroots Alhambra's comments for the public record regarding The Ratkovitch Company's proposed Environmental Impact Report for their project at their 1000 South Fremont Ave. property. We were informed at the Oct. 19 Public Scoping meeting for the project that comments were due by Nov. 10.

Please confirm receipt.

Regards,
Sean M.



Comments on the Proposed Environmental Impact Report (EIR)

for

The Villages at The Alhambra (“Project”)

Case No.: Residential Planned Development RP-17-7, Conditional Use Permit CU-17-9, Vesting Tentative Tract Map TT-74194, Variances V-17-10, Development Agreement, and Application for Design Review

Applicant: Elite-TRC Alhambra Community LLC & The Corner Company, LLC

Location/Address: 1000 South Fremont Avenue, Alhambra, CA 91803

Submitted on November 10, 2017

Grassroots Alhambra (GRA) is providing the following comments based on the aforementioned NOP and Public Scoping Meeting held on October 19, 2017 – on the “...scope and content of the EIR...,” as requested. Public comments are due on November 10, 2017. These comments are being timely submitted.

GRA is a local, Alhambra-based community organization dedicated to the enhancement of public and civic life in Alhambra for all its residents. GRA strives to educate and inform Alhambra citizens as needed on matters that impact the way of life in Alhambra. GRA’s goal is that the public’s business be done in public in a transparent manner. While GRA has as members anyone who has Alhambra’s best interests at heart regardless of where they reside, the vast majority of GRA’s members are Alhambra residents. For further information on GRA please visit grassrootsalhambra.org.

Members of GRA attended the Public Scoping Meeting on October 19, 2017. GRA members have also reviewed publicly available documents relating to the Project, including the NOP and the presentation made by the Project Applicant to the Alhambra City Council on October 9, 2017.¹ GRA members were also present at the October 9, 2017 City Council meeting. In addition, GRA has reviewed certain publicly available correspondence items pertaining to the Project, obtained

¹ The presentation is available at the following City of Alhambra website
http://www.cityofalhambra.org/page/468/the_new_alhambra_place/



via a Public Records Act request to the City of Alhambra (hereafter “City”). We also note that additional, relevant correspondence and documents pertaining to the Project (including documents and environmental analyses for zoning changes that enabled the Project – which were granted almost a decade ago) have been requested from the City and have not been received at the time of preparation of these comments. Given the significance of this incomplete record, we reserve our right to supplement these comments once we received the additional documents requested from the City.

We understand that the City of Alhambra is the Lead Agency for this Project as defined under the California Environmental Quality Act (CEQA) and that it has determined that an EIR would be prepared to satisfy CEQA obligations. While we agree that an EIR is an appropriate vehicle under which all aspects of the Project’s impacts will be analyzed, we have significant concerns as noted in these comments.

1. The Project is Not Adequately Defined at the Present.

For any EIR to be meaningful, it must rely on a reasonably defined Project. Given our review of the Project as presented to the City Council on October 9, 2017 and our attendance at the October 19, 2017 meeting, we do not believe that the project has, as yet, been defined adequately in order to support the preparation of the EIR. Examples of significant deficiencies in Project definition include:

- lack of project schedule. Our understanding is that the entire project will be implemented “...over a 10-year period...in a phased manner...” based on our conversations with Project proponents present at the October 19, 2017. However, that is not precise enough for analyzing the environmental impacts that will occur or potentially occur over time. The “scope and content” of the EIR therefore cannot be fully defined until the project schedule is defined;

- lack of detail on the phasing of the project. It is our understanding that, in general, the project will consist of a new above-ground parking lot, the building of various “for sale” and “for rent” units, along with supporting parking (both above and under-ground) and other facilities. However, neither the City’s representatives nor the Project proponent’s representatives could answer how these various “for sale” and “for rent” units would be built over the general 10-year period of the Project. In fact, other than confirming that the above-ground parking structure would be built first, we received conflicting information with regards to project phasing thereafter. It is our opinion that important impacts such as traffic cannot be analyzed without clarity on phasing. Thus defining the “scope and content” of the EIR is not possible at this time;

