

**ATTACHMENT G  
FINAL EIR AND ERRATA**

# Final Environmental Impact Report

**Affinity Project**  
**SCH No. 2021080103**

Prepared for	City of Pasadena Planning and Community Development Department 175 North Garfield Pasadena, California 91101
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Prepared by	Psomas 225 South Lake Avenue, Suite 1000 Pasadena, California 91101
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May 2022





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## SECTION 1.0 INTRODUCTION

In accordance with Section 15088, 15089, and 15132 of the California Environmental Quality Act (CEQA) Guidelines, the City of Pasadena (City), as the Lead Agency, has prepared this Final Environmental Impact Report (EIR) for the Affinity Project (Project or Project with Building A Residential/Commercial) (State Clearinghouse [SCH] No. 2021080103).

According to Section 15132 of the State CEQA Guidelines, the Final EIR shall consist of:

- a) The draft EIR or a revision of the draft;
- b) Comments and recommendations received on the Draft EIR either verbatim or in summary;
- c) A list of persons, organizations, and public agencies commenting on the draft EIR;
- d) The responses of the Lead Agency to significant environmental points raised in the review and consultation process; and
- e) Any other information added by the Lead Agency.

Accordingly, this Final EIR constitutes the second part of the EIR for the Project and is intended to be a companion to the Draft EIR. The Draft EIR and technical appendices for the Project constitutes the first part of the EIR and is hereby incorporated by reference under separate cover.

This Final EIR document is organized as follows:

**Section 1.0** provides a brief introduction to this document and a summary of the public review process.

**Section 2.0** provides a list of the parties that commented on the Draft EIR is provided, followed by a copy of each comment letter and the City's responses to each comment received.

**Section 3.0** contains revisions and clarifications to the Draft EIR because of the comments received from all commenting parties.

**Section 4.0** provides the Mitigation Monitoring and Reporting Program (MMRP), which describes the mitigation program to be implemented by the City for the Project.

### 1.1 PUBLIC REVIEW PROCESS

In compliance with Section 15201 of the State CEQA Guidelines, the City has provided opportunities for the public, organizations, and public agencies to participate in the environmental review process (as discussed below) and/or to provide comments on the Draft EIR.

On August 3, 2021, the City distributed an Initial Study (IS)/ Notice of Preparation (NOP) to 291 agencies, organizations, and individuals for a 30-day public review period (August 5, 2021 through September 3, 2021) to solicit comments and inform agencies and the public of the Project and the upcoming preparation of an EIR. The IS/NOP was submitted to the State Clearinghouse, and the NOP was filed with the Los Angeles County Registrar-Recorder/County Clerk.

The City held two virtual scoping meetings—one on August 11, 2021 (at Planning Commission) and one on August 26, 2021—to describe the Project, answer questions, and seek public input

regarding the scope of the EIR analysis. Notice of the scoping meetings was included in the NOP. During the scoping period, comments were received from 5 agencies, 10 organizations, and 21 individuals. The IS/NOP is included in Appendix A-1, and the written comments received are included in Appendix A-2 of the Draft EIR. Issues raised in the comment letters and at the scoping meetings are summarized in Table 1-1 in Section 1.0, Introduction, of the Draft EIR. These issues were considered in the preparation of the Draft EIR. The IS/NOP and technical appendices are on file at the City's Planning and Community Development Department, 175 North Garfield Avenue, Pasadena, California 91101.

The Draft EIR was distributed for public review and comment for the required 45-day public review period that began on January 18, 2022 and ended on March 3, 2022. In compliance with Section 15087(a) of the State CEQA Guidelines, City provided public Notice of Availability (NOA) of the Draft EIR at the same time it transmitted a Notice of Completion (NOC) to the State Clearinghouse (a division of the Governor's Office of Planning and Research). The City used several methods to solicit comments on the Draft EIR. The NOA was distributed to all parties that received the NOP and additionally to those who provided comments during the scoping period and were not already on the mailing list. The NOA and Draft EIR (including technical appendices) were made available on the City's website and hardcopies of the NOA and Draft EIR (and appendices) were available for public review during regular business hours at the City of Pasadena Permit Center, City of Pasadena Office of the City Clerk, and City of Pasadena Allendale Branch Library. The NOA and Draft EIR were submitted to the State Clearinghouse for distribution to and review by applicable State agencies; and the NOA was filed with the Los Angeles County Registrar-Recorder/County Clerk. Finally, on February 23, 2022, the City's Planning Commission held a virtual study session to inform the public about the Project and to receive comments on the Draft EIR.

The City received a total of 144 comment letters on the Draft EIR. Of these, there were 29 letters in support, 9 letters in opposition to the Project and/or regarding adequacy of the Draft EIR, and 106 letters from either union members or others that were neither in support nor in opposition. Some parties sent more than one comment letter. All of the comment letters received by the City have been included and responded to in this Final EIR. Comments contained in the letters that raise significant environmental issues are addressed in Section 2.0 of the Final EIR. The Final EIR also includes minor revisions and clarifications to the Draft EIR (refer to Section 3.0). The City has reviewed this information and determined that it does not constitute significant new information, and recirculation of the Draft EIR for further comment (pursuant to Section 15088.5 of the State CEQA Guidelines) is not required. The Final EIR, including all responses to comments submitted on the Draft EIR, was provided to all commenters via e-mail, at least 10 days before final action on the Project.

The Planning Commission will consider recommending the certification of the EIR and approval of the Project to the City Council, as the final decision-making body. The City Council will then consider the Project, Draft and Final EIRs, and all comments received during the CEQA process, including oral commentary received during all public hearings held as part of the City's decision-making process.

## SECTION 2.0 RESPONSES TO COMMENTS

All of the comment letters received by the City have been included and responded to in this Final EIR. Comments that raise significant environmental issues have been addressed in these responses. Comments that do not require a response include those that (1) do not address the adequacy or completeness of the Draft EIR; (2) do not raise substantive environmental/CEQA issues; (3) do not address the proposed project; or (4) request the incorporation of additional information not relevant to environmental issues.

Section 15088 of the State CEQA Guidelines, Evaluation of and Response to Comments, states:

- f) The lead agency shall evaluate comments on environmental issues received from persons who reviewed the draft EIR and shall prepare a written response. The Lead Agency shall respond to comments raising significant environmental issues received during the noticed comment period and any extensions and may respond to late comments.
- b) The Lead Agency shall provide a written proposed response, either in a printed copy or in an electronic format, to a public agency on comments made by that public agency at least 10 days prior to certifying an environmental impact report.
- c) The written response shall describe the disposition of significant environmental issues raised (e.g., revisions to the proposed project to mitigate anticipated impacts or objections). In particular, the major environmental issues raised when the Lead Agency's position is at variance with recommendations and objections raised in the comments must be addressed in detail giving reasons why specific comments and suggestions were not accepted. There must be good faith, reasoned analysis in response. Conclusory statements unsupported by factual information will not suffice. The level of detail contained in the response, however, may correspond to the level of detail provided in the comment (i.e., responses to general comments may be general). A general response may be appropriate when a comment does not contain or specifically refer to readily available information, or does not explain the relevance of evidence submitted with the comment.
- d) The response to comments may take the form of a revision to the draft EIR or may be a separate section in the final EIR. Where the response to comments makes important changes in the information contained in the text of the draft EIR, the lead agency should either:
  - 1. Revise the text in the body of the EIR; or
  - 2. Include marginal notes showing that the information is revised in the response to comments.

This section includes responses to substantive Draft EIR comments received by the City as well as oral comments raised during the Planning Commission hearing held during the Draft EIR public review period. With respect to comments letters received, aside from certain courtesy statements, introductions, and closings, individual comments within the body of each letter have been identified and numbered. A copy of each comment letter and the City's responses to each applicable comment are included in this section. Brackets delineating the individual comments and a numeric identifier have been added to the right margin of the letter. Responses to each comment identified are included on the page(s) following each comment letter. In the process of responding to the comments, there were minor revisions to the text of the Draft EIR shown in this section and in Section 3.0, Draft EIR Clarifications and Revisions, of this Final EIR. None of the

comments or responses constitute “significant new information”, and none of the conditions set forth in Section 15088.5 of the State CEQA Guidelines that would require recirculation of the Draft EIR has been met. Therefore, this Response to Comments section, along with the Draft EIR Clarifications and Revisions section, are included as part of this Final EIR along with the Draft EIR for consideration by the City Council.

## 2.1 **LIST OF ENVIRONMENTAL IMPACT REPORT COMMENTERS**

In accordance with Section 15132 of the State CEQA Guidelines, Table 1 presents a list of the agencies, organizations, and individuals that submitted written comments on the Draft EIR. The date the comments were received by the City is noted as well as the page number the responses begin for each comment letter. Each written comment letter has been divided into sequential numbered comments (i.e., Letter 1, comments 1.1, 1.2, 1.3 etc.) in Section 2.2, Written Comments and City of Pasadena Responses. Duplicate comment letters with different dates are treated as one comment letter but both (i.e., two) dates of correspondence are provided. It is noted that the comment letters received from members of the Carpenters Local 661 Union (104 in total) were identical except for the name of the individual member; regardless, these are identified as separate letters.

**TABLE 1**  
**LIST OF COMMENTERS**

<b>No.</b>	<b>Commenter</b>	<b>Date(s) of Correspondence</b>	<b>Follows Page</b>
<b>Agencies</b>			
1	Los Angeles County Metropolitan Transportation Authority (Metro)	March 3, 2022	8
<b>Organizations</b>			
<i>Local 661 Carpenters Union</i>			
2	Alvarez, Alejandro	February 22, 2022	16
3	Alvarez, Marcos	February 22, 2022	16
4	Andrade Salas, Celedonio	February 22, 2022	16
5	Andrade, Freddy	February 22, 2022	16
6	Apodaca, Enrique	February 22, 2022 & March 2, 2022	16
7	Apodaca, Marielena	February 22, 2022 & March 2, 2022	16
8	Arenas, Juan	March 2, 2022	16
9	Arias, Christian	February 22, 2022	16
10	Barajas, Luis	February 22, 2022	16
11	Beltran, Danny	February 22, 2022	16
12	Benzie, David A.	February 22, 2022	16
13	Bradley, Sage	February 22, 2022	16
14	Bran, Kenneth	February 22, 2022	16
15	Burgara, Ivan	February 22, 2022	16
16	Calderon, Alex	February 22, 2022	16
17	Camacho, Alberto	February 22, 2022	16
18	Camposeco, Victor	February 22, 2022	16
19	Carbajal, Carlos	February 22 & March 2, 2022	16
20	Casillas, Andres	February 22, 2022	16
21	Casillas, Alejandro	February 22, 2022	16
22	Chavez, Hector	March 2, 2022	16
23	Cipagauta, Omar	February 22, 2022	16

**TABLE 1**  
**LIST OF COMMENTERS**

<b>No.</b>	<b>Commenter</b>	<b>Date(s) of Correspondence</b>	<b>Follows Page</b>
24	Contreras, Javier	February 22, 2022	16
25	Contreras, Sal	February 22, 2022	16
26	Cruz, Jose	February 22, 2022	16
27	Cummings, Thomas	February 22, 2022	16
28	Dammeier, Sean	February 22, 2022	16
29	Delapinia, Dre	February 22, 2022	16
30	Delgado, Emmanuel	February 22, 2022 & March 2, 2022	16
31	Diamond, Steve	February 22, 2022	16
32	Diaz, Fred	February 22, 2022	16
33	Dunlap, Donte	February 22, 2022	16
34	Erickson, Ryan	February 22, 2022	16
35	Esquivel, Alejandro	March 2, 2022	16
36	Esquivel, Manual Jorge	March 2, 2022	16
37	Galindo, Daniel	March 2, 2022	16
38	Genaro (no last name)	February 22, 2022	16
39	Giron, Jose	February 22, 2022	16
40	Gonzales, César	February 22, 2022	16
41	Gonzalez, Rudy E.	March 2, 2022	16
42	Green, Jason	February 22, 2022 & March 3, 2022	16
43	Gridley, Jake	March 2, 2022	16
44	Guardado, Israel	February 22, 2022	16
45	Guitron, German	February 22, 2022	16
46	Hamilton, Sandra	February 23, 2022	16
47	Hernandez, Armando	February 22, 2022	16
48	Hernandez, Jimmy	February 22, 2022	16
49	Hernandez, Juan	February 22, 2022	16
50	Hernández, Marcelino	February 22, 2022	16
51	Jovel, Luis	March 2, 2022	16
52	Kukuczka, Michael	February 22, 2022	16
53	Ledesma, Joe	February 22, 2022	16
54	Ledesma, Joseph	February 22, 2022	16
55	Lemos, Josh	February 22, 2022	16
56	Mann, Melissa	February 22, 2022	16
57	Mann, Sean	February 22, 2022 & March 2, 2022	16
58	Martinez, Jose	March 2, 2022	16
59	Martinez, Pascual	March 2, 2022	16
60	Martinez, Santos	February 22, 2022	16
61	Mcclenthen, Steven	February 22, 2022	16
62	Mendoza, Roberto	March 2, 2022	16
63	Mieure, Erin	February 22, 2022	16
64	Mieure, Shaun	February 22, 2022	16
65	Mondragon, Jaime	March 2, 2022	16
66	Montiel, Deanna Asa	February 22, 2022	16
67	Myerly, Cole	March 2, 2022	16

**TABLE 1**  
**LIST OF COMMENTERS**

No.	Commenter	Date(s) of Correspondence	Follows Page
68	Nevarez, Omar	February 22, 2022	16
69	Ocampo, Leo	February 22, 2022	16
70	Olivares, Rafael	February 23, 2022	16
71	Ortiz, Francisco	February 22, 2022	16
72	Peralta Vargas, Juan Carlos	February 22, 2022	16
73	Perez, Joel	February 23, 2022 & March 2, 2022	16
74	Perez, Jorge	March 2, 2022	16
75	Phillips, Laton	February 23, 2022	16
76	Portillo, Luis	February 22, 2022	16
77	Powell, Blake	February 22, 2022	16
78	Ramirez, Abraham	February 22, 2022	16
79	Resendiz, Alfredo	March 2, 2022	16
80	Reyes, Miguel Ángel	March 2, 2022	16
81	Reyes, Nelson	February 22, 2022	16
82	Reyes, Nicolás	February 22, 2022 & March 2, 2022	16
83	Reyes, Ramiro	February 22, 2022	16
84	Reyes, Roberto	February 22, 2022	16
85	Rivas, Jose	February 22, 2022	16
86	Rocha, Victor	February 22, 2022	16
87	Rodriguez, Peter	February 22, 2022	16
88	Rojas, Bonifasio	February 22, 2022	16
89	Saenz, Jonathan	February 22, 2022	16
90	Sandoval, Emilio	February 22, 2022	16
91	Sepanlou, Kamran	February 22, 2022 & March 2, 2022	16
92	Serrano, Leonel	February 22, 2022	16
93	Servera, Matthew	February 22, 2022	16
94	Solis, Alejandro	March 2, 2022	16
95	Solorzano, Brandon Alexander	February 22, 2022	16
96	Tadeo, Eduardo	February 22, 2022	16
97	Tapia, Samuel	February 22, 2022	16
98	Tejeda, Gonzalo	March 2, 2022	16
99	Va, Lorren	February 22, 2022	16
100	Velázquez, Jose	March 2, 2022	16
101	Valencia, Armando	March 2, 2022	16
102	Vargas, Jr., Oscar	February 22, 2022	16
103	Villagran, Martin	February 22, 2022	16
104	Zambrano, David	February 22, 2022	16
<b>Other Organizations</b>			
105	Livable Pasadena	August 25, 2021 & February 19, 2022	17
106	Madison Heights Neighborhood Association	February 23, 2022	78
107	Old Pasadena Management District	May 25, 2021	78
108	Pasadena Chamber of Commerce and Civic Association	February 16, 2022	78
109	Protect Pasadena Trees	February 4, 2022	44



**TABLE 1**  
**LIST OF COMMENTERS**

No.	Commenter	Date(s) of Correspondence	Follows Page
110	Residents of Magnolia Landmark District	February 10, 2022	50
111	Supporters Alliance for Environmental Responsibility	March 2, 2022	57
112	West Pasadena Residents Association	March 2, 2022	59
<b>Individuals</b>			
113	Albrektson MD, Josh	February 20, 2022	78
114	Aronoff, Bob	February 23, 2022	65
115	Bazarevitsch, Natalie	August 10, 2021	78
116	Chomsky, Nina	March 2, 2022	67
117	Crawford, Maggie	August 11, 2021	78
118	Dailey, Sydney	February 16, 2022	78
119	Done, Darrell	May 23, 2021	78
120	Dusseault, Sarah	February 22, 2022	78
121	Erickson, Cyndi	February 17, 2022	78
122	Feldmann, Scott	August 11, 2021	78
123	Ficarra, Michelle	August 11, 2021	78
124	Foy, Erika	February 26, 2022	71
125	Gamb, Jim	August 3, 2021	78
126	Akila Gibbs	August 10, 2021	78
127	Kitchens, Dean	August 10, 2021	78
128	Kong, Stan	August 11, 2021	78
129	Erik Landswick	August 11, 2021	78
130	Maciejowski, Nikki	February 22, 2022	78
131	Marissa Marchioni	May 8, 2021	78
132	Plotkin, James R.	August 11, 2021	78
133	Rawlings, Andrea	February 23, 2022	75
134	Rosenberg, Julie	August 10, 2021	78
135	Round, Michelle	February 22, 2022	78
136	Schillaci, Mary Frances	August 8, 2021	78
137	Smith, Gregg	May 24, 2021	78
138	Stratman, Victoria D.	August 4, 2021	78
139	Trytten, Steven E.	August 10, 2021	78
140	Walker, Carol	August 11, 2021	78
141	Worrell, Julianne	May 24, 2021	78

Finally, verbal comments were received from the commissioners and the public during the Planning Commission hearing held on February 23, 2022. Section 2.3, Verbal Comments and City of Pasadena Responses, includes a summary of (1) commissioners' comments and staff's responses provided during the hearing and (2) public comments received during the hearing. Table 2.3 also provides responses to all public comments recorded during this hearing.