- lack of detail on the extent to which subsurface construction will or might occur. Like the items above, we received conflicting information as to how much (and where) underground construction will occur. Since the site of the Project overlays contaminated groundwater as part of an EPA



Superfund site, it is impossible to properly define myriad potential impacts (which should be analyzed in the EIR) as well as potential mitigation, without having a clear idea of what is planned as part of the Project;

- lack of any Project Alternatives. Typically, EIRs are required to analyze impacts due to the Project, the No Project alternative, and additional Alternatives defined by the proponent, the Lead Agency, or the public. However, the Scoping Meeting did not propose any Alternatives by the proponent or the City. In fact, discussions with representatives of the Project proponent clearly indicated that they were somewhat confused by the very concept of Project Alternatives. At a minimum, the ER should consider Alternatives such as: (a) reduced number of proposed housing units of all types; (b) minimizing or eliminating the need for any sub-surface construction; (c) inclusion of additional publicly accessible open space into the Project scope; and (d) alternate ingress/egress concepts.

The above are just examples of why GRA believes that it is premature to conclude that the Scoping Meeting held on October 19, 2017 is adequate. We believe that the City should notice and hold a proper Scoping Meeting once the Project is sufficiently defined and that will then allow the “scope and nature” of the EIR to be properly defined.

2. The Relationship Between the Project’s EIR and the EIR for the General Plan Update Needs to be Clearly Defined

For the past several years up to now, the City has been in the process of updating its current General Plan,² including the preparation of an accompanying EIR.³ Conversations with staff at the City have provided no clarity as to when the draft EIR for the General Plan Update will be available for comment and then finalized. These conversations have not provided any clarity as to when the General Plan will be updated at long last.

Conversations with consultants engaged by the Project applicant (specifically a representative from Psomas) at the October 19, 2017 meeting indicated that not only were they not aware of the General Plan Update process underway at the City, but that they had and have continue to base project-related decisions and analyses (such as entitlement issues) on the current General Plan.

² The City’s current General Plan was last adopted almost 30 years ago circa 1988. Since this current General Plan is, inexplicable, not posted on the City’s website, we provide a link to this current General Plan available on GRA’s website. http://www.grassrootsalhambra.org/general_plan

³ http://www.cityofalhambra.org/page/544/general_plan_update/



We make strong objection to any of this Project's CEQA or other analyses being based in any way on the current General Plan. Given the update underway, and the potential size (and impacts) of the Project, its impacts should be analyzed under the new, Updated General Plan. Thus, the preparation of the Project's EIR should be deferred until the General Plan Update (including its EIR) is completed.⁴ Of course, we urge that the adoption of the Updated General Plan and its accompanying EIR be expediated.

3. The City's Obligation as a Lead Agency is Not Being Properly Discharged in the Matter of Hiring the Consultants that will Prepare the Project EIR

Even though the City is the CEQA Lead Agency, we were surprised to see that the consultants (such as Psomas, as well as Kimley-Horn – the traffic consultants, and perhaps others) present at the October 19, 2017 meeting, were not hired by the City but rather by the Project developer. This is highly improper and is plainly inconsistent with the City role under CEQA. At a minimum it reduces public confidence in the EIR that will be prepared for this Project. While the City's staff indicated that they may hire a third-party consultant to review the work by the Project proponents' consultants, it merely sets up a convoluted process, with even less transparency as far as the public is concerned. We believe that the City, as Lead Agency, should directly hire the consultants who will prepare the EIR. It would appear that even the City Attorney agrees with this (emphasis added by GRA):

From: Castagnola, Marc [<mailto:mcastagnola@cityofalhambra.org>]
Sent: Monday, September 18, 2017 4:48 PM
To: Megan Moloughney <mmoloughney@ratkovich.com>
Cc: Reynoso, Vanessa <VREYNOSO@cityofalhambra.org>; Lam, Paul <PLAM@cityofalhambra.org>; Brian Saenger <bsaenger@ratkovich.com>
Subject: RE: Weekly Meetings

Good afternoon Megan,

We had a discussion with Joe Montes, City Attorney, with regards to the CEQA contract. He is recommending that the City follows the Municipal Code and procurement policies by issuing an RFP for the CEQA consultant under city contract. I understand that your consultant has already started some work. We should probably schedule a conference call to discuss the details.
Thank you.