## Letter 1


**Metro**

Los Angeles County  
Metropolitan Transportation Authority

One Gateway Plaza  
Los Angeles, CA 90012-2952

213.922.2000 Tel  
metro.net

March 3, 2022

Jason Van Patten  
City of Pasadena  
Planning and Community Development Department  
175 North Garfield Avenue  
Pasadena, CA 91101  
Sent by Email: [jvanpatten@cityofpasadena.net](mailto:jvanpatten@cityofpasadena.net)

RE: Affinity Project – 491, 495, 499, 503, 541, and 577 South Arroyo Parkway  
Notice of Availability of Environmental Impact Report (EIR)

Dear Mr. Van Patten:

Thank you for coordinating with the Los Angeles County Metropolitan Transportation Authority (Metro) regarding the proposed Affinity Project (Project) located at 465 and 577 South Arroyo Parkway in the City of Pasadena (City). Metro is committed to working with local municipalities, developers, and other stakeholders across Los Angeles County on transit-supportive developments to grow ridership, reduce driving, and promote walkable neighborhoods. Transit Oriented Communities (TOCs) are places (such as corridors or neighborhoods) that, by their design, allow people to drive less and access transit more. TOCs maximize equitable access to a multi-modal transit network as a key organizing principle of land use planning and holistic community development.

Per Metro's area of statutory responsibility pursuant to sections 15082(b) and 15086(a) of the Guidelines for Implementation of the California Environmental Quality Act (CEQA: Cal. Code of Regulations, Title 14, Ch. 3), the purpose of this letter is to provide the City with specific detail on the scope and content of environmental information that should be included in the Environmental Impact Report (EIR) for the Project. In particular, this letter outlines topics regarding the Project's potential impacts on the Metro L Line (Gold) facilities and services which should be analyzed in the EIR, and provides recommendations for mitigation measures as appropriate. Effects of a project on transit systems and infrastructure are within the scope of transportation impacts to be evaluated under CEQA.<sup>1</sup>

In addition to the specific comments outlined below, Metro is providing the City and The Arroyo Parkway, LLC (Applicant) with the Metro Adjacent Development Handbook (attached), which provides an overview of common concerns for development adjacent to Metro right-of-way (ROW) and transit facilities, available at <https://www.metro.net/devreview>. We appreciate the coordination to date with the City and Applicant.

1

#### Project Description

The Project includes demolition of six of the nine existing buildings located at 491, 495, 499, 503, 541, and 577 South Arroyo Parkway and construction of one 7-story assisted living building and one 7-story medical office building with ground floor commercial. The project is proposing a total of five subterranean levels providing up to 850 parking spaces.

<sup>1</sup> See CEQA Guidelines section 15064.3(a); Governor's Office of Planning and Research Technical Advisory on Evaluating Transportation Impacts In CEQA, December 2018, p. 19.

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## Comments

### *Light Rail Adjacency*

1. Rail Operations: The Metro L Line (Gold) currently operates weekday peak service as often as every six minutes in both directions. Trains may operate in and out of revenue service, 24 hours a day, seven days a week, in the ROW adjacent to the Project.
2. Impact Analysis: Due to the Project's proximity to the L Line (Gold) ROW, the EIR must analyze potential effects on light rail operations and identify mitigation measures as appropriate. Critical impacts to be studied should include (without limitation): impacts of Project construction and operation on and potential damage to the structural and systems integrity of tracks and related infrastructure; disruption to light rail service. Specific impacts and mitigation measures that should be studied include:
  - a. Disturbance to Light Rail Structural Support: The Project includes excavation and construction of underground structures. Tiebacks for the support of excavation have the potential to disturb adjoining soils and jeopardize support of the light rail tracks. Also, due to their length (five stories tall), soldier piles that are anticipated to be used for shoring have the potential to foul both L Line tracks during their installation.

#### *Recommended mitigation measures:*

- i. Technical Review: The Applicant shall submit engineering drawings and calculations, as well as construction work plans and methods, to evaluate any impacts to the Metro L Line (Gold) infrastructure in relationship to the Project. Before issuance of any building permit for the Project, the Applicant shall obtain Metro's approval of final construction plans.
- ii. Structure Setback: Where the Project site is immediately adjacent to Metro ROW, all building structures (above ground and below grade) and projections shall be set back at least five (5) feet from the property line shared by the Project property and Metro to allow adequate space for construction and property maintenance activities. Property owners will generally not be permitted to access Metro property to construct or maintain private development and/or landscaping, except as approved as indicated in paragraphs 3.d and 3.e below.
- iii. Construction Safety: The construction and operation of the Project shall not disrupt the operation and maintenance activities of the Metro L Line (Gold) or the structural and systems integrity of Metro's light rail infrastructure. Not later than one month before Project construction, the Applicant shall contact Metro to schedule a pre-construction meeting with all Project construction personnel and Metro Real Estate, Construction Management, and Construction Safety staff. During Project construction, the Applicant shall:
  1. Construct a protection barrier to prevent objects, material, or debris from falling onto the ROW;
  2. Notify Metro of any changes to demolition and construction activities that may impact the use of the ROW;
  3. Permit Metro staff to monitor demolition and construction activities to ascertain any impact to the L Line (Gold) ROW.

2

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- b. Overhead Catenary System (OCS) Setback: Overhead catenary wires and support structures adjacent to the Project power Metro trains. OCS wires should be treated like any high voltage electrical utility wires. The Project's structures, including protrusions that face the ROW (e.g. balconies, awnings and other appurtenances), are proposed to be in close proximity to the OCS and can pose an electrocution hazard during Project construction and operation.

*Recommended mitigation measures:*

- i. Technical Review: The Applicant shall submit engineering drawings and calculations, as well as construction work plans and methods including any crane placement and radius, to evaluate any impacts to the Metro L Line (Gold) infrastructure in relationship to the Project. Before issuance of any building permit for the Project, the Applicant shall obtain Metro's approval of final construction plans.
  - ii. OCS Protection: The Applicant shall take all necessary measures to protect the OCS from damage due to Project activities during and after construction, pursuant to applicable California Department of Industrial Relations regulations (Cal. Code of Regulations, Title 8). The Applicant shall post proper signage for equipment working around the OCS wires.
  - iii. Setback: Any building protrusions facing the ROW (e.g. balconies, awnings and other appurtenances), as well as landscaping shall be set back at least ten (10) feet from the OCS wires and support structures.
  - iv. Construction Safety: The construction and operation of the Project shall not disrupt the operation and maintenance activities of the Metro L Line (Gold) or the structural and systems integrity of Metro's light rail infrastructure. Not later than one month before Project construction, the Applicant shall contact Metro to schedule a pre-construction meeting with all Project construction personnel and Metro Real Estate, Construction Management, and Construction Safety staff. During Project construction, the Applicant shall:
    1. Work in close coordination with Metro to ensure that visibility and structural integrity are not compromised by construction activities or permanent build conditions;
    2. Construct a protection barrier to prevent objects, material, or debris from falling onto the ROW;
    3. Notify Metro of any changes to demolition and construction activities that may impact the use of the ROW;
    4. Permit Metro staff to monitor demolition and construction activities to ascertain any impact to Metro L Line (Gold);
    5. Apply for and obtain approval from Metro for any special operations, including the use of a pile driver or any other equipment that could come into close proximity to the OCS or support structures, not later than two months before the start of Project construction.
- 
3. Advisories to Applicant: The Applicant is encouraged to contact Metro Development Review early in the design process to address potential impacts. The Applicant should also be advised of the following:
- a. Occupational Safety and Health Administration (OSHA) Requirements: Demolition, construction and/or excavation work in proximity to Metro ROW with potential to damage light rail tracks and related infrastructure may be subject to additional OSHA safety requirements.
- 

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- b. Technical Review: Metro charges for staff time spent on engineering review and construction monitoring.
  - c. ROW Entry Permit: For temporary or ongoing access to Metro ROW for demolition, construction, and/or maintenance activities, the Applicant shall complete Metro's Track Allocation process with Metro Rail Operations and obtain a Right of Entry Permit from Metro Real Estate. Approval for single tracking or a power shutdown, while possible, is highly discouraged and are granted and scheduled at the sole discretion of Metro Rail Operations. Power shutdowns are currently limited to non-revenue service hours, resulting in about one hour of available time during the night for critical Project construction activities near the track. If sought, the Applicant shall apply for and obtain such approval from Metro not later than two months before the start of Project construction.
  - d. Cost of Impacts: The Applicant will be responsible for costs incurred resulting from Project construction/operation issues that cause delay or harm to Metro service delivery or infrastructure, including single-tracking or bus bridging around closures. The Applicant will also bear all costs for any noise mitigation required for the Project.
  - e. Maintenance: Metro will require prompt removal of graffiti and trash along the concrete block wall and landscaped area adjacent to Metro ROW. For these and other maintenance activities that will require access to Metro property, the Applicant must obtain a Temporary Right of Entry Permit before accessing property and coordinate activities through Rail Operations Track Allocation process, as discussed above.

3 cont.

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#### Transit Supportive Planning: Recommendations and Resources

Considering the Project's proximity to Fillmore Station, Metro would like to identify the potential synergies associated with transit-oriented development:

1. Transit Oriented Development (TOD) Planning Grant: The City is a recipient of Metro's TOD Planning Grant in support of updates to several Specific Plans. The TOD Planning Grant's objective is to develop and adopt transit-supportive regulations that promote equitable, sustainable, and transit-supportive planning to increase transit ridership. One of the plans to be updated is the Central District Specific Plan (Specific Plan Update), which encompasses the Project site. The City should encourage alignment and evaluate the Project's consistency with the Specific Plan Update including the proposed policies, development standards, and implementation measures.
2. Transit Supportive Planning Toolkit: Metro strongly recommends that the Applicant review the Transit Supportive Planning Toolkit which identifies 10 elements of transit-supportive places and, applied collectively, has been shown to reduce vehicle miles traveled by establishing community-scaled density, diverse land use mix, combination of affordable housing, and infrastructure projects for pedestrians, bicyclists, and people of all ages and abilities. This resource is available at <https://www.metro.net/about/funding-resources/>.
3. Land Use: Metro supports development of commercial and residential properties near transit stations and understands that increasing development near stations represents a mutually beneficial opportunity to increase ridership and enhance transportation options for the users of developments. Metro encourages the City and Applicant to be mindful of the Project's proximity to the Fillmore Station, including orienting pedestrian pathways towards the station.
4. Transit Connections and Access: Metro strongly encourages the Applicant to install Project features that help facilitate safe and convenient connections for pedestrians, people riding bicycles, and transit users to/from the Project site and nearby destinations. The City should consider requiring the installation of such features as part of the conditions of approval for the Project, including:

4

Affinity Project  
 Notice of Availability of EIR – Metro Comments  
 March 3, 2022

- a. Walkability: The provision of wide sidewalks, pedestrian lighting, a continuous canopy of shade trees, enhanced crosswalks with ADA-compliant curb ramps, and other amenities along all public street frontages of the development site to improve pedestrian safety and comfort to access the nearby Fillmore Station.
  - b. Bicycle Use and Micromobility Devices: The provision of adequate short-term bicycle parking, such as ground-level bicycle racks, and secure, access-controlled, enclosed long-term bicycle parking for residents, employees, and guests. Bicycle parking facilities should be designed with best practices in mind, including highly visible siting, effective surveillance, ease to locate, and equipment installation with preferred spacing dimensions, so bicycle parking can be safely and conveniently accessed. Similar provisions for micro-mobility devices are also encouraged.
  - c. First & Last Mile Access: The Project should address first-last mile connections to transit and is encouraged to support these connections with wayfinding signage inclusive of all modes of transportation. For reference, please review the First Last Mile Strategic Plan, authored by Metro and the Southern California Association of Governments (SCAG), available on-line at: [http://media.metro.net/docs/sustainability\\_path\\_design\\_guidelines.pdf](http://media.metro.net/docs/sustainability_path_design_guidelines.pdf).
5. Parking: Metro encourages the incorporation of transit-oriented, pedestrian-oriented parking provision strategies such as the reduction or removal of minimum parking requirements and the exploration of shared parking opportunities. These strategies could be pursued to reduce automobile-orientation in design and travel demand.
  6. Wayfinding: Any temporary or permanent wayfinding signage with content referencing Metro services or featuring the Metro brand and/or associated graphics (such as Metro Bus or Rail pictograms) requires review and approval by Metro Signage and Environmental Graphic Design.
  7. Transit Pass Programs: Metro would like to inform the Applicant of Metro's employer transit pass programs, including the Annual Transit Access Pass (A-TAP), the Employer Pass Program (E-Pass), and Small Employer Pass (SEP) Program. These programs offer efficiencies and group rates that businesses can offer employees as an incentive to utilize public transit. The A-TAP can also be used for residential projects. For more information on these programs, please visit the programs' website at <https://www.metro.net/riding/eapp/>.

4 cont.

If you have any questions regarding this letter, please contact me by phone at 213-547-4326, by email at [DevReview@metro.net](mailto:DevReview@metro.net), or by mail at the following address: Metro Development Review, One Gateway Plaza, MS 99-22-1, Los Angeles, CA 90012-2952.

Sincerely,



Shine Ling, AICP  
 Manager, Development Review Team  
 Transit Oriented Communities

Attachments and links:

- Adjacent Development Handbook: <https://www.metro.net/devreview>

Page 5 of 5



## 2.2 WRITTEN COMMENTS AND CITY OF PASADENA RESPONSES

### Response to Comment Letter 1

**Los Angeles County Metropolitan Transportation Authority<sup>1</sup>**  
**March 3, 2022**

**Response 1.1.** This comment related to Metro’s statutory responsibility and documents provided is acknowledged. The comment does not address the content or adequacy of the Draft EIR under CEQA or the State CEQA Guidelines; however, the comment is noted for the administrative record and will be provided to the decision-makers for review and consideration.

**Response 1.2.** This comment related to development adjacent to the Metro L Line is acknowledged. It is noted that the body of this letter and the associated attachment “Metro Adjacent Development Handbook” (Handbook) dated February 2021 is the same as the scoping period comment letter submitted by Metro, dated September 3, 2021. The Draft EIR acknowledges that coordination with Metro would be required as part of Project implementation, if approved, due to the site’s location within 100 feet of a Metro ROW in Table 2-6 on page 2-18. Based on the Handbook, it is uncertain whether the Applicant would only require a review or also a permit or other approval from Metro based on the level of Project design prepared to date. While the identified issues are not germane to the CEQA analysis, as discussed further below, it is understood these are issues of relevance and concern to Metro for planning and procedural purposes. The City of Pasadena and the Applicant would consult with Metro, as required and appropriate outside of the CEQA process, to ensure the continuance and safety of activities on all party’s properties.

In the comment letter Metro signifies its area of statutory responsibility under CEQA and the State CEQA Guidelines, specifically pursuant to (1) Section 15064.3(a) of the State CEQA Guidelines and (2) the Governor’s Office of Planning and Research’s *Technical Advisory on Evaluating Transportation Impacts in CEQA* (Technical Advisory), dated December 2019 (page 19). Both Section 15064.3 et. seq. and the Technical Advisory relate to changes in the CEQA analysis of transportation pursuant to SB 743.

Section 15064.3(a) “Purpose” of the State CEQA Guidelines states (emphasis added):

This section describes specific considerations for evaluating a project’s transportation impacts. Generally, vehicle miles traveled is the most appropriate measure of transportation impacts. For the purposes of this section, “vehicle miles traveled” refers to the amount and distance of automobile travel attributable to a project. **Other relevant considerations may include the effects of the project on transit and non-motorized travel.** Except as provided in subdivision (b)(2) below (regarding roadway capacity), a project’s effect on automobile delay shall not constitute a significant environmental impact.

Page 19 of the Technical Advisory under the header “Impacts to Transit” states:

Because criteria for determining the significance of transportation impacts must promote “the development of multimodal transportation networks” pursuant to Public Resources Code section 21099, subd. (b)(1), lead agencies should consider project impacts to transit systems and bicycle and pedestrian networks. For example, a project that blocks access to a transit stop or blocks a transit route itself may interfere with transit functions. Lead agencies should consult with transit

<sup>1</sup> Attachments provided with this comment letter provided as Appendix A.

agencies as early as possible in the development process, particularly for projects that are located within one half mile of transit stops. When evaluating impacts to multimodal transportation networks, lead agencies generally should not treat the addition of new transit users as an adverse impact. An infill development may add riders to transit systems and the additional boarding and alighting may slow transit vehicles, but it also adds destinations, improving proximity and accessibility. Such development also improves regional vehicle flow by adding less vehicle travel onto the regional network. Increased demand throughout a region may, however, cause a cumulative impact by requiring new or additional transit infrastructure. Such impacts may be adequately addressed through a fee program that fairly allocates the cost of improvements not just to projects that happen to locate near transit, but rather across a region to all projects that impose burdens on the entire transportation system, since transit can broadly improve the function of the transportation system (OPR 2018).

As established by the text above from the technical advisory, the analysis of potential impacts to transit under SB 743 pertains to changes in ridership, accessibility, and proximity and represent possible long-term, operational effects of a project. As discussed on page 3.9-5 of the Draft EIR, the City of Pasadena developed and adopted its *Transportation Impact Analysis Current Practice and Guidelines* (TIA Guidelines), which are consistent with the requirements of SB 743. As stated on page 3.9-10, “As shown in Table 3.9-5, using the City’s Transportation Demand Model, the Pasadena DOT determined that the Project would not exceed any of the CEQA transportation thresholds defined in the City’s TIA Guidelines (Pasadena DOT 2020). As such, the Project would not conflict with the City’s plan addressing the circulation system under CEQA (i.e., TIA Guidelines), which includes transit, roadway, bicycle and pedestrian facilities; or conflict or be inconsistent with Section 15064.3(b)(1) of the State CEQA Guidelines. There would be less than significant impacts, and no mitigation is required.” As discussed later on the same page, the Pasadena DOT prepared a TIA for the Project with Building A Residential/Commercial using the same methodology as applied for the Project. This analysis also determined there would be less than significant transportation impacts, and no mitigation is required.

Temporary, construction-phase effects due to proximity (i.e., within 100 feet) to a Metro ROW are not established by SB 743 or the State CEQA Guidelines as “effects of the project on transit...”. The comment identifies potential construction-phase and/or design-related “impacts” pertaining to adjacency to the Metro L Line and recommends several “mitigation measures.” However, the “mitigation measures” recommended by Metro do not correspond to any expressed environmental impact, nor would they reduce an environmental impact. Rather, the recommended “mitigation measures” are related to best management practices for construction adjacent to the Metro L Line to further ensure protection of Metro’s built facilities. Since the “impacts” and “mitigation measures” expressed in this comment are not environmental in nature and since they do not relate to the transit-related aspects of the SB 743-compliant transportation analysis presented in Section 3.9 of the Draft EIR, no CEQA mitigation measures are warranted. Regardless, the comment is noted for the administrative record and will be provided to the decision-makers for review and consideration.

California Governor’s Office of Planning and Research (OPR). 2018 (December). *Technical Advisory on Evaluating Transportation Impacts in CEQA*. Sacramento, CA: OPR. [Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA \(ca.gov\)](https://www.opr.ca.gov/Revised-Proposal-on-Updates-to-the-CEQA-Guidelines-on-Evaluating-Transportation-Impacts-in-CEQA).



**Response 1.3.** This comment related to advisory information for the Applicant is acknowledged. The comment does not address the content or adequacy of the Draft EIR under CEQA or the State CEQA Guidelines; however, the comment is noted for the administrative record and will be provided to the decision-makers for review and consideration.

**Response 1.4.** This comment related to transit-supportive planning is acknowledged. The comment does not address the content or adequacy of the Draft EIR under CEQA or the State CEQA Guidelines; however, the comment is noted for the administrative record and will be provided to the decision-makers for review and consideration.

**From:** [REDACTED]  
**To:** [Tam, Hayman](#)  
**Subject:** Planning Commission Item 6- Affinity Project 465-577 S. Arroyo Parkway  
**Date:** Tuesday, February 22, 2022 2:17:23 PM

---

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Hi, my name is Alejandro Alvarez, I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

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We believe all Pasadena and nearby residents deserve an innovative economic solution that puts them on the path to build better careers, increase access to family healthcare, and enrich the community at large.

---

Local 661 Carpenters Union Member,  
Alejandro Alvarez

Sent from my iPhone

**From:** [REDACTED]  
**To:** [Tam. Hayman](#)  
**Subject:** Planning commission item 6-Affinity Project 465-577 S. Arroyo Parkway  
**Date:** Tuesday, February 22, 2022 5:19:49 PM

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Subject: Planning Commission Item 6- Affinity Project 465-577 S. Arroyo Parkway

Hi, my name is Marcos Alvarez, I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

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Local 661 Carpenters Union Member,  
Marcos Alvarez

**From:** [REDACTED]  
**To:** [Tam, Hayman](#)  
**Subject:** Subject: Planning Commission Item 6- Affinity Project 465-577 S. Arroyo Parkway  
**Date:** Tuesday, February 22, 2022 4:59:33 PM

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Hi, my name is Celedonio, I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

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---

Local 661 Carpenters Union Member,

Celedonio Andrade Salas

**From:** [REDACTED]  
**To:** [Jam. Hayman](#)  
**Subject:** Planning Commission Item 6- Affinity  
**Date:** Tuesday, February 22, 2022 2:16:42 PM

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Project 465-577 S. Arroyo Parkway

Hi, my name is Freddy Andrade, I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

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Local 661 Carpenters Union Member,  
Freddy Andrade



**From:** [REDACTED]  
**To:** [Tam Hayman](#)  
**Subject:** Planning Commission Item 6-Affinity Project 465-577 S. Arroyo Parkway  
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Hi, my name is Enrique Apodaca, I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

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---

Local 661 Carpenters Union Member,

Enrique Apodaca

Sent from my iPhone

**From:** [REDACTED]  
**Subject:** Planning Commission Item 6- Affinity Project 465-577 S. Arroyo Parkway  
**Date:** Tuesday, February 22, 2022 4:55:33 PM

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Hi, my name is Marielena , I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

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---

Local 661 Carpenters Union Member,  
Thank you,

Marielena Apodaca

**From:** [Juan Arenas](#)  
**To:** [Van Patten, Jason](#)  
**Subject:** Affinity Project 465-577 S. Arroyo Parkway  
**Date:** Wednesday, March 2, 2022 2:59:40 PM

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Hi, my name is Juan Arenas, I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

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---

Local 661 Carpenters Union Member,

Juan Arenas



**From:** [REDACTED]  
**To:** [Tam Hayman](#)  
**Subject:** Planning Commission Item 6- Affinity Project 465-577 S. Arroyo Parkway  
**Date:** Tuesday, February 22, 2022 2:19:13 PM

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Hi, my name is CristianArias, I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

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Local 661 Carpenters Union Member,  
Cristian Arias

Sent from my iPhone

From: [REDACTED]  
To: [Tam. Hayman](#)  
Date: Tuesday, February 22, 2022 4:57:18 PM

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Hi, my name is Luis Barajas , I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

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1 cont.

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---

Local 661 Carpenters Union Member,  
Luis Barajas

**From:** [REDACTED]  
**To:** [Tam, Hayman](#)  
**Subject:** Planning Commission Item 6- Affinity Project 465-577 S. Arroyo Parkway  
**Date:** Tuesday, February 22, 2022 2:32:43 PM

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Hi, my name is Danny Beltran , I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

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Local 661 Carpenters Union Member,  
Danny Beltran



**From:** [REDACTED]  
**To:** [Tam, Hayman](#)  
**Subject:** Planning Commission item 6-Affinity Project 465-577 S .Arroyo Parkway  
**Date:** Tuesday, February 22, 2022 5:42:07 PM

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Subject: Planning Commission Item 6- Affinity Project 465-577 S. Arroyo Parkway  
Hi, my name is David A Benzie, I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

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---

Local 661 Carpenters Union Member  
David A Benzie

[Sent from Yahoo Mail on Android](#)

**From:** [REDACTED]  
**To:** [Tam, Hayman](#)  
**Subject:** Planning Commission Item 6  
**Date:** Tuesday, February 22, 2022 3:46:04 PM

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Hi, my name is Sage Bradley I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

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---

Local 661 Carpenters Union Member,  
Sage Bradley

**From:** [REDACTED]  
**To:** [Tam Hayman](#)  
**Subject:** Planning commission  
**Date:** Tuesday, February 22, 2022 4:39:45 PM

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---

Subject: Planning Commission Item 6- Affinity Project 465-577 S. Arroyo Parkway

Hi, my name is Kenneth Bran, I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

Specifically:

The construction workforce should require;

- Full family health plans
- Skilled and trained workforce standards through certified apprenticeship
- Paid sick leave. Pension, and vacation-holiday pay.
- Local Hire

1

High quality responsible bidder standards should be established to ensure high quality construction performance;

-Construction contractors at every level comply with labor law and have no history of fraudulent or grossly negligent business practices.

- General Contractors should be required to self perform a

Minimum of 5% of all construction craft work for which they are responsible.

We believe all Pasadena and nearby residents deserve an innovative economic solution that puts them on the path to build better careers, increase access to family healthcare, and enrich the community at large.

---

Local 661 Carpenters Union Member,  
Kenneth bran

Sent from my iPhone



**From:** [REDACTED]  
**Subject:** Planning Commission Item 6- Affinity Project 465-577 S. Arroyo Parkway  
**Date:** Tuesday, February 22, 2022 3:53:43 PM

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Hi, my name is Ivan Burgara, I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

Specifically:

The construction workforce should require;

- Full family health plans
- Skilled and trained workforce standards through certified apprenticeship
- Paid sick leave. Pension, and vacation-holiday pay.
- Local Hire

1

High quality responsible bidder standards should be established to ensure high quality construction performance;

- Construction contractors at every level comply with labor law and have no history of fraudulent or grossly negligent business practices.
- General Contractors should be required to self perform a Minimum of 5% of all construction craft work for which they are responsible.

We believe all Pasadena and nearby residents deserve an innovative economic solution that puts them on the path to build better careers, increase access to family healthcare, and enrich the community at large.

---

Local 661 Carpenters Union Member,  
Ivan Burgara

**From:** [REDACTED]  
**To:** [Tam Hayman](#)  
**Subject:** Planning Commission Item 6- Affinity Project 465-577 S. Arroyo Parkway  
**Date:** Tuesday, February 22, 2022 4:00:12 PM

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Hi, my name is Alex I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

Specifically:

The construction workforce should require;

- Full family health plans
- Skilled and trained workforce standards through certified apprenticeship
- Paid sick leave. Pension, and vacation-holiday pay.
- Local Hire

1

High quality responsible bidder standards should be established to ensure high quality construction performance;

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- General Contractors should be required to self perform a

Minimum of 5% of all construction craft work for which they are responsible.

We believe all Pasadena and nearby residents deserve an innovative economic solution that puts them on the path to build better careers, increase access to family healthcare, and enrich the community at large.

Local 661 Carpenters Union Member,  
Alex Calderon

**From:** [REDACTED]  
**To:** [Tam Hayman](#)  
**Subject:** planning commission item6affinity project 465-577 s arroyo parkway  
**Date:** Tuesday, February 22, 2022 4:48:43 PM

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Hi, my name is alberto camacho, I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

Specifically:

The construction workforce should require;

- Full family health plans
- Skilled and trained workforce standards through certified apprenticeship
- Paid sick leave. Pension, and vacation-holiday pay.
- Local Hire

1

High quality responsible bidder standards should be established to ensure high quality construction performance;

-Construction contractors at every level comply with labor law and have no history of fraudulent or grossly negligent business practices.

- General Contractors should be required to self perform a

Minimum of 5% of all construction craft work for which they are responsible.

We believe all Pasadena and nearby residents deserve an innovative economic solution that puts them on the path to build better careers, increase access to family healthcare, and enrich the community at large.

---

Local 661 Carpenters Union Member,

Alberto Camacho

**From:** [REDACTED]  
**To:** [Tam Hayman](#)  
**Subject:** Planning Commission Item 6- Affinity Project 465-577 S. Arroyo Parkway  
**Date:** Tuesday, February 22, 2022 7:33:38 PM

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Hi my name is Victor Camposeco, I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area in which include members that live, work, and make use of businesses in and around the City of Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

**Specifically:**

The Construction workforce should require;

- Full Family health plans
- Skilled and trained workforce standards through certified apprenticeship
- Paid Sick Leave. Pension, and vacation-holiday pay.
- Local hire

1

High quality responsible bidder standards should be established to ensure high quality construction performance;

- Construction contractors at every level comply with labor law and have no history of fraudulent or grossly negligent business practices.
- General contractors should be required to self perform a Minimum of 5% of all construction craft work for which they are responsible.

We believe all Pasadena and nearby residents deserve an innovative economic solution that puts them on the path to build better careers, increase access to family healthcare, and enrich the community at large.

Local 661 Carpenters Union Member,

Victor Camposeco

**From:** [REDACTED]  
**To:** [Tam Hayman](#)  
**Subject:** Planning Commission Item 6- Affinity Project 465-577 S. Arroyo Parkway  
**Date:** Tuesday, February 22, 2022 4:25:40 PM

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Hi, my name is Carlos, I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

Specifically:

The construction workforce should require;

- Full family health plans
- Skilled and trained workforce standards through certified apprenticeship
- Paid sick leave. Pension, and vacation-holiday pay.
- Local Hire

1

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- General Contractors should be required to self perform a Minimum of 5% of all construction craft work for which they are responsible.

We believe all Pasadena and nearby residents deserve an innovative economic solution that puts them on the path to build better careers, increase access to family healthcare, and enrich the community at large.

Local 661 Carpenters Union Member,  
Carlos Carbajal



**From:** [Andres Casillas](#)  
**To:** [Van Patten, Jason](#)  
**Subject:** Affinity Project 465-577 S. Arroyo Parkway  
**Date:** Wednesday, March 2, 2022 3:05:54 PM  
**Attachments:** [Pasadena- Affinity Project 465-577 S. Arroyo Parkway.pages](#)

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Hi my name is Andres Casillas

**From:** [REDACTED]  
**To:** [Tam, Hayman](#)  
**Subject:** Planning Commission Item 6- Affinity Project 465-577 S. Arroyo Parkway  
**Date:** Tuesday, February 22, 2022 2:15:13 PM

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Hi, my name is Alejandro I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

Specifically:

The construction workforce should require;

- Full family health plans
- Skilled and trained workforce standards through certified apprenticeship
- Paid sick leave. Pension, and vacation-holiday pay.
- Local Hire

1

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- General Contractors should be required to self perform a Minimum of 5% of all construction craft work for which they are responsible.