Based on this, we demand that the City not proceed with its typical "business-as-usual" manner with regards to CEQA analyses, and directly hire the respective consultants who will prepare the EIR's various analyses. It goes without saying that this hiring process should conform to the City's

⁴ While City staff at the October 19 meeting seemed to assure GRA members that this will indeed be the case, we ask that the City explicitly provide this assurance.



Codes and guidelines for hiring consultants, including, at a minimum the preparation of an appropriate Request for Proposal, the receiving of multiple qualified bids, and the selection based on the bids received – all in a public, transparent manner. Other than how the selected consultants should be paid (which can be by the Project applicant, after approval of invoices by the City), the consultants should report only to the City. Anything else is simply improper.

4. Additional Concerns

At the October 19, 2017 meeting, GRA members as well as members of the general public conducted multiple discussions with at least two staff from Kimley-Horn, the purported traffic consultants, improperly (see above) selected for the Project. These two staff were naturally asked many questions relating to traffic, as it is expected to be a major, adverse impact as a result of this Project. The Kimley-Horn staff flatly indicated to GRA members and others that they had conducted no analysis to date (since this was so preliminary) and, in fact, that no data for current, baseline conditions, had been collected. The issue of baseline data, and how it should be collected for a phased project such as this, was specifically discussed with Kimley-Horn staff. Without such data collected over time (i.e., an evolving baseline, appropriate for a phased project such as this), we believe that proper cumulative traffic impacts (which are required to be analyzed in the EIR) simply cannot be done. The consultants' response was that they recognized the challenges. They confirmed, however, that no baseline traffic data had been collected as yet.


Based on the above, it was very surprising to us that it appears that indeed traffic count data collection for this Project and some traffic analyses, have, in fact, been done, just this past June – by Kimley-Horn. We have provided, in Attachment A to these comments, a set of emails we have received from the City pursuant to a Public Records Act request, that clearly demonstrate this without any ambiguity.⁵


Also at the October 19, 2017 meeting, GRA members inquired with members of the Project proponent's team at each of the respective open house stations as to any planned Affordable Housing set-asides. The answers we received ranged from "there are no plans for any Affordable Housing set-asides" to "it hasn't been decided yet" to "I don't know." We find this disingenuous at best, given that the submitted plans for City consideration are required to specify it. It further demonstrates that the Project scope is not sufficiently defined at this time. Given that Affordable Housing is a critical part of the Population and Housing element of an EIR, it is not credible that the Project proponent has not formulated a position on this. We expect that this Project will do its part to address the need for Affordable Housing in the City.

⁵ We note, as a factual matter, that Mr. Srikanth Chakravarthy was one of the Kimley-Horn staff with whom GRA members conducted discussions at the meeting on October 19, 2017.



grassroots alhambra

 grassrootsalhambra@gmail.com

 www.grassrootsalhambra.org

In short, and to put it mildly and bluntly, GRA members and others who attended the October 19 meeting, were misled on these very important aspects. As such it grossly reduces our confidence in any and all of the information we received at this meeting and, any information, in general that the Project proponent is providing to the public.

In summary, for the reasons stated above, the scope and content of the EIR for this Project cannot be defined at this time. More information on the Project scope needs to be provided for the Project EIR's scope and content to be defined in enough detail that a meaningful impact analysis can be conducted. From a process standpoint, the City needs to go through a proper and public hiring process to select the consultants who will prepare the EIR. And, this Project's impacts analysis in the EIR should be consistent with an adopted, updated General Plan. Thus, we expect that the City will notice a proper Scoping Meeting for this Project's EIR in the future after the deficiencies above have been remedied. That said, we at GRA stand ready to follow this important Project over the coming years.