We believe all Pasadena and nearby residents deserve an innovative economic solution that puts them on the path to build better careers, increase access to family healthcare, and enrich the community at large.

---

Local 661 Carpenters Union Member,  
Alejandro Casillas

**From:** [Hector Chavez](#)  
**To:** [Van Patten, Jason](#)  
**Subject:** Affinity Project 465-577 S. Arroyo Parkway  
**Date:** Wednesday, March 2, 2022 2:35:23 PM

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Hi, my name is Hector Chavez I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

Specifically:

The construction workforce should require;

- Full family health plans
- Skilled and trained workforce standards through certified apprenticeship
- Paid sick leave. Pension, and vacation-holiday pay.
- Local Hire

1

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We believe all Pasadena and nearby residents deserve an innovative economic solution that puts them on the path to build better careers, increase access to family healthcare, and enrich the community at large.

Local 661 Carpenters Union Member,

Hector Chavez



**From:** [REDACTED]  
**To:** [Tam Hayman](#)  
**Subject:** Planning Commission Item 6- Affinity Project 465-577 S. Arroyo Parkway  
**Date:** Tuesday, February 22, 2022 3:44:06 PM

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Hi, my name is Omar Cipagauta , I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

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The construction workforce should require;

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- Skilled and trained workforce standards through certified apprenticeship
- Paid sick leave. Pension, and vacation-holiday pay.
- Local Hire

1

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Minimum of 5% of all construction craft work for which they are responsible.

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---

Local 661 Carpenters Union Member,

Omar Cipagauta

Sent from my iPhone

**From:** [REDACTED]  
**To:** [Jam. Hayman](#)  
**Subject:** 465-577 S. Arroyo Parkway  
**Date:** Tuesday, February 22, 2022 3:49:37 PM

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Hi, my name is Javier I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

Specifically:

The construction workforce should require;

- Full family health plans
- Skilled and trained workforce standards through certified apprenticeship
- Paid sick leave. Pension, and vacation-holiday pay.
- Local Hire

1

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We believe all Pasadena and nearby residents deserve an innovative economic solution that puts them on the path to build better careers, increase access to family healthcare, and enrich the community at large.

Local 661 Carpenters Union Member,  
Javier Contreras

Sent from my iPhone

**From:** [REDACTED]  
**To:** [Tam, Hayman](#)  
**Subject:** Planning Commission Item 6- Affinity Project 465-577 S. Arroyo Parkway  
**Date:** Tuesday, February 22, 2022 5:37:31 PM

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Hi, my name is Sal contreras I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

Specifically:

The construction workforce should require;

- Full family health plans
- Skilled and trained workforce standards through certified apprenticeship
- Paid sick leave. Pension, and vacation-holiday pay.
- Local Hire

1

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We believe all Pasadena and nearby residents deserve an innovative economic solution that puts them on the path to build better careers, increase access to family healthcare, and enrich the community at large.

---

Local 661 Carpenters Union Member,  
Sal contreras

**From:** [REDACTED]  
**To:** [Tam Hayman](#)  
**Subject:** Planning Commission Item 6- Affinity  
**Date:** Tuesday, February 22, 2022 2:18:18 PM

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Hi, my name is Jose Cruz, I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

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The construction workforce should require;

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- Paid sick leave. Pension, and vacation-holiday pay.
- Local Hire

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We believe all Pasadena and nearby residents deserve an innovative economic solution that puts them on the path to build better careers, increase access to family healthcare, and enrich the community at large.

---

Local 661 Carpenters Union Member,  
Jose Cruz

Sent from my iPhone

**From:** [REDACTED]  
**To:** [Tam Hayman](#)  
**Subject:** Planning Commission Item 6- Affinity Project 465-577 S. Arroyo Parkway  
**Date:** Tuesday, February 22, 2022 6:02:02 PM

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Hi, my name is Thomas cummings I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

Specifically:

The construction workforce should require;

- Full family health plans
- Skilled and trained workforce standards through certified apprenticeship
- Paid sick leave. Pension, and vacation-holiday pay.
- Local Hire

1

High quality responsible bidder standards should be established to ensure high quality construction performance;

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- General Contractors should be required to self perform a

Minimum of 5% of all construction craft work for which they are responsible.

We believe all Pasadena and nearby residents deserve an innovative economic solution that puts them on the path to build better careers, increase access to family healthcare, and enrich the community at large.

---

Local 661 Carpenters Union Member,  
Thomas cummings



**From:** [REDACTED]  
**To:** [Tam. Hayman](#)  
**Subject:** Planning commission item 6 affinity  
**Date:** Tuesday, February 22, 2022 2:29:49 PM

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Project 465-577 S. Arroyo Parkway

Hi, my name is Sean Dammeier, I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

Specifically:

The construction workforce should require;

- Full family health plans
- Skilled and trained workforce standards through certified apprenticeship
- Paid sick leave. Pension, and vacation-holiday pay.
- Local Hire

1

High quality responsible bidder standards should be established to ensure high quality construction performance;

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- General Contractors should be required to self perform a

Minimum of 5% of all construction craft work for which they are responsible.

We believe all Pasadena and nearby residents deserve an innovative economic solution that puts them on the path to build better careers, increase access to family healthcare, and enrich the community at large.

---

Local 661 Carpenters Union Member,  
Sean Dammeier

Sent from my iPhone

**From:** [REDACTED]  
**To:** [Tam Hayman](#)  
**Subject:** Planning Commission Item 6- Affinity Project 465-577 S. Arroyo Parkway  
**Date:** Tuesday, February 22, 2022 2:17:52 PM

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Hi, my name is Dre Delapinia, I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

Specifically:

The construction workforce should require;

- Full family health plans
- Skilled and trained workforce standards through certified apprenticeship
- Paid sick leave. Pension, and vacation-holiday pay.
- Local Hire

1

High quality responsible bidder standards should be established to ensure high quality construction performance;

-Construction contractors at every level comply with labor law and have no history of fraudulent or grossly negligent business practices.

- General Contractors should be required to self perform a

Minimum of 5% of all construction craft work for which they are responsible.

We believe all Pasadena and nearby residents deserve an innovative economic solution that puts them on the path to build better careers, increase access to family healthcare, and enrich the community at large.

---

Local 661 Carpenters Union Member,  
Dre Delapinia



**From:** [REDACTED]  
**To:** [Tam. Hayman](#)  
**Subject:** Planning commission item 6 Affinity Project 465-577 S.Arroyo Parkway  
**Date:** Tuesday, February 22, 2022 4:53:39 PM

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Hi my name is Emmanuel Delgado I am a local union Carpenter out of carpenters local 661. Carpenters local 661 represents over 5000 working families in the area which include members that live work and make use of business in and around Pasadena. We would like to see a community wealth plan as part of this project. the city of Pasadena should implement a community wealth plan which requires family supporting wages the use of a skilled and trained work force and a local hire as a condition of approval for this project.

Specifically: the construction work force should require; full family health plans, skilled and trained work force standards through certified Apprenticeship, paid sick leave, pension and vacation-holiday pay local hire.

High quality responsible bidder standards should be established to ensure high quality construction performance.

1

Construction contractors at every level comply with labor law and have no history of fraudulent or grossly negligent business practices.

General contractors should be required to self perform a minimum of 5% of all construction craft work for which they are responsible.

We believe all Pasadena and near by residents deserve an innovative economic solution that puts them on the path to build better careers, increase access to family Healthcare and enrich the community at large.

---

Local 661 Carpenters Union Members  
Emmanuel Delgado

**From:** [REDACTED]  
**To:** [Tam Hayman](#)  
**Subject:** Planning Commission Item 6- Affinity Project 465-577 S. Arroyo Parkway  
**Date:** Tuesday, February 22, 2022 5:21:55 PM

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Hi, my name is Steve Diamond, I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

Specifically:

The construction workforce should require;

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- Paid sick leave. Pension, and vacation-holiday pay.
- Local Hire

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Minimum of 5% of all construction craft work for which they are responsible.

We believe all Pasadena and nearby residents deserve an innovative economic solution that puts them on the path to build better careers, increase access to family healthcare, and enrich the community at large.

---

Local 661 Carpenters Union Member,  
Steve Diamond

Sent from my iPhone

**From:** [REDACTED]  
**To:** [Tam Hayman](#)  
**Subject:** Planning Commission Item 6- Affinity  
**Date:** Tuesday, February 22, 2022 2:35:26 PM

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htam@cityofpasadena.net

---

Subject: Planning Commission Item 6- Affinity Project 465-577 S. Arroyo Parkway

Hi, my name is Fred Diaz, I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

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The construction workforce should require;

- Full family health plans
- Skilled and trained workforce standards through certified apprenticeship
- Paid sick leave. Pension, and vacation-holiday pay.
- Local Hire

1

High quality responsible bidder standards should be established to ensure high quality construction performance;

- Construction contractors at every level comply with labor law and have no history of fraudulent or grossly negligent business practices.
  - General Contractors should be required to self perform a
- Minimum of 5% of all construction craft work for which they are responsible.

We believe all Pasadena and nearby residents deserve an innovative economic solution that puts them on the path to build better careers, increase access to family healthcare, and enrich the community at large.

---

Local 661 Carpenters Union Member,  
Fred Diaz Sent from my iPhone

**From:** [REDACTED]  
**To:** [Tam. Hayman](#)  
**Subject:** Planning Commission Item 6- Affinity Project 465-577 S. Arroyo Parkway  
**Date:** Tuesday, February 22, 2022 2:34:37 PM

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---

**Subject:**

Hi, my name is Sean Mann, I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

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---

Local 661 Donte Dunlap

**From:** [REDACTED]  
**To:** [Tam Hayman](#)  
**Subject:** Planning Commission Item 6 - Affinity Project 465-577 S. Arroyo Parkway  
**Date:** Tuesday, February 22, 2022 5:37:46 PM

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Hi, my name is Ryan Erickson, I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

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---

Local 661 Carpenters Union Member,  
Ryan Erickson

Sent from my iPhone



**From:** [Alex Esquivel](#)  
**To:** [Van Patten, Jason](#)  
**Subject:** Email: jvanpatten@cityofpasadena.net  
**Date:** Wednesday, March 2, 2022 2:31:35 PM

---

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Email: [jvanpatten@cityofpasadena.net](mailto:jvanpatten@cityofpasadena.net)

Subject: Affinity Project 465-577 S. Arroyo Parkway

---

Hi, my name is Alejandro Esquivel I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

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---

Local 661 Carpenters Union Member,

Alejandro Esquivel

Sent from my iPhone

**From:** [Manuel Jorge](#)  
**To:** [Van Patten, Jason](#)  
**Subject:** Affinity project 465-577 S. Arroyo parkway  
**Date:** Wednesday, March 2, 2022 3:11:50 PM

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Hi;my nameis Manuel Jorge Esquivel

I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

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Local 661 Carpenters  
Manuel Jorge Esquivel



**From:** [Daniel Galindo](#)  
**To:** [Van Patten, Jason](#)  
**Subject:** Affinity Project 465 -577 S. Arroyo Parkway  
**Date:** Wednesday, March 2, 2022 2:59:02 PM  
**Attachments:** [Screenshot 2022-03-02 at 2:55:52 PM.png](#)

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Email: [jvanpatten@cityofpasadena.net](mailto:jvanpatten@cityofpasadena.net)

Subject: Affinity Project 465-577 S. Arroyo Parkway

Hi, my name is **David Galindo** I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

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---

1 cont.

Local 661 Carpenters Union Member,

Your name here

Daniel  
Galindu



---

Sent from my iPhone

**From:** [REDACTED]  
**To:** [Tam. Hayman](#)  
**Subject:** Planning commission item 6- afinity project 465-577 s. Arroyo parkway  
**Date:** Tuesday, February 22, 2022 3:42:14 PM

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Hi, my name is Genaro I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

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**From:** [REDACTED]  
**To:** [Tam, Hayman](#)  
**Subject:** Planning Commission Item 6- Affinity Project 465-577 S. Arroyo Parkway  
**Date:** Tuesday, February 22, 2022 4:50:53 PM

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Hi, my name is Jose Giron, I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

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---

Local 661 Carpenters Union Member,  
Jose Giron

**From:** [REDACTED]  
**To:** [Jam, Hayman](#)  
**Subject:** Planning Commission Item 6- Affinity Project 465-577 S. Arroyo Parkway  
**Date:** Tuesday, February 22, 2022 2:15:15 PM

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Hi, my name is Cesar Iam a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

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Local 661 Carpenters Union Member,  
Cesar Gonzalez



**From:** [Rudy](#)  
**To:** [Van Patten, Jason](#)  
**Subject:** Affinity Project 465-577 S. Arroyo Parkway  
**Date:** Wednesday, March 2, 2022 2:34:35 PM

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Hi, my name is Rudy E Gonzalez I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

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---

Local 661 Carpenters Union Member,

Rudy E Gonzalez

**From:** [REDACTED]  
**Cc:** [Jam. Hayman](#)  
**Subject:** Planning Commission Item 6- Affinity Project 465-577 S. Arroyo Parkway  
**Date:** Tuesday, February 22, 2022 2:09:40 PM

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Hi, my name is Jason I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

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---



Local 661 Carpenters Union Member,

Jason Green

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**From:** [Jake Gridley](#)  
**To:** [Van Patten, Jason](#)  
**Subject:** Affinity Project 465-577 S. Arroyo Parkway  
**Date:** Wednesday, March 2, 2022 2:32:10 PM

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Hi, my name is Jake I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

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Local 661 Carpenters Union Member,

Jake Gridley

**From:** [REDACTED]  
**To:** [Tam, Hayman](#)  
**Subject:** Planning Commission Item 6- Affinity Project 465-577 S. Arroyo Parkway  
**Date:** Tuesday, February 22, 2022 4:13:17 PM

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Hi, my name is Israel Guardado, I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

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---

Local 661 Carpenters Union Member,  
Israel Guardado

**From:** [REDACTED]  
**To:** [Jam, Hayman](#)  
**Subject:** Subject: Planning Commission Item 6- Affinity Project 465-577 S. Arroyo Parkway  
**Date:** Tuesday, February 22, 2022 4:06:32 PM

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Hi, my name is German Guitron a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

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^

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^

^

Local 661 Carpenters Union Member,  
German Guitron

^

^

[Sent from Yahoo Mail on Android](#)

**From:** [REDACTED]  
**To:** [Tam Hayman](#)  
**Subject:** Planning Commission Item 6 - Affinity Project 465-577 S. Arroyo Parkway  
**Date:** Wednesday, February 23, 2022 8:34:11 AM  
**Attachments:** [image001.png](#)  
[image002.png](#)

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Hi, my name is Sandra Hamilton, I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

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Local 661 Carpenters Union Member,



*Sandra Hamilton*  
Office Assistant



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**From:** [REDACTED]  
**To:** [Tam Hayman](#)  
**Subject:** Planning Commission Item 6- Affinity Project 465-577 S. Arroyo Parkway  
**Date:** Tuesday, February 22, 2022 4:06:28 PM

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Hi, my name is Armando Hernandez, I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

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Local 661 Carpenters Union Member,  
Armando hernandez



**From:** [REDACTED]  
**To:** [Tam Hayman](#)  
**Subject:** Subject: Planning Commission Item 6- Affinity Project 465-577 S. Arroyo Parkway  
**Date:** Tuesday, February 22, 2022 6:06:22 PM

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Hi, my name is jimmy hernandez , I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

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---

Local 661 Carpenters Union Member,

**From:** [REDACTED]  
**To:** [Tam, Hayman](#)  
**Subject:** Planning Commission Item 6- Affinity Project 465-577 S. Arroyo Parkway  
**Date:** Tuesday, February 22, 2022 5:20:35 PM

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Hi, my name is Juan Hernandez I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

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---

Local 661 Carpenters Union Member,  
Juan Hernandez

**From:** [REDACTED]  
**To:** [Tam, Hayman](#)  
**Subject:** Planning commission item 6-affinity project 455-577 S Arroyo Parkway  
**Date:** Tuesday, February 22, 2022 5:55:42 PM

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Hi, my name is Marcelino, I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

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- Paid sick leave. Pension, and vacation-holiday pay.
- Local Hire

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-Construction contractors at every level comply with labor law and have no history of fraudulent or grossly negligent business practices.

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---

Local 661 Carpenters Union Member,

Marcelino Hernández

**From:** [Luis Jovel](#)  
**To:** [Van Patten, Jason](#)  
**Subject:** Affinity Project 465-577 S. Arroyo Parkway  
**Date:** Wednesday, March 2, 2022 2:36:09 PM

---

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---

Hi, my name is Luis Jovel. I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

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---

Local 661 Carpenters Union Member,

Luis Jovel



**From:** [REDACTED]  
**To:** [Tam Hayman](#)  
**Subject:** Planning Commission Item 6- Affinity Project 465-577 S. Arroyo Parkway  
**Date:** Tuesday, February 22, 2022 2:17:20 PM

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Hi, my name is Michael Kukuczka, I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

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---

Local 661 Carpenters Union Member,  
Michael Kukuczka

Sent from my iPhone

**From:** [REDACTED]  
**To:** [Tam Hayman](#)  
**Subject:** htam@cityofpasadena.net  
**Date:** Tuesday, February 22, 2022 5:15:43 PM

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---

Subject: Planning Commission Item 6- Affinity Project 465-577 S. Arroyo Parkway  
Hi, my name is Joe Ledesma , I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

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---

Local 661 Carpenters Union Member,  
Joe Ledesma

Sent from my iPhone



**From:** [REDACTED]  
**To:** [Tam Hayman](#)  
**Subject:** Planning Commission Item 6- Affinity  
**Date:** Tuesday, February 22, 2022 6:43:54 PM

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Project 465-577 S. Arroyo Parkway

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---

Local 661 Carpenters Union Member,  
Joseph Ledesma

**From:** [REDACTED]  
**To:** [Tam Hayman](#)  
**Subject:** Planning Commission Item 6- Affinity Project 465-577 S. Arroyo Parkway  
**Date:** Tuesday, February 22, 2022 3:51:05 PM

---

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Hi, my name is Josh Lemos, I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

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---

Local 661 Carpenters Union Member,  
Josh Lemos

Sent from my iPhone

**From:** [REDACTED]  
**To:** [Tam Hayman](#)  
**Subject:** Planning Commission Item 6- Affinity Project 465-577 S. Arroyo Parkway  
**Date:** Tuesday, February 22, 2022 9:22:24 PM

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Hi, my name is Melissa Mann, I am a local union carpenters wife. out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

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Local 661 Carpenters Union Member wife  
Melissa Mann

**From:** [REDACTED]  
**To:** [Tam, Hayman](#)  
**Subject:** Planning Commission Item 6- Affinity Project 465-577 S. Arroyo Parkway  
**Date:** Tuesday, February 22, 2022 9:20:06 PM

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Hi, my name is Sean Mann, I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

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**From:** [Jose Martinez](#)  
**To:** [Van Patten, Jason](#)  
**Subject:** Affinity Project 465-577 S. Arroyo Parkway  
**Date:** Wednesday, March 2, 2022 3:11:18 PM

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Hi, my name is Jose Martinez I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

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Local 661 Carpenters Union Member,

Jose Martinez

**From:** [Pascual Garcia](#)  
**To:** [Van Patten, Jason](#)  
**Subject:** Affinity project 465-577 S. Arroyo Parkway  
**Date:** Wednesday, March 2, 2022 3:05:35 PM

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Hi, my name is Pascual Martinez \_\_, I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

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---

Local 661 Carpenters Union Member,

Pascual Martinez

Enviado desde mi iPhone



**From:** [REDACTED]  
**To:** [Jam. Hayman](#)  
**Subject:** Planning Commission Item 6- Affinity Project 465-577 S. Arroyo Parkway  
**Date:** Tuesday, February 22, 2022 2:18:43 PM

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**Hi, my name is Santos Martinez, I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.**

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Local 661 Carpenters Union Member,  
Santos Martinez

Sent from my iPhone

**From:** [REDACTED]  
**To:** [Tam Hayman](#)  
**Date:** Tuesday, February 22, 2022 5:10:15 PM

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Subject: Planning Commission Item 6- Affinity Project 465-577 S. Arroyo Parkway

Hi, my name is steven mcclenthen I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

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Local 661 Carpenters Union Member,

Steven mcclenthen

**From:** [Roberto Mendoza](#)  
**To:** [Van Patten, Jason](#)  
**Subject:** Affinity Project 465-577 S. Arroyo Parkway  
**Date:** Wednesday, March 2, 2022 2:32:58 PM

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Hi, my name is Roberto Mendoza I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

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Local 661 Carpenters Union Member,

Roberto Mendoza

Sent from my iPhone

**From:** [REDACTED]  
**To:** [Jam. Hayman](#)  
**Subject:** Planning Commission Item 6- Affinity Project 465-577 S. Arroyo Parkway  
**Date:** Tuesday, February 22, 2022 4:27:45 PM

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Hi, my name is Erin Mieure, I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

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Local 661 Carpenters Union Member,  
Erin Mieure



**From:** [REDACTED]  
**To:** [Tam Hayman](#)  
**Subject:** Planning Commission Item 6- Affinity Project 465-577 S. Arroyo Parkway  
**Date:** Tuesday, February 22, 2022 4:17:59 PM

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Hi, my name is Shaun Mieux, I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

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---

Local 661 Carpenters Union Member,  
Shaun Mieux

**From:** [Jaime Dragon](#)  
**To:** [Van Patten, Jason](#)  
**Subject:** #Ubc# U90154401 Jaime Mondragon  
**Date:** Wednesday, March 2, 2022 7:14:06 PM

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Subject: Affinity Project 465-577 S. Arroyo Parkway

Hi, my name is Jaime Mondragon I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

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---

Local 661 Carpenters Union Member,

Your name here



**From:** [REDACTED]  
**To:** [Tam Hayman](#)  
**Subject:** Planning Commission Item 6- Affinity Project 465-577 S. Arroyo Parkway  
**Date:** Tuesday, February 22, 2022 5:45:11 PM

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Hi, my name is Deannn Asa Montiel, I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

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---

Local 661 Carpenters Union Member,  
Deanna Asa Montiel

D. A. M.

**From:** [Cole Myerly](#)  
**To:** [Van Patten, Jason](#)  
**Subject:** Affinity Project 465-577 S. Arroyo Parkway  
**Date:** Wednesday, March 2, 2022 2:32:39 PM

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Hi, my name is Cole Myerly I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

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---

Local 661 Carpenters Union Member,

Cole Myerly

Sent from my iPhone

**From:** [REDACTED]  
**To:** [Tam Hayman](#)  
**Subject:** Planning commission item 6- affinity project 465577 s. Arroyo parkway  
**Date:** Tuesday, February 22, 2022 5:29:08 PM

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---

Hi, my name is Omar Nevarez, I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

Specifically:

The construction workforce should require;

- Full family health plans
- Skilled and trained workforce standards through certified apprenticeship
- Paid sick leave. Pension, and vacation-holiday pay.
- Local Hire

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- Construction contractors at every level comply with labor law and have no history of fraudulent or grossly negligent business practices.
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We believe all Pasadena and nearby residents deserve an innovative economic solution that puts them on the path to build better careers, increase access to family healthcare, and enrich the community at large.

---

Local 661 Carpenters Union Member,  
Omar Nevarez

**From:** [REDACTED]  
**To:** [Tam Hayman](#)  
**Subject:** Planning Commission Item 6- Affinity Project 465-577 S. Arroyo Parkway  
**Date:** Tuesday, February 22, 2022 5:00:13 PM

---

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---

Hi, my name is Leo ocampo,I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

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---

Local 661 Carpenters Union Member,  
Leo ocampo

**From:** [REDACTED]  
**To:** [Tam Hayman](#)  
**Subject:** Planning Commission Item 6- Affinity Project 465-577 S. Arroyo Parkway  
**Date:** Wednesday, February 23, 2022 5:30:03 PM

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Hi, my name is Rafael Olivares, I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

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---

Local 661 Carpenters Union Member,  
Rafael Olivares



**From:** [REDACTED]  
**To:** [Tam Hayman](#)  
**Subject:** Planning Commission Item 6- Affinity Project 465-577 S. Arroyo Parkway  
**Date:** Tuesday, February 22, 2022 2:17:49 PM

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Hi, my name is Francisco Ortiz, I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

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---

Local 661 Carpenters Union Member,  
Francisco Ortiz

Sent from my iPhone

**From:** [REDACTED]  
**To:** [Tam, Hayman](#)  
**Subject:** Planning Commission Item 6- Affinity Project 465-577 S. Arroyo Parkway  
**Date:** Tuesday, February 22, 2022 4:56:37 PM

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Hi, my name is JuanCarlosperaltavargas, I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

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---

Local 661 Carpenters Union Member,  
Juan Carlos peralta vargas

Sent from my T-Mobile 5G Device

**From:** [REDACTED]  
**To:** [Tam Hayman](#)  
**Subject:** Planning Commission Item 6 . Affinity Project 465.577 S. Arroyo Parkway  
**Date:** Wednesday, February 23, 2022 12:28:19 PM

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---

Hi, my name is \_\_\_\_Joel Perez\_\_\_\_\_, I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

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---

Local 661 Carpenters Union Member,  
Joel Perez

**From:** [JORGE PEREZ JR](#)  
**To:** [Van Patten, Jason](#)  
**Subject:** Affinity project 465-577 S. Arroyo Parkway  
**Date:** Wednesday, March 2, 2022 2:34:19 PM

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Hi, my name is Jorge Perez I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

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Local 661 Carpenters Union Member,

Jorge Perez

Sent from my iPhone



**From:** [REDACTED]  
**To:** [Tam Hayman](#)  
**Subject:** Planning Commission Item 6- Affinity Project 465-577 S. Arroyo Parkway  
**Date:** Wednesday, February 23, 2022 10:18:11 AM

---

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Hi, my name is Laton Phillips, I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

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---

Local 661 Carpenters Union Member,  
Laton Phillips



**From:** [REDACTED]  
**To:** [Tam Hayman](#)  
**Subject:** Planning Commission Item 6- Affinity Project 465-577 S. Arroyo Parkway  
**Date:** Tuesday, February 22, 2022 4:31:27 PM

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Hi, my name is Luis portillo,

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---

Local 661 Carpenters Union Member,  
Luis portillo

From: [REDACTED]  
To: [Tam, Hayman](#)  
Subject: Planning Commission Item 6- Affinity Project 465-577 S. Arroyo Parkway  
Date: Wednesday, February 23, 2022 8:33:37 AM

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Hi, my name is Blake Powell

I am a local union carpenter out of Carpenters Local 661.

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Local 661 Carpenters Union Member,

---

Blake Powell

--

Blake E. Powell

[REDACTED]

“A team isn’t a bunch of kids out to win.

A team is something you belong to,  
something you feel,  
something you have to earn.”

- - - Coach Gordon Bombay.

**From:** [REDACTED]  
**To:** [Jam. Hayman](#)  
**Subject:** Planning Commission Item 6- Affinity Project 465-577 S. Arroyo Parkway  
**Date:** Tuesday, February 22, 2022 4:01:11 PM

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Hi, my name is Abraham I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

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Local 661 Carpenters Union Member,  
Abraham Ramirez  
Sent from my iPhone

**From:** [Alfredo Resendiz](#)  
**To:** [Van Patten, Jason](#)  
**Subject:** Affinity Project 465-577 S. Arroyo Parkway  
**Date:** Wednesday, March 2, 2022 2:30:17 PM

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Hi, my name is Alfredo Resendiz, I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

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Local 661 Carpenters Union Member,

Alfredo Resendiz

Sent from my iPhone



**From:** [miquel.reyes](#)  
**To:** [Van Patten, Jason](#)  
**Subject:** Affintyproyec465-577s arroyo parkway  
**Date:** Wednesday, March 2, 2022 3:00:21 PM

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Hi, my name is Miguel Ángel reyes, I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

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Local 661 Carpenters Union Member,

Miguel reyes c



**From:** [REDACTED]  
**To:** [Jam. Hayman](#)  
**Subject:** Planning Commission Item 6- Affinity Project 465-577 S. Arroyo Parkway  
**Date:** Tuesday, February 22, 2022 3:45:08 PM

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Hi, my name is Nelson reyes, I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

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---

Local 661 Carpenters Union Member,  
Nelson reyes

**From:** [REDACTED]  
**To:** [Tam Hayman](#)  
**Subject:** Planning comisión ítem 6-affinity project 465-577 S Arroyo parkway  
**Date:** Tuesday, February 22, 2022 5:40:00 PM

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Hi, my name is Nicolás , I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

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Local 661 Carpenters Union Member,

Nicolás Reyes

**From:** [REDACTED]  
**To:** [Tam Hayman](#)  
**Subject:** Planning Commission Item 6- Affinity Project 465-577 S. Arroyo Parkway  
**Date:** Tuesday, February 22, 2022 4:58:06 PM

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Hi, my name is Ramiro Reyes I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

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Local 661 Carpenters Union Member,

Ramiro Reyes

**From:** [REDACTED]  
**Subject:** Planning Commission Item 6- Affinity Project 465-577 S. Arroyo Parkway  
**Date:** Tuesday, February 22, 2022 4:33:24 PM

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Hi, my name is Roberto Reyes I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

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Local 661 Carpenters Union Member,

roberto reyes

**From:** [REDACTED]  
**To:** [Tam Hayman](#)  
**Subject:** Planning Commission Item 6- Affinity Project 465-577 S. Arroyo...  
**Date:** Tuesday, February 22, 2022 2:18:35 PM

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Hi, my name is Jose Rivas, I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

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---

Local 661 Carpenters Union Member,  
Jose Rivas

Sent from my iPhone



**From:** [REDACTED]  
**To:** [Tam Hayman](#)  
**Subject:** Planning Commission Item 6- Affinity Project 465-577 S. Arroyo Parkway  
**Date:** Tuesday, February 22, 2022 5:12:32 PM

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Hi, my name is Victor Rocha I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

Specifically:

The construction workforce should require;

- Full family health plans
- Skilled and trained workforce standards through certified apprenticeship
- Paid sick leave. Pension, and vacation-holiday pay.
- Local Hire

1

High quality responsible bidder standards should be established to ensure high quality construction performance;

-Construction contractors at every level comply with labor law and have no history of fraudulent or grossly negligent business practices.

- General Contractors should be required to self perform a

Minimum of 5% of all construction craft work for which they are responsible.

We believe all Pasadena and nearby residents deserve an innovative economic solution that puts them on the path to build better careers, increase access to family healthcare, and enrich the community at large.