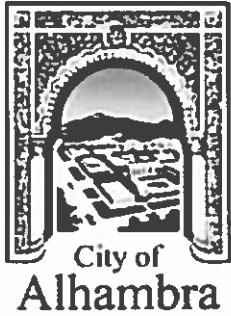


**grassroots
alhambra**

✉ grassrootsalhambra@gmail.com

🌐 www.grassrootsalhambra.org

Attachment A – Relevant Traffic Related e-mails



Vanessa Reynoso | Deputy Director of Development Services
City of Alhambra
111 S. First St. | Alhambra, CA 91801
T: 626-570-5033 | F: 626-458-4201
www.cityofalhambra.org



From: srikanth.chakravarth@kimley-horn.com [<mailto:srikanth.chakravarth@kimley-horn.com>]
Sent: Thursday, June 29, 2017 2:09 PM
To: mmoloughney@ratkovich.com; Serine.Ciandella@kimley-horn.com
Cc: Reynoso, Vanessa
Subject: RE: Traffic Data - The Alhambra

Hi Megan,

Are you referring to the traffic count data we collected last month? Please let me know and I can send it along.

Thanks,
Sri

Sri Chakravarthy, P.E., T.E.
Kimley-Horn | 660 S. Figueroa St. Ste 2050, Los Angeles, CA 90017
Direct: 213-261-4037 | Mobile: 310-621-2778

From: Megan Moloughney [<mailto:mmoloughney@ratkovich.com>]
Sent: Thursday, June 29, 2017 12:59 PM
To: Ciandella, Serine <Serine.Ciandella@kimley-horn.com>; Chakravarthy, Srikanth <srikanth.chakravarth@kimley-horn.com>
Cc: Reynoso, Vanessa <VREYNOSO@cityofalhambra.org>
Subject: RE: Traffic Data - The Alhambra

Serine,

Yes, I did know that. The new interim director is Marc Castagnola mcastagnola@cityofalhambra.org.

I also know Vanessa, she's been at the City for about 20 + years. Her email is VREYNOSO@cityofalhambra.org.

Are we at least able to get data from your study that I can provide to the company doing our parking analysis?

Thanks,

Megan Moloughney
Senior Development Manager
THE RATKOVICH COMPANY
THE ALHAMBRA
1000 S. Fremont Avenue, Unit 1

Building A-7, Suite 7300
Alhambra, California 91803
T 626 300-5000
F 626 300 5025
www.ratkovich.net
www.thealhambra.net

THE RATKOVICH COMPANY MISSION IS TO PROFITABLY PRODUCE DEVELOPMENTS THAT IMPROVE THE QUALITY OF URBAN LIFE

From: Ciandella, Serine [<mailto:Serine.Ciandella@kimley-horn.com>]
Sent: Thursday, June 29, 2017 12:55 PM
To: Megan Moloughney <mmoloughney@ratkovich.com>; Chakravarthy, Srikanth <srikanth.chakravarth@kimley-horn.com>
Subject: RE: Traffic Data - The Alhambra

Hi, Megan –

I talked with Jana at Transtech yesterday, and learned that Tanya is no longer with the City. Did either of you know that?

Jana wasn't sure who is "in charge" of Planning right now. She thinks perhaps Vanessa is acting director in the interim.

Have either of you worked with Vanessa? I don't know her very well.



Serine Ciandella
765 The City Drive, Suite 200
Orange, CA 92868
Direct: (714) 705-1301 | Main: (714) 939-1030
serine.ciandella@kimley-horn.com

Proud to be one of FORTUNE Magazine's 100 Best Companies to Work For.

From: Megan Moloughney [<mailto:mmoloughney@ratkovich.com>]
Sent: Wednesday, June 28, 2017 10:21 AM
To: Ciandella, Serine <Serine.Ciandella@kimley-horn.com>; Chakravarthy, Srikanth <srikanth.chakravarth@kimley-horn.com>
Cc: Paul Garry <paul.garry@psomas.com>
Subject: FW: Traffic Data - The Alhambra

Serine and Sri,

I had not heard from anyone and wanted to get an update.

Please get back to me at your earliest opportunity.

Thank you,

Megan Moloughney

Senior Development Manager

THE RATKOVICH COMPANY

THE ALHAMBRA

1000 S. Fremont Avenue, Unit 1

Building A-7, Suite 7300

Alhambra, California 91803

T 626 300 5000

F 626 300 5025

www.ratkovich.net

www.thealhambra.net

THE RATKOVICH COMPANY MISSION IS TO PROFITABLY PRODUCE DEVELOPMENTS THAT IMPROVE THE QUALITY OF URBAN LIFE

From: Megan Moloughney

Sent: Wednesday, June 21, 2017 10:20 AM

To: Serine.Ciandella@kimley-horn.com

Cc: 'srikanth.chakravarth@kimley-horn.com' <srikanth.chakravarth@kimley-horn.com>; 'Paul Garry'

<paul.garry@psomas.com>

Subject: Traffic Data - The Alhambra

Is there an update on Traffic Analysis that you can provide to us? We are firming up our Parking Analysis for our Initial Study, due the end of June.

Thank you,

Megan Moloughney

Senior Development Manager

THE RATKOVICH COMPANY

THE ALHAMBRA

1000 S. Fremont Avenue, Unit 1

Building A-7, Suite 7300

Alhambra, California 91803

T 626 300 5000

F 626 300 5025

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THE RATKOVICH COMPANY MISSION IS TO PROFITABLY PRODUCE DEVELOPMENTS THAT IMPROVE THE QUALITY OF URBAN LIFE

Sherrie Cruz

From: Melissa <melmiamich@yahoo.com>
Sent: Monday, October 16, 2017 10:09 PM
To: Lam, Paul
Subject: The Villages at the Alhambra - opposed

Dear City of Alhambra

I am opposed to the project in its sheer scale because of the inevitable traffic it will bring to the area. The EIR needs to take into consideration the traffic that will occur WITH the adjacent Lowe's development on 12 acres of land

Question: I would like to know how many people currently work in the Alhambra, what their average salaries are, and whether according to salary-to-rent ratio, how many can actually afford to buy one of the for-sale units on the property, how many can actually afford to rent one of the apartments, and thus we can know whether the mission of this proposed project to "develop an urban neighborhood" is viable.

Resident of Emery Park, Alhambra
Melissa Michelson

-----Original Message-----

From: Melissa [<mailto:melmiamich@yahoo.com>]

Sent: Tuesday, October 17, 2017 9:39 AM

To: Uwanawich, Lorraine <LUWAN@cityofalhambra.org>

Cc: luisayala06@gmail.com

Subject: the Villages at the Alhambra, public comment to my city council

Dear City City Council:

I am opposed to the project in its sheer scale because of the inevitable traffic it will bring to the area. The EIR needs to take into consideration the traffic that will occur WITH the adjacent Lowe's development on 12 acres of land

Question: I would like to know how many people currently work in the Alhambra, what their average salaries are, and whether according to salary-to-rent ratio, how many can actually afford to buy one of the for-sale units on the property, how many can actually afford to rent one of the apartments, and thus we can know whether the mission of this proposed project to "develop an urban neighborhood" is viable.

Resident of Emery Park, Alhambra
Melissa Michelson

From: [Uwanawich, Lorraine](mailto:Uwanawich.Lorraine)
To: [Yokoyama, Mark](mailto:Yokoyama.Mark); [Binquist, Jessica](mailto:Binquist.Jessica); [Castagnola, Marc](mailto:Castagnola.Marc); [Reynoso, Vanessa](mailto:Reynoso.Vanessa); [Lam, Paul](mailto:Lam.Paul)
Subject: FW: the Villages at the Alhambra, public comment to my city council
Date: Tuesday, October 17, 2017 9:41:23 AM

FYI

-----Original Message-----

From: Melissa [<mailto:melmiamich@yahoo.com>]
Sent: Tuesday, October 17, 2017 9:39 AM
To: Uwanawich, Lorraine <LUWAN@cityofalhambra.org>
Cc: luisayala06@gmail.com
Subject: the Villages at the Alhambra, public comment to my city council