---

Local 661 Carpenters Union Member,  
Victor Rocha

Sent from my iPhone

**From:** [REDACTED]  
**To:** [Tam Hayman](#)  
**Subject:** Planning Commission Item 6- Affinity Project 465-577 S. Arroyo Parkway  
**Date:** Tuesday, February 22, 2022 5:24:44 PM

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Hi, my name is Peter I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

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---

Local 661 Carpenters Union Member,

Peter Rodriguez

Sent from my iPhone

**From:** [REDACTED]  
**To:** [Tam Hayman](#)  
**Subject:** Planning Commission Item 6- Affinity Project 465-577 S. Arroyo Parkway  
**Date:** Tuesday, February 22, 2022 2:19:59 PM

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Hi, my name is Bonifasio Rojas, I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

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---

Local 661 Carpenters Union Member,  
Bonifasio Rojas

Sent from my iPhone

**From:** [REDACTED]  
**Subject:** Planning commission item 6 affinity project 465-577 s arroyo parkway  
**Date:** Tuesday, February 22, 2022 4:36:11 PM

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Hi, my name is jonathan saenz I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

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---

Local 661 Carpenters Union Member,

Jonathan Saenz

Sent from my iPhone

**From:** [REDACTED]  
**To:** [Tam Hayman](#)  
**Subject:** Planning Commission Item 6- Affinity Project 465-577 S. Arroyo Parkway  
**Date:** Tuesday, February 22, 2022 4:46:09 PM

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Planning Commission Item 6- Affinity Project 465-577 S. Arroyo Parkway

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Hi, my name is Emilio Sandoval I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

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---

Local 661 Carpenters Union Member,  
Emilio Sandoval



**From:** [REDACTED]  
**To:** [Jam. Hayman](#)  
**Subject:** Planning Commission Item 6- Affinity Project 465-577 S. Arroyo Parkway  
**Date:** Tuesday, February 22, 2022 2:56:09 PM

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Hi, my name is Kamran Sepanlou , I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

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---

Local 661 Carpenters Union Member,  
Kamran Sepanlou

Kamran S Sepanlou

**From:** [REDACTED]  
**To:** [Jam. Hayman](#)  
**Subject:** Planning Commission Item 6- Affinity Project 465-577 S. Arroyo Parkway  
**Date:** Tuesday, February 22, 2022 3:59:38 PM

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Hi, my name is Leonel I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

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Local 661 Carpenters Union Member,  
Leonel Serrano

Sent from my iPhone

**From:** [REDACTED]  
**To:** [Tam Hayman](#)  
**Subject:** Planning Commission Item 6- Affinity Project 465-577 S. Arroyo Parkway  
**Date:** Tuesday, February 22, 2022 2:24:48 PM

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Hi, my name is Matthew Servera. I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

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---

Local 661 Carpenters Union Member,  
Matthew Servera

Sent from my iPhone

**From:** [Alejandro Solis](#)  
**To:** [Van Patten, Jason](#)  
**Subject:** Affinity Project 465-577 S. Arroyo Parkway  
**Date:** Wednesday, March 2, 2022 2:36:18 PM

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Subject: Affinity Project 465-577 S. Arroyo Parkway

Hi, my name is Alejandro Solis I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

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Local 661 Carpenters Union Member,

Alejandro Solis

Sent from my iPhone

**From:** [REDACTED]  
**Subject:** Planning Commission Item 6 - Affinity Project 465 - 577 S. Arroyo Parkway  
**Date:** Tuesday, February 22, 2022 5:43:32 PM

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Hi, my name is BrandonAlexander Solorzano. I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

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---

Local 661 Carpenters Union Member,

Brandon Alexander Solorzano

Sent from my iPhone



**From:** [REDACTED]  
**To:** [Jam. Hayman](#)  
**Subject:** Planning Commission Item 6- Affinity Project 465-577 S. Arroyo Parkway  
**Date:** Tuesday, February 22, 2022 2:16:38 PM

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:union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

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---

Local 661 Carpenters Union Member,

Eduardo Tadeo

Enviado desde mi iPhone

**From:** [REDACTED]  
**To:** [Jam. Hayman](#)  
**Subject:** Planning Commission Item 6- Affinity Project 465-577 S. Arroyo Parkway  
**Date:** Tuesday, February 22, 2022 2:40:59 PM

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Hi, my name is Samuel tapia, I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

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---

Samuel tapia

Sent from my iPhone

**From:** [Gonzalo Tejeda](#)  
**To:** [Van Patten, Jason](#)  
**Subject:** Affinity project 465-577  
**Date:** Wednesday, March 2, 2022 5:05:34 PM

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Gonzalo Tejeda ubc:U90141678

Email: [jvanpatten@cityofpasadena.net](mailto:jvanpatten@cityofpasadena.net)

---

Subject: Affinity Project 465-577 S. Arroyo Parkway

Hi, my name is **Gonzalo** I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

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1 cont.

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---

Local 661 Carpenters Union Member,

Your name here

Gonzalo Tejeda

**From:** [REDACTED]  
**To:** [Tam Hayman](#)  
**Subject:** Planning Commission Item 6- Affinity Project 465-577 S. Arroyo Parkway  
**Date:** Tuesday, February 22, 2022 2:35:15 PM

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Hi, my name is Sean Mann, I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

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---

Local 661 Carpenters Union Member,  
Lorren Va

Sent from my iPhone



**From:** [Jose Velazquez](#)  
**To:** [Van Patten, Jason](#)  
**Subject:** Affinity Project 465-577 S Arroyo Parkway  
**Date:** Wednesday, March 2, 2022 2:33:13 PM

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Hi, my name is Jose Velázquez I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

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---

Local 661 Carpenters Union Member,

Jose Velázquez

Sent from my iPhone

**From:** [Armando Valencia](#)  
**To:** [Van Patten, Jason](#)  
**Subject:** Affinity Project 465-577 S. Arroyo parkway  
**Date:** Wednesday, March 2, 2022 2:39:41 PM

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Subject: Affinity Project 465-577 S. Arroyo

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Hi, my name is Armando Valencia I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

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---

Local 661 Carpenters Union Member,

Armando Valencia

**From:** [REDACTED]  
**To:** [Tam Hayman](#)  
**Subject:** Subject: Planning Commission Item 6- Affinity Project 465-577 S. Arroyo Parkway  
**Date:** Tuesday, February 22, 2022 4:48:40 PM

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Hi, my name is Oscar Vargas Jr., I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

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---

Local 661 Carpenters Union Member,

Oscar Vargas Jr.

Sent from my iPhone

**From:** [REDACTED]  
**To:** [Tam Hayman](#)  
**Subject:** Planning Commission Item 6 Affinity Project 465-577 S Arroyo Parkway  
**Date:** Tuesday, February 22, 2022 4:35:44 PM

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Hi, my name is Martin I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

Specifically:

The construction workforce should require;

- Full family health plans
- Skilled and trained workforce standards through certified apprenticeship
- Paid sick leave. Pension, and vacation-holiday pay.
- Local Hire

1

High quality responsible bidder standards should be established to ensure high quality construction performance;

- Construction contractors at every level comply with labor law and have no history of fraudulent or grossly negligent business practices.
- General Contractors should be required to self perform a Minimum of 5% of all construction craft work for which they are responsible.

We believe all Pasadena and nearby residents deserve an innovative economic solution that puts them on the path to build better careers, increase access to family healthcare, and enrich the community at large.

Local 213 Carpenters Union Member,  
Martin Villagran

Sent from my iPhone

**From:** [REDACTED]  
**To:** [Jam. Hayman](#)  
**Subject:** Planning Commission Item 6- Affinity Project 465-577 S. Arroyo Parkway  
**Date:** Tuesday, February 22, 2022 2:15:14 PM

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Hi, my name is David I am a local union carpenter out of Carpenters Local 661. Carpenters Local 661 represents over 5,000 working families in the area which include members that live, work, and make use of businesses in and around Pasadena. We would like to see a Community Wealth Plan as part of this project. The City of Pasadena should implement a Community Wealth Plan which requires family supporting wages, the use of a skilled and trained workforce, and local hire as a condition of approval for this project.

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Minimum of 5% of all construction craft work for which they are responsible.

We believe all Pasadena and nearby residents deserve an innovative economic solution that puts them on the path to build better careers, increase access to family healthcare, and enrich the community at large.

Local 661 Carpenters Union Member,  
David Zambrano

[Sent from Yahoo Mail on Android](#)



## **Responses to Comment Letter 2 through 104**

### **Local 661 Carpenters Union**

**February 22, February 23, and March 2, 2022**

**Responses 2.1—104.1.** These comments related to development of a Community Wealth Plan by the City are acknowledged. The comments do not address the content or adequacy of the Draft EIR under CEQA or the State CEQA Guidelines; however, the comments are noted for the administrative record and will be provided to the decision-makers for review and consideration.



## Letter 105

February 19, 2022

**Planning Commission**  
100 North Garfield Ave.  
Pasadena, CA 91101

**Re: Proposed project at 491-577 Arroyo Parkway**

Dear members of the Planning Commission:

We would like to submit the following letter with regards to the proposed Affinity Project. We have been following this project and have many concerns. The attached letters describe some of our many issues. Additionally, we have reviewed the draft EIR for this project and will be preparing a letter addressing our continuing concerns and questions.

Thank you,

Megan Foker  
On behalf of Livable Pasadena



August 25, 2021

**Att: Jason Van Patten**

Senior Planner

City of Pasadena

Planning and Community Development Department

175 North Garfield Ave.

Pasadena, CA 91101

**Re: 491-577 Arroyo Parkway**

Dear Mr. Van Patten:

---

Livable Pasadena would like to submit the following additional concerns and requests for inclusion in the EIR for the proposed project.

First, we believe that, as a threshold issue, the drafting of an EIR for this project is premature. The proposed project is not “stable,” which is a requirement under CEQA. CEQA requires that an EIR contain “[a]n accurate, stable and finite project description.” (*Cty. of Inyo v. City of Los Angeles* (1977) 71 Cal. App. 3d 185, 193; see also *Washoe Meadows Community v. Department of Parks and Recreation* (2017) 17 Cal.App.5th 277, 288; CEQA Guidelines § 15124.) For example, in the recent case, *Stopthemillenniumhollywood.com v. City of Los Angeles* (2019) 39 Cal.App.5th 1 (“*Millennium*”), the court held that a project description was inadequate under CEQA when the EIR failed to specify “the siting, size, mass, or appearance of any building proposed to be built at the project site” and only provided an “impacts envelope” with “conceptual” designs. (*Id.* at 18.) The developer at issue here has presented two different concepts for their proposed project, resulting in an inconsistent and unstable project description. That could trigger different building designs and different physical layouts, which could result in significantly different project impacts. Until the physical concept is firm, 1 the project does not qualify for an EIR under CEQA.

Furthermore, the purpose and intended use of the project still is uncertain. The developer has proposed several different uses for the project space and has not settled on a final project. The change of the use could dramatically change the impact the project has on the community. For example, various projects could differ greatly in the use of water, the impact on traffic, and the impact on air quality. Therefore, until the proposed project is clearly defined, both in physical planning and in use, an EIR is premature. Once the project is finalized, the EIR will have to include all possible projects and all possible building specifics. Currently, however, it is just too early to move to the EIR drafting stage. Without a firm physical concept and clearly defined use for the project, an EIR would fail to meet CEQA’s fundamental purpose to “provide public agencies and the public in general with detailed information about the effect which a proposed project is likely to have on the environment.” (Pub. Resources Code, § 21061.) The unstable project description included in the initial study fails to meet CEQA’s public disclosure objectives.

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If the city is determined to continue with this project and draft an EIR, Livable Pasadena urges the city to include a study and analysis of the impact this project would have on our water and on the heat index. Only a week ago, the City Council announced a dire water shortage and increased city-wide restrictions on water consumption. This alone should be enough of a reason to add a study of the impact on water usage to the EIR. We asked for a full water analysis in our earlier letter, and we reiterate that request here. We also have asked City Council to require a water use analysis for all projects. The potential impact of this massive project on our water supply is too great to ignore. The project proposes development with significantly more density than included in any approved land use plan for the city and thus would not have been included in the city's urban water management plan. Due to the high levels of water usage that would be required for medical and assisted living uses, preparation of a water supply assessment or other water use analysis must be included in the EIR. Just because the impact is unknown does not mean that the impact goes away. Pasadena cannot go into the project blind.

2

Climate change is very real. Adding a project of this magnitude with limited green space, while also taking away existing mature trees on the site, will only exacerbate the problems we are facing with increased heat. We will lose the shade giving and cooling impact on our neighborhoods from mature trees and green planting. The proposed above ground tree boxes will not make up for this loss. The result will be increased concrete area, increased car emissions, and an increased heat index. We would be creating an urban heat island effect, which is intensified in areas with large swaths of concrete or blacktop. An urban heat island is described as "dense urban areas with fewer trees, less green space, more buildings, higher energy use, and more impervious asphalt and concrete. These characteristics create urban heat islands where nighttime temperatures may be as much as 22°F higher than surrounding areas." *Climate Change, Health, and Equity: A Guide for Local Health Departments* (2018)<sup>1</sup>. This study also demonstrates that increased heat levels can result in significant health impacts. CEQA requires an EIR to analyze health impacts as well as increased energy usage. (CEQA Guidelines § 15126.2 [EIR must analyze "health and safety problems" resulting from the project]; *Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502, 510; CEQA Guidelines App. G, VI.) The impact this project would have on our heat index, therefore, should be carefully considered as part of the EIR.

3

We ask the city to slow down and require a fully developed project before moving to the EIR planning stage. Once the drafting of an EIR is appropriate, we urge the city to include a study of the impacts this project will have on our water and on our heat index, as well as the other concerns raised in our earlier letter.

4

Megan Foker  
On behalf of Livable Pasadena

<sup>1</sup> available at:  
[https://www.apha.org//media/files/pdf/topics/climate/guide\\_section4.ashx?la=en&hash=118F4FD2E4719EF51A76C0B0865BAEF57BEB7EDB](https://www.apha.org//media/files/pdf/topics/climate/guide_section4.ashx?la=en&hash=118F4FD2E4719EF51A76C0B0865BAEF57BEB7EDB) ("*Climate Change, Health, and Equity*").

**Response to Comment Letter 105****Livable Pasadena****August 25, 2021 and February 19, 2022****Response 105.1.** As discussed on page 2-7 of the Draft EIR:

“Section 15124 of the State CEQA Guidelines defines what information shall be contained in a project description for purposes of analysis in an EIR. The concept of a stable and finite project description is shaped by selected published CEQA court decisions. The project description provided in this Draft EIR meets the requirements of Section 15124 and is also stable and finite. A stable and finite project description, as interpreted in the relevant legal cases, is not synonymous with allowing only a single development scenario. The siting, mass, and outward appearance of the Project, regardless of scenario, is clearly defined both in this EIR and in the Initial Study. The upper limits of development of both buildings for both scenarios is clearly defined, and the Initial Study and this EIR address both scenarios in distinct, separate analyses. Therefore, the project description provided in this Draft EIR is legally adequate and allows for a full and robust analysis of all potential impacts of implementing either the Project or Project with Building A Residential/Commercial, if approved.”

Therefore, the assertion that the project description is not stable, as provided in the comment letter received during the scoping period and resubmitted during the Draft EIR review period, inaccurately presumes that a project description is inadequate simply because it provides two development scenarios. Importantly, the Draft EIR carefully articulated each scenario in detail, laying out their similarities and differences, and fully disclosed the maximum possible scope of each scenario. The Draft EIR then evaluated the environmental effects of each scenario, both in terms of physical plan and use/operation, thereby allowing informed decision-making and public participation. Accordingly, the project description is adequate and fulfills CEQA’s purpose to enable the public to participate meaningfully in the environmental review and analysis of any potential environmental effects.

**Response 105.2.** As discussed beginning on page 3.11-1 of the Draft EIR, a water supply assessment (WSA) was prepared for the Project. As stated on page 3.11-1:

“It is noted that the Project and Project with Building A Residential/Commercial do not qualify as a “project” under Senate Bill (SB) 610, which requires preparation of a WSA (Section 10912[a] of the Water Code). Nonetheless, based on comments received on the Notice of Preparation of this Draft EIR and given that all of California’s 58 counties are under a drought emergency proclamation as of the preparation of this EIR (California 2021), a WSA was prepared for the Project and Project with Building A Residential/Commercial to inform the environmental analysis.”

The results of the WSA were summarized in Section 3.11, Utilities and Service Systems, of the Draft EIR and provided as Appendix I. As discussed on page 3.11-23:

Therefore, there would be sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years. There would be a less than significant impact related to water supplies...”

The WSA also assessed water demand for the Project with Building A Residential/Commercial and concluded there would be a less than significant impact. Accordingly, the Draft EIR included a thorough analysis of water supply consistent with the request in this comment letter



from Livable Pasadena received during the scoping period (i.e., letter dated August 25, 2021) and similar comment from other entities.

**Response 105.3.** As discussed on page 2-11 of the Draft EIR:

“Regarding the creation of a heat island and/or increase of the local heat index, the Project would result in at worst a neutral contribution to the heat index in the area. Heat islands are created by a combination of heat-absorbing surfaces (such as dark pavement and roofing), heat-generating activities (such as engines and generators), and the absence of vegetation (which provides evaporative cooling).

It is noted that of the 23 on-site trees to be removed, 19 are queen palms (*Syagrus romanzoffiana*), which provide little shade. They do provide some measure of evaporative cooling, which can help offset the heat index, but not at ground level. Additionally, the site currently contributes to the urban heat island effect by consisting almost entirely of asphalt or concrete surface and buildings. The hydrology study prepared for the Project (and provided as Appendix of the Initial Study) assessed that the site is currently 97 percent impervious surface area. With implementation of the Project, the site would be 98 percent ground-level impervious surface area. However, with the Project there is a net increase in vegetation on the site compared to the existing condition, with landscaping at the ground level and on levels 2, 3, and 6. All vegetation, whether in ground or planters, provides evaporative cooling. Under the Project with Building A Residential/Commercial, the landscape (including tree removal and planting), hardscape, and lighting would be the same as that discussed for the Project.”