Dear City City Council:

I am opposed to the project in its sheer scale because of the inevitable traffic it will bring to the area. The EIR needs to take into consideration the traffic that will occur WITH the adjacent Lowe's development on 12 acres of land

Question: I would like to know how many people currently work in the Alhambra, what their average salaries are, and whether according to salary-to-rent ratio, how many can actually afford to buy one of the for-sale units on the property, how many can actually afford to rent one of the apartments, and thus we can know whether the mission of this proposed project to "develop an urban neighborhood" is viable.

Resident of Emery Park, Alhambra
Melissa Michelson

-----Original Message-----

From: Paul Cole Padilla [<mailto:paulcolepadilla@gmail.com>]

Sent: Friday, November 10, 2017 5:31 PM

To: Castagnola, Marc <mcastagnola@cityofalhambra.org>; Lam, Paul <PLAM@cityofalhambra.org>

Subject: Questions re Ratkovich's "Villages" Plan

Dear Marc and Paul,

Here are some questions I have re the Ratkovich Company's proposed "Villages" Plan in the old CF Braun at the corner of Fremont and Mission...

- Since Metro killed the 710 extension, will Ratkovich reduce the number of proposed housing units for "The Villages"? Given the horrendous traffic on Fremont, which the City has complained about for decades and has been cited by the City as the Number 1 reason to extend the 710, why are over 1,000 housing units being proposed and considered for this site?

- Has the City and the Ratkovich company taken into account the situation with the vacant land across the street where Lowe's wanted to build? Given the thousands upon thousands of people who would be moving in to "The Villages," will the City commit to no residential or commercial development for the vacant site where Lowe's would've been built? Can the City and Ratkovich guarantee the thousands of people who would move into "The Villages" that they won't be subject to health hazards from environmental contamination at the former foundry across the street?

- What is the Ratkovich Company's estimated profit on this development, as proposed, if adopted by the City?

- How much has the Ratkovich company, its owners, agents, employees, contractors, business associates, and family members of the aforementioned given to members of the City Council in the form of campaign contributions and/or personal gifts?

- Has the Ratkovich Company or any of its agents or contractors hired any individual or corporate entity to represent its interests before the City and/or with the community during the approval process? If so, who and for how much money?

Thank you,
Paul

From: [Uwanawich, Lorraine](#)
To: [Yokoyama, Mark](#); [Binnquist, Jessica](#); [Castagnola, Marc](#); [Reynoso, Vanessa](#); [Lam, Paul](#)
Subject: FW: I object to the The Villages at The Alhambra Development
Date: Tuesday, October 17, 2017 10:43:14 AM

FYI

From: Lindsay Pond [mailto:lepond@gmail.com]
Sent: Tuesday, October 17, 2017 10:38 AM
To: Uwanawich, Lorraine <LUWAN@cityofalhambra.org>
Subject: I object to the The Villages at The Alhambra Development

It has come to my attention that a new 1000-unit residential project is being proposed at The Alhambra off of Fremont Ave, one of Alhambra's most congested traffic corridors.

I am outraged to hear that the city of Alhambra would even entertain the idea of such a development when the traffic on Fremont Avenue is already atrocious.

I have read that one of the stated goals of this development is to all for a space where residents can "live, work and shop" all in the same neighborhood. That is a shameful claim, for there are thousands of existing residents whose ability to shop and conduct their daily lives in Alhambra will be severely impeded by ongoing construction of such a development. Following construction, the thousands of additional cars from new residents that will be flowing in and out of this busy area will make it even worse.

If you mean for me to live in my house, work remotely from my house, and shop exclusively on Amazon Prime from my house, that is the only way such a claim of "live, work and shop" could hold true for this Alhambra resident. I should also mention that the latter two options do little for the overall economic wellbeing and sense of community in our city.

To allow this development to move forward is to impose gridlock upon the citizens of Alhambra and make us prisoners of our own homes and tracts. Before any such development could move forward, Alhambra must find a solution to existing and future traffic on Fremont -- be it the extension of public transportation, bike lanes, one way traffic on Fremont, or other extensive means of decongestion.

Sincerely,

Lindsay Pond
Alhambra Resident

562.240.7053

From: Lindsay Pond <lepond@gmail.com>
Sent: Tuesday, October 17, 2017 10:37 AM
To: Lam, Paul
Subject: I object to the The Villages at The Alhambra Development

It has come to my attention that a new 1000-unit residential project is being proposed at The Alhambra off of Fremont Ave, one of Alhambra's most congested traffic corridors.

I am outraged to hear that the city of Alhambra would even entertain the idea of such a development when the traffic on Fremont Avenue is already atrocious.

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If you mean for me to live in my house, work remotely from my house, and shop exclusively on Amazon Prime from my house, that is the only way such a claim of "live, work and shop" could hold true for this Alhambra resident. I should also mention that the latter two options do little for the overall economic wellbeing and sense of community in our city.

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Sincerely,

Lindsay Pond
Alhambra Resident

562.240.7053

October 19, 2017

**To: Hon. Stephen Sham
Hon. Jeffrey K Maloney
Hon. Barbara Messina
Hon. David Mejia
Hon. Luis Ayala**

RE: My Support for "The Village at The Alhambra" Development

Dear Councilperson,

I am the property owner of 241 E Valley Blvd, Alhambra. I would like to offer my full and total support of the development project at 1000 S Fremont Avenue, Alhambra. I feel our City will be well served with residential development that will bring more families to live here. I hope you will approve this project and continue the success of Alhambra. I am so proud of you all.

Sincerely,

A handwritten signature in black ink, appearing to read 'S S', written over a horizontal line.

Steve Stoico. Franchisee

Taco Bell

241 E Valley Blvd

Alhambra, CA, 91803.

The Villages at The Alhambra Project
EIR Scoping Meeting
October 19, 2017

Comment Form

Comments are to address environmental concerns, such as traffic, aesthetics, air quality, hazards, noise, public services, utilities, etc. Use the space below to comment on areas of concern regarding the scope and content of the Draft EIR.

Any identifying information provided will become part of the public record and, as such, must be released to any individual upon request.

Contact Information (Optional, please print clearly)

Name: Laura Vasquez Representing Agency or Organization

Address:

Comment: There are already too many people & cars here. We are filled to capacity. ~~Just~~ This city has been ruined and you keep piling on. No other city in the SBV ~~is as~~ has experienced the amount of ~~to~~ ~~of~~ single family housing destruction as we have. Our schools have very little green space due to overcrowding

From: [Binnquist, Jessica](mailto:Jessica.Binnquist@cityofalhabra.org)
To: karenvrooman@gmail.com
Cc: Castagnola, Marc; Reynoso, Vanessa; Lam, Paul
Subject: RE: The Villages
Date: Monday, October 30, 2017 7:38:09 AM

Hi Karen,

With regard to your question regarding the 710 Freeway Extension, the Metro Board voted in May not to proceed with the tunnel and will be exploring other local street improvements.

Thank you for your concerns,
Jessica

Jessica Binnquist | Assistant City Manager
Management Services Department
111 S. First St. | Alhambra, CA 91801
T: 626-570-5011 | F: 626-281-2248
www.cityofalhabra.org

-----Original Message-----

From: Karen [<mailto:karenvrooman@gmail.com>]
Sent: Sunday, October 29, 2017 6:24 PM
To: Uwanawich, Lorraine <LUWAN@cityofalhabra.org>
Cc: Lam, Paul <PLAM@cityofalhabra.org>
Subject: The Villages

Dear Mr. Lam,

I am writing to you regarding the Villages Project which is slated to be completed in stages totaling 10 years of construction and the amount of chaos that would ensue as a result.

It might be doable had the extension of the 710 Freeway was in place to serve commuters headed north to Pasadena on up so Fremont Ave. would not be a tunneled parking lot. But the extension was not put in. So now, there is a heavy congestion of cars.