The ability of trees to reduce a heat island effect is a function of the shade they provide, which is dependent on the species and the area provided for root development whether in the ground or an above ground planter. Of the 23 on-site trees to be removed, 2 are mature Canary Island pine trees that produce significant shade, 19 are queen palms with a canopy width of approximately 15 feet that produce only moderate shade (at the ground level), 1 is an African fern pine with a canopy diameter of approximately 15 feet that produces moderate shade, and a small pecan tree that produces minimal shade. The 38 trees that would be planted (15 more than being removed) include species that produce canopies at maturity that are at least as wide as the canopies that are being removed (i.e., tipu tree, desert willow, gingko, western redbud, palo verde). At the time of planting, the replacement trees would have canopies that provide approximately 75 percent of the shade as the existing trees. However, the proposed tree planters are distributed in areas where there is expected to be pedestrian activity, whereas the existing trees are primarily along the western site boundary (queen palms) or are otherwise not in locations with notable pedestrian activity in the existing condition. As a result of the Project, more trees would be planted on the site and the average canopy spread of these trees at maturity would be at least as wide as the existing trees. The assertion that implementation of the Project (or Project with Building A Residential/Commercial) would exacerbate the heat island effect associated with the site is unfounded.

**Response 105.4.** Please refer to Responses 105.1 through 105.3, above.

## Letter 106

**From:** [REDACTED]  
**To:** [Jam, Hayman](#)  
**Cc:** [REDACTED]  
**Subject:** AMENDED Affinity Project Draft EIR Questions from MHNA - Feb 23 Planning Commission Mtg  
**Date:** Wednesday, February 23, 2022 3:04:13 PM  
**Attachments:** [Feb 23 Amended Letter re Affinity Project Draft EIR Questions from MHNA.pdf](#)

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Attached is an amended letter from the Madison Heights Neighborhood Association with questions regarding the Affinity Project Draft EIR, for the Feb. 23 Planning Commission meeting. If it's possible to replace our prior letter with this one, that would be great. We had an opportunity to speak with some of the project's team, and have altered two questions. No reason for them to have to explain things they've already explained to us.

Thank you very much.

Glenn Camhi, secretary, MHNA



February 23, 2022 (amended prior letter)

Mr. Jason Van Patten, Senior Planner, Pasadena Planning & Community Development Dept.  
and the Pasadena Planning Commission  
175 North Garfield Ave.  
Pasadena, CA 91101

**RE: (amended) Questions about the Affinity Project, 491-577 South Arroyo Parkway**

The Madison Heights Neighborhood Association is very concerned about the massive construction of over 429,000 sf of new commercial and living units being proposed for the corner of Arroyo Parkway and California Boulevard. As you can imagine, MHNA residents are surprised by and deeply concerned about what is currently proposed and how it will impact our historic, single-family neighborhood — which is about to be designated as the second-largest Landmark District in Pasadena. The loss of 25 ground-planted trees alone is a considerable issue, but traffic, the addition of 850 parking spaces, loss of cherished mountain views, limited walkability, no addition of green space, and lack of community outreach are also serious problems. The planned development seems to violate key tenets of the City's General Plan, especially the mobility element and protecting single-family neighborhoods. We hope to clarify some of our concerns through the draft EIR process. We have the following questions regarding the published draft environmental report:

**1. TRIP CREDITS**

How can the CEQA thresholds determine a project's expected level of impact on the transportation system when trip credits of 2,454 are being given for the property businesses which are in low demand/basically empty (figure 1)? Can you give supporting documentation to verify the accuracy of the following trip credits? The trip credits being given are not reflective of the current usage, due to the fact the parking lots are empty, one of the former restaurants has been closed for years, and the demand of the other is not as high as suggested. How do these trip credits affect overall mitigation for local intersections and the CEQA study overall?

- Animal Hospital Veterinary Clinic, 273 trips a day
- Retail, 857 trips a day
- High Turnover Restaurant, 1,324 trips a day

p.1

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## 2. IMPACT NEAR RAIL CROSSING, AND OUTSIDE COMPANY ANALYSIS

The Project is directly adjacent to the frequent METRO train passing and subsequently an intersection with failing turn signals (figures 2-3). Why is this not considered to be a substantial increased hazard that must be mitigated? In order to assess the effect that at-grade light rail crossings have on the roadway and nearby intersection operations, shouldn't the CEQA study include this crossing in the study? There are many situations where intersection operations are regularly disrupted due to the at-grade crossing. Why is this not considered in the CEQA study or even mentioned? Isn't this a safety issue for future residents, motorists as well as the elderly pedestrians? The intersection may not "be considered a high collision location," but what happens when the backup from the train impedes pedestrians from using the crosswalk at Arroyo Parkway as well as Marengo Avenue? What happens when residents who live on Magnolia Avenue cannot cross the jammed roadway when exiting north and accidents occur from the inability to safely make a left turn? Isn't it the norm that an outside transportation company should determine and evaluate the conflicts in the Project's circulation system under CEQA, rather than Pasadena DOT? The draft EIR says that Pasadena DOT has determined that the Project does not exceed any of the five CEQA transportation thresholds. Shouldn't an outside engineering company be conducting the report for a project of this magnitude? Will the trip credits hide the actual impacts on the intersection when it comes to safety and emergency vehicle access?

3

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## 3. IMPACT OF DRIVEWAY NEXT TO RAIL CROSSING AND TURN-ONLY LANE

Related to #2: Has there been a study about the traffic and safety ramifications of having an entrance to these massive buildings right in front of the light rail crossing, which is also where the rightmost westbound lane becomes a right-turn only lane immediately after the tracks? This leg of E. California Blvd. is only about 160 feet long (between S. Arroyo Pkwy. and the tracks). Cars headed westbound on California Blvd. that intend to turn north on S. Raymond Ave. have to merge into the right lane there, while any cars entering this new development may back traffic up with any slowness or delay getting into the driveway. The leg of California Blvd. between the tracks and Raymond Ave. is only about 150 feet long, so there is not much room here for lane changing after the driveway. How will the stopping, turning, and crisscrossing traffic work safely and efficiently in this cramped area that sees much traffic and many train crossings during peak periods? Will there be dangerous traffic backups by the tracks? Will there be increased gridlock at the intersection of Arroyo and California? Since it's Metro rather than the City that controls all three of these traffic signals (including the rail), how will new traffic issues be mitigated here? Can we see any relevant studies on this?

4

p.2

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#### 4. CUMULATIVE IMPACT ON INTERSECTIONS AND VMT/VT

The Pasadena DOT has concluded that “additional trips generated by the Project, on its own, are not expected to generate a safety concern at the intersection,” but what happens when we have a cumulative impact on the intersection from the tremendous planned buildout from the Central District Specific Plan and the South Fair Oaks Specific Plan? As seen in the city's own data, we already have turning movements that are failing (figures 2- 3). Shouldn't the CEQA study recommend that the City does an analysis of local project buildout conditions with all pipeline projects within 1,000 feet? The development proposed for the area is substantial and ignoring this fact is a detriment to the city and its residents. What happens when the intersection of California Boulevard and Arroyo Parkway fails and ambulances cannot get to the hospital? In addition to safety concerns, will the traffic backup from the failing intersection and train crossing become so impeded that it actually physically divides an established community around the hospital?

5

Alternative 4 in table 4-5 (figure 4) shows the VMT/VT thresholds being surpassed and a significant impact occurs. If the VMT/VT threshold is crossed with Alternative 4 of just one additional medical building, wouldn't that mean our cumulative VT/VMT in the area would be triggered with the additional medical buildings in process of being built? We have 590 South Fair Oaks and 758 South Fair Oaks (figure 5-6) which are massive medical offices in the process of being developed. If there is an impact with Alternative 4, how is there no impact cumulatively at an intersection which is already showing signs of failure?

What was the vehicle trip number for this incremental scenario result for Alternative 4? If Building A and B are both medical offices, and add so many vehicle trips that it causes a significant impact, at what lesser data point does the impact go away? What would be the number of vehicle trips where it is no longer triggered? Can you provide the VMT/Cap and VT/Cap calculation summary for Alternative 4?

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#### 5. PROXIMITY TO RESIDENTIAL NEIGHBORHOODS AND HISTORIC/LANDMARK DISTRICTS, AND GREEN SPACE / URBAN TREE CANOPY

The City's General Plan first guiding principle states that higher density development will be directed away from residential neighborhoods and that new development will build upon Pasadena's tradition of strong sense of place, great neighborhoods, gardens, plazas, parks, and trees. In the CEQA study supporting this guiding principle, there was a blatant omission of the fact we have residential neighborhoods less than a block away from the corner of Arroyo parkway and California Boulevard (figure 7). Can the draft EIR comment on how this will impact those living almost adjacent to the development? How does this development build upon a strong urban tree canopy ideal when their condition only requires the planting of one street tree while removing 25 ground-planted trees onsite? How does planting new trees in planters, which are much less successful than planting in the ground and don't allow for the same size or canopy, make up for this loss?

6

p.3



The City's General Plan also includes goals and policies that have the purpose of avoiding or mitigating an environmental effect which focus on historic resources, GHG emissions and trees and open space. Policy 8.5 is particularly concerning for MHNA in regards to scale and character when developing near Landmark and Historic Districts. How will the size and mass of the proposed development show contextual relationship to the South Marengo Historic District, the Magnolia Landmark District, the Marengo-Pico Landmark District, the soon-to-be-designated proposed Madison Heights Landmark District, and the collection of historic buildings on the Northeast corner of Arroyo Parkway and California Boulevard (figures 8-9). How will the proposed variance overshadow these one story buildings? The seven story building (figure 10) directly across the street from one story historic buildings could destroy the preservation and enhancement of this entire street, and nearby districts. Can the variance be allowed in such a case?

7

Goal 10 is of utmost importance to MHNA. We strive to be leaders on environmental stewardship. How can this project be found to not conflict with policy 10.12, 10.13 and 10.14 of the General Plan where there is limited public open space with true green amenities? How is planting ONE additional street tree helping to contribute to the reduction of the urban heat island? How is providing 850 parking spaces sequestering GHG emissions (see figure 11)?

#### 6. WALKABILITY AND ACTIVATING THE AREA

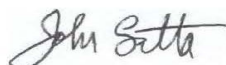
How does this project promote walkability? Aren't wider sidewalks, deeper setbacks, and more trees essential ingredients? How would the medical offices option "activate" the street, which is a goal? Wouldn't that be deactivated during non-business hours and days?

8

The board of MHNA looks forward to participating further in the draft EIR process. Our association hopes to engage in constructive dialogue and problem-solving to ensure that the integrity of our residential neighborhoods and historic city center are protected and respected. Planned developments like the Affinity Project have the very real potential to cause great harm to the fabric of our community and way of life if significant impacts are not properly discerned and mitigated.

9

Thank you for your attention to, and careful review of, this project.



**John Latta**  
President, MHNA

cc: Councilmember Andy Wilson  
District 7 Liaison Pam Thyret

p.4

Figure 1

The industry standard procedure to determine the number of daily and peak hour trips a project would generate is based on published trip generation estimates from the ITE Trip Generation manual and is summarized in the following table:

Trip Generation Rates (proposed)											
Proposed Use	Land Use Code	Amount	Units	Measure	Daily	AM Peak Hour			PM Peak Hour		
						In	Out	Total	In	Out	Total
Senior Adult Housing – Attached	252	95	DU	1	3.70	0.07	0.13	0.20	0.14	0.12	0.26
Assisted Living	254	85,800	GFA	1000	4.19	0.30	0.09	0.39	0.14	0.34	0.48
Medical-Dental Office Building	720	151,000	SF	1000	34.8	2.17	0.61	2.78	0.97	2.49	3.46
High-Turnover (Sit-Down) Restaurant	932	8,882	SF	1000	112.18	5.47	4.47	9.94	6.06	3.71	9.77
Trip Generation Rates (previous)											
Previous Use	Land Use Code	Amount	Units	Measure	Daily	AM Peak Hour			PM Peak Hour		
						In	Out	Total	In	Out	Total
Animal Hospital/ Veterinary Clinic	640	12,676	SF	1000	21.5	2.44	1.20	3.64	1.41	2.12	3.53
Retail	San Diego	21,437	SF	1000	40	0.72	0.48	1.20	1.80	1.80	3.6
High-Turnover (Sit-Down) Restaurant	932	11,799	SF	1000	112.18	5.47	4.47	9.94	6.06	3.71	9.77
Volumes											
Proposed Use					Daily	AM Peak Hour			PM Peak Hour		
						In	Out	Total	In	Out	Total
Senior Adult Housing – Attached					352	7	12	19	14	11	25
Assisted Living					360	26	7	33	12	29	41
Medical-Dental Office Building					5,255	327	92	420	146	376	522
High-Turnover (Sit-Down) Restaurant					996	49	40	88	54	33	87
Total Project Trips					6,962	409	152	561	226	449	675
Transit Trips (residential)					70	1	2	4	3	2	5
Transit Trips (Medical Office)					525	33	9	42	15	38	52
Net Project Vehicle Trips					6,366	375	140	515	209	409	618
Volumes											
Previous Use					Daily	AM Peak Hour			PM Peak Hour		
						In	Out	Total	In	Out	Total
Animal Hospital/ Veterinary Clinic					273	31	15	46	18	27	45
Retail					857	15	10	26	39	39	77
High-Turnover (Sit-Down) Restaurant					1,324	65	53	117	71	44	115
Total Project Trips					2,454	111	78	189	128	109	237

491-577 South Arroyo Parkway  
Transportation Impact Analysis

3/22/2021

Figure 2

491-577 S Arroyo Parkway  
AM Existing

03/22/2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↩	↗	↘	↩	↗	↘	↩	↗	↘	↩	↗	↘
Traffic Volume (vph)	41	445	98	477	890	34	145	896	230	35	510	35
Future Volume (vph)	41	445	98	477	890	34	145	896	230	35	510	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.9	4.0	3.3	3.9	4.0		3.9	4.0		3.9	4.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		1.00	0.91		1.00	0.91	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.97		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3539	1583	1770	3520		1770	4929		1770	5036	
Flt Permitted	0.19	1.00	1.00	0.23	1.00		0.36	1.00		0.14	1.00	
Satd. Flow (perm)	358	3539	1583	421	3520		670	4929		268	5036	
Peak-hour factor, PHF	0.84	0.84	0.84	0.87	0.87	0.87	0.90	0.90	0.90	0.97	0.97	0.97
Adj. Flow (vph)	49	530	117	548	1023	39	161	996	256	36	526	36
RTOR Reduction (vph)	0	0	80	0	3	0	0	47	0	0	9	0
Lane Group Flow (vph)	49	530	37	548	1059	0	161	1205	0	36	553	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2	3	1	6		3	8		7	4	
Permitted Phases	2		2	6			8			4		
Actuated Green, G (s)	24.0	20.1	25.6	35.1	26.6		41.5	36.0		35.5	33.0	
Effective Green, g (s)	25.4	21.7	28.8	35.8	28.2		43.5	37.9		37.5	34.9	
Actuated g/C Ratio	0.28	0.24	0.32	0.40	0.31		0.48	0.42		0.42	0.39	
Clearance Time (s)	4.6	5.6	4.9	4.6	5.6		4.9	5.9		4.9	5.9	
Vehicle Extension (s)	2.5	4.8	2.5	2.5	4.8		2.5	4.8		2.5	4.8	
Lane Grp Cap (vph)	173	853	506	333	1102		403	2075		170	1952	
v/s Ratio Prot	0.01	0.15	0.01	c0.20	0.30		c0.03	c0.24		0.01	0.11	
v/s Ratio Perm	0.07		0.02	c0.45			0.16			0.08		
v/c Ratio	0.28	0.62	0.07	1.65	0.96		0.40	0.58		0.21	0.28	
Uniform Delay, d1	25.5	30.5	21.3	23.0	30.4		13.5	20.0		16.3	19.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.7	1.9	0.0	303.7	18.7		0.5	1.2		0.5	0.4	
Delay (s)	26.1	32.4	21.4	326.8	49.1		13.9	21.2		16.8	19.3	
Level of Service	C	C	C	F	D		B	C		B	B	
Approach Delay (s)		30.1			143.6			20.3			19.2	
Approach LOS		C			F			C			B	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			67.7			HCM 2000 Level of Service				E		
HCM 2000 Volume to Capacity ratio			1.10									
Actuated Cycle Length (s)			90.0			Sum of lost time (s)			15.8			
Intersection Capacity Utilization			77.8%			ICU Level of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												

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Figure 3

491-577 S Arroyo Parkway  
PM Existing

03/22/2021

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement												
Lane Configurations	↖	↖↗	↖	↖	↖↗	↖	↖	↖↗	↖	↖	↖↗	↖
Traffic Volume (vph)	77	851	191	474	735	73	163	773	302	40	751	85
Future Volume (vph)	77	851	191	474	735	73	163	773	302	40	751	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.9	4.0	3.3	3.9	4.0		3.9	4.0		3.9	4.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		1.00	0.91		1.00	0.91	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.96		1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3539	1583	1770	3491		1770	4871		1770	5008	
Flt Permitted	0.18	1.00	1.00	0.15	1.00		0.16	1.00		0.17	1.00	
Satd. Flow (perm)	339	3539	1583	288	3491		304	4871		312	5008	
Peak-hour factor, PHF	0.89	0.89	0.89	0.90	0.90	0.90	0.93	0.93	0.93	0.83	0.83	0.83
Adj. Flow (vph)	87	956	215	527	817	81	175	831	325	48	905	102
RTOR Reduction (vph)	0	0	60	0	8	0	0	74	0	0	15	0
Lane Group Flow (vph)	87	956	155	527	890	0	175	1082	0	48	992	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2	3	1	6		3	8		7	4	
Permitted Phases	2		2	6			8			4		
Actuated Green, G (s)	26.8	21.3	27.6	36.3	26.2		40.8	34.5		33.8	31.0	
Effective Green, g (s)	28.2	22.9	30.8	37.0	27.8		42.8	36.4		35.8	32.9	
Actuated g/C Ratio	0.31	0.25	0.34	0.41	0.31		0.48	0.40		0.40	0.37	
Clearance Time (s)	4.6	5.6	4.9	4.6	5.6		4.9	5.9		4.9	5.9	
Vehicle Extension (s)	2.5	4.8	2.5	2.5	4.8		2.5	4.8		2.5	4.8	
Lane Grp Cap (vph)	204	900	541	301	1078		263	1970		185	1830	
v/s Ratio Prot	0.03	0.27	0.03	c0.22	0.26		c0.05	0.22		0.01	0.20	
v/s Ratio Perm	0.10		0.07	c0.50			c0.26			0.09		
v/c Ratio	0.43	1.06	0.29	1.75	0.83		0.67	0.55		0.26	0.54	
Uniform Delay, d1	23.4	33.5	21.6	22.8	28.9		15.4	20.5		17.3	22.6	
Progression Factor	0.88	0.82	0.72	1.50	0.71		1.00	1.00		0.50	0.40	
Incremental Delay, d2	1.0	47.4	0.2	350.9	5.7		5.6	1.1		0.5	1.1	
Delay (s)	21.7	74.9	15.8	385.1	26.3		21.1	21.6		9.1	10.0	
Level of Service	C	E	B	F	C		C	C		A	B	
Approach Delay (s)		61.1			159.0			21.6			10.0	
Approach LOS		E			F			C			B	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			67.6									
HCM 2000 Volume to Capacity ratio			1.22									
Actuated Cycle Length (s)			90.0									
Intersection Capacity Utilization			88.6%									
Analysis Period (min)			15									
c Critical Lane Group												

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Figure 4

**TABLE 4-5  
ALTERNATIVE 4 TRANSPORTATION ANALYSIS COMPARISON**

Transportation Performance Metrics	Significant Impact Cap (Existing)	Incremental Change (Existing + Alternative 4)	Incremental Change (Existing + Project / Exchange Project)	Significant Impact for Alternative?
VMT Per Capita	>22.6	28.6	19.5 / 8.2	Yes
VT Per Capita	>2.8	2.9	2.0 / 1.4	Yes
Proximity and Quality of Bicycle Network	<31.7%	32.1%	32.0% / 32.0%	No
Proximity and Quality of Transit Network	<66.6%	66.9%	66.8% / 66.8%	No
Pedestrian Accessibility	<3.9	3.9	3.9 / 3.9	No
VMT: vehicle miles traveled; VT: vehicle trips Source: Pasadena DOT 2022c.				

Figure 5



An artist's 2020 rendering of the proposed Huntington Hospital outpatient building at 758 South Fair Oaks Avenue.

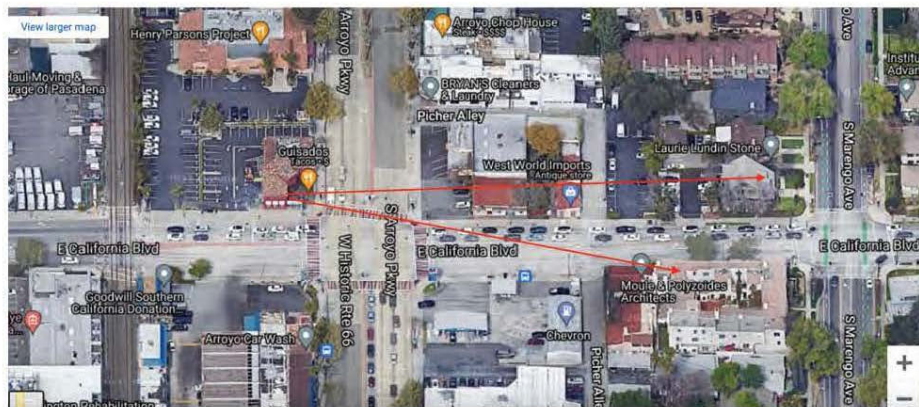
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Figure 6



Figure 7



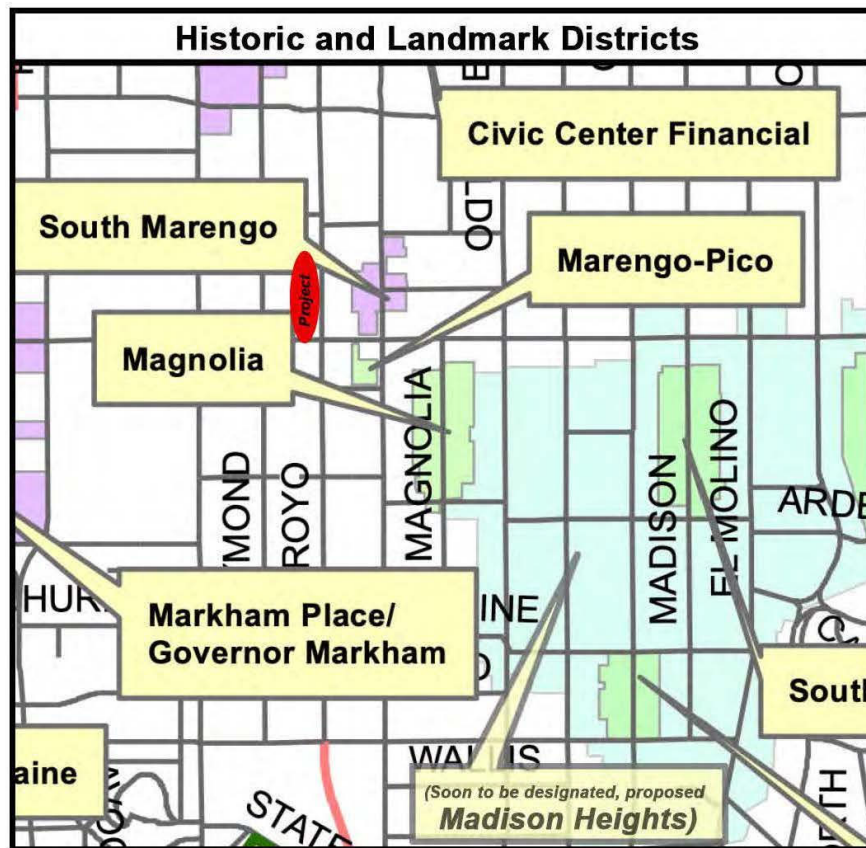
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Figure 8



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Figure 9



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Figure 10



Birds eye view of complete site.

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**Figure 11**

- 10.12 **Urban Open Spaces.** Preserve and develop urban open spaces such as landscaped parklets, paseos, courtyards, and community gardens. Ensure adequate public access to these opens spaces.
- 10.13 **Urban Forest.** Maintain and plant additional trees along the City's sidewalks, civic places, parks, and in private developments to support the health and diversity of wildlife, sequester GHG emissions, and contribute to the reduction of the urban heat-island.
- 10.14 **Native Plants.** Maintain and, where appropriate, restore, areas of the city with native plants.

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## **Response to Comment Letter 106**

### **Madison Heights Neighborhood Association February 23, 2022**

**Response 106.1.** This comment that summarizes the commenter's concerns regarding historic resources, trees, traffic and parking, mountain views, walkability, green space, and community outreach is acknowledged. Regarding mountain views, aesthetic issues were addressed in Section 2.1, Aesthetics, of the Initial Study that was provided as Appendix A-1 to the Draft EIR. As discussed, consistent with SB 743 (Section 21099[d] of the Public Resources Code), the aesthetic effects of the Project are not considered significant environmental impacts pursuant to CEQA and the topic was not carried forward for further evaluation in the Draft EIR. The City has met, and exceeded, the public outreach requirements for an EIR pursuant to CEQA—one public scoping meeting—holding two scoping meetings as well as a Planning Commission meeting during the Draft EIR review period. Please refer to Responses 106.2 through 106.9 below for all other concerns listed.

**Response 106.2.** As indicated in Figure 1 provided by the commenter, the language introducing the trip generation table indicates the application of rates from the ITE Trip Generation manual (ITE manual) is a standard procedure. The purpose of having standard procedures is to ensure different projects are assessed in a consistent way for both existing and proposed uses, and the use of the ITE manual is established as part of the City's adopted *Transportation Impact Analysis Current Practice and Guidelines*. Regardless, the trip generation presented in commenter's Figure 1 is unrelated to the transportation analysis performed as part of the Draft EIR, which is a methodology revolving around vehicle miles traveled (VMT). The table in commenter's Figure 1 and the associated methodology revolves around level of service (LOS), which is no longer addressed as part of CEQA, pursuant to implementation of Senate Bill 743 and associated changes to CEQA and the State CEQA Guidelines. This is addressed in the "Outside CEQA" studies prepared by the City of Pasadena Department of Transportation (Pasadena DOT). The Outside CEQA analysis does not factor into the results of the CEQA transportation analysis, or vice versa, as they measure different metrics and are used for different purposes. Since the existing uses on the Project site are currently active, and with many unknowns due to the inability to conduct accurate traffic count surveys, the City made the decision to continue their practice of using industry-accepted trip generation rates found in the ITE manual to calculate land use traffic volumes to estimate the number of total Project trips minus the number of existing trips to determine the net project trips for evaluation. Furthermore, traffic count data collection was suspended since conducting traffic counts during the pandemic would undercount baseline traffic on the street network. Traffic from existing developments and on street networks during the pandemic have been significantly different from what was typically occurring prior to the pandemic. Solo driving, transit use, and even social gatherings were once daily activities, but the pandemic created not only social isolation and uncertainty in using other travel modes like app-based rideshare services and public transit, but also created opportunities in telework and increases in online shopping services. Empirical site surveys during the pandemic to verify the existing land use trip volumes does not provide a representation of normal non-pandemic conditions. Traffic count data used in the analysis is based on counts on file and Streetlight Data Analytics information from the annual average daily traffic from 2017 to 2019 along the study segment and intersection locations.

Regardless, the CEQA transportation analysis does not use existing traffic count data to evaluate a project's impact and its effect to the City's established thresholds. The CEQA analysis is based on the 2013 Travel Demand Forecasting (TDF) model developed and validated for the City of Pasadena. The City's 2013 TDF model captures and reflects local conditions using GPS and cell phone data, traffic counts, parcel level land use, vehicular availability, and street network and

travel time information. In addition, the TDF model used information from the Southern California Association of Government (SCAG) Planning Model, the National Household Travel Survey, census data, parcel level land use data, and other data sources. The City's TDF model is consistent with State requirements to develop localized CEQA thresholds to evaluate development growth through the lens of accessibility, mobility, multi-modal transportation systems, diverse land uses, and the related reduction of greenhouse gas emissions. The City recognizes that occupancy changes may have occurred on the project parcels as well as changes to the City's transportation network since the development of the TDF model. However, the 2017 TDF model, approved by City Council in November 2020, applies to new project applications deemed complete as of February 15, 2021, which does not apply since the Project application was completed prior to February 15, 2021. The City's transportation analysis methodology applied in CEQA documents is discussed on pages 3.9-4, 3.9-5, and 3.9-7 through 3.9-9 of the Draft EIR and in Draft EIR Appendices G-1 and G-2.

Regarding how trip calculation would affect the "CEQA study overall", it is noted that net trip generation data is used solely in the noise and vibration analysis (refer to Table 3.7-5, Net Trip Generation for the Project, on page 3.7-13 and Table 3.7-7, Net Trip Generation for the Project with Building A Residential/Commercial, on page 3.7-16 of the Draft EIR). The air quality, energy, and GHG emissions modeling is not based on net increase in trips but on total operational trips for the proposed uses (for both project scenarios). No changes to the Draft EIR are necessary; however, the comments are noted for the administrative record and will be provided to the decision-makers for review and consideration.

**Response 106.3.** The Pasadena DOT reports that they have worked closely with Metro in recent years to reduce delay at the intersection caused by the Metro L Line operation and have implemented an adaptive traffic control system to better manage operations along this corridor. There have been substantial changes to the signal operations at the intersections near the Metro L Line crossing near California Boulevard in the past approximately five years, and the changes have contributed to a reduction in collisions during this period.

The intersections of Arroyo Parkway at California Boulevard and Marengo Avenue at California Boulevard are currently being operated by the City's Sydney Coordinated Adaptive Traffic System (SCATS). The SCATS allows for the real-time adjustment of signal timing at traffic signals to manage congestion. The system balances the vehicle demand for signals along a corridor or network using data from in-ground loops or video detection at each intersection. Adaptive controls are beneficial along arterials that experience variable and changing demands in traffic, such as areas near the Metro light rail crossings. The City first installed this system along the South Fair Oaks Avenue corridor, and it resulted in favorable traffic conditions.

In 2019, Pasadena DOT expanded the SCATS network to include streets that parallel the Metro light rail crossings; this included the intersections of Arroyo Parkway at California Boulevard and Marengo Avenue at California Boulevard. Since installation of the SCATS, there has been a reduction of traffic collisions at both intersections. In the past five years, the intersection of Arroyo Parkway at California Boulevard has averaged four collisions per year. Even with the increase in traffic volumes at both these signalized intersections and observed instances of congestion, the safety of the intersections has not declined. Pasadena DOT is currently in construction of the next phase of the adaptive network. The signals along California Boulevard at Los Robles Avenue, El Molino Avenue, Hudson Avenue, and Lake Avenue will be added to the SCATS network. The expansion of the adaptive signals will facilitate continued improvements along the California Boulevard corridor. The City is also actively working with Metro to obtain data from approaching trains. This data will be analyzed to further enhance signal timing of the intersections adjacent to the grade crossings.

As discussed beginning on page 3.9-11 of the Draft EIR, Pasadena DOT tracks the City's intersection collision history, which is inclusive of all transportation modes. For the intersection of California Boulevard and Marengo Avenue, City records indicate that, for the five-year period from January 1, 2017, through December 31, 2021, there were a total of 13 reported collisions at this intersection, broken down by year as follows: 3 in 2017, 4 in 2018, 2 in 2019, 3 in 2020, and 1 in 2021. Of the 13 collisions, 6 resulted in injuries and 0 resulted in fatalities. On average, there were 2.6 reported collisions per year at this intersection over this five-year period. The collision history for the intersection of California Boulevard and Magnolia Avenue was also reviewed. For the five-year period from January 1, 2017, through December 31, 2021, there were a total of two reported collisions at the intersection of California Boulevard and Marengo Avenue, resulting in an annual average of 0.4 collisions per year. These two intersections are also not considered high collision locations, as discussed for the South Arroyo Parkway and California Boulevard intersection in the Draft EIR. Pasadena DOT continues to monitor operations along the corridor to address traffic signal operations and reduce the potential for collisions.

To compare crash rates for facilities throughout the State, the California Department of Transportation (Caltrans) annual crash data for roadways and intersections was reviewed. The latest published data was released on October 6, 2020 and includes data for 2018. The Basic Average Crash Rate for Intersections provides crash rates as crashes per million vehicles entering the intersection. The basic average crash rate