It is good that a EIR will be conducted; I hope that it will be a thorough one. The Villages concept is novel and looks inviting. But the timing and the current and future congested traffic situations (map indicated that traffic entrances and exits on Orange, Mission, Commonwealth) will still cause cars ending up on Fremont and that isn't doable. Evidence of that exists now so add in more people with more cars and Fremont Ave. will be a parking lot.

In short, I don't think that this is a case of "Build it (The Villages) and [it(the freeway extension)] will come." We can only hope, and hope that you and the powers to be can alleviate/put pressure for positive action toward a practical resolution and out the project on hold until traffic situation/congestion is solved.

So, what is the current status on working on the 710 Freeway Extension Project?

Karen Vrooman
Alhambra Resident

Sent from my iPhone

Sherrie Cruz

From: Karen <karenvrooman@gmail.com>
Sent: Sunday, October 29, 2017 6:24 PM
To: Uwanawich, Lorraine
Cc: Lam, Paul
Subject: The Villages

Dear Mr. Lam,

I am writing to you regarding the Villages Project which is slated to be completed in stages totaling 10 years of construction and the amount of chaos that would ensue as a result.

It might be doable had the extension of the 710 Freeway was in place to serve commuters headed north to Pasadena on up so Fremont Ave. would not be a tunneled parking lot. But the extension was not put in. So now, there is a heavy congestion of cars.

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In short, I don't think that this is a case of "Build it (The Villages) and [it(the freeway extension)] will come." We can only hope, and hope that you and the powers to be can alleviate/put pressure for positive action toward a practical resolution and out the project on hold until traffic situation/congestion is solved.

So, what is the current status on working on the 710 Freeway Extension Project?

Karen Vrooman
Alhambra Resident

Sent from my iPhone

THE VILLAGES AT THE ALHAMBRA SCOPING MEETING

THURSDAY, OCTOBER 19TH, 2017

NAME	PROPERTY ADDRESS	EMAIL ADDRESS	ORGANIZATION
SRI CHAKRAVARTY			KIMLEY-HORN
VIRAS SHARMA			KIMLEY-HORN
MATT STEWART			KIMLEY-HORN
Ruta Thomas			Dudek (on behalf of City)
Jeff Westster			Walker
ANNA MENDOZA			TCA ARCHITECTS.
BEN SU			Home of Angles-
ERIC SUNADA		esunada@gmail.com	GRASSROOTS ALHAMBRA
Sean McMorris		mcmorris23@gmail.com	Grassroots Alhambra
MAYNIE CHAU		MAYNIECHAU@MBSU.COM	
HUBERT CHAU		HUBERTCHAU@GMAIL.COM	
CLIFF BENDER	ALHAMBRA	cbender99@sbcglobal.net	Resident / Grassroots Alh.
Chuck Saucedo	1808 S. California St San Gabriel Ca 91776		Property Owner
Jose Aguayo		JA@joseaguayo.com	Resident

THE VILLAGES AT THE ALHAMBRA SCOPING MEETING

THURSDAY, OCTOBER 19TH, 2017

NAME	PROPERTY ADDRESS	EMAIL ADDRESS	ORGANIZATION
Melissa Michelson	Emery Park	melmiamich@yahoo.com	Emery Park Resident
Aide Beller	Granada Park		↳ Emery Park Com. Group
Ron Sahu	Stony Park	ronsahu@hotmail.com	Self / Grassroot Alhambra
* John Chi	N. Bushnell	alhambra@mrserious.com	Resident
Joel Arnold	Emery Park	hja1969@yahoo.com	Resident
Eric Chan	Alhambra	erickfchan2004@yahoo.com	Resident
John Gacs	Alhambra	jgcs2005@yahoo.com	RESIDENT
Laura Vasquez	11	elaoc2100@gmail.com	11
Tamar Goyan	312 N. Bushnell Alhambra	t.goyan@gmail.com	Resident

* HAS OWN "ALHAMBRA SOURCE" BLOG (PRO PROJECT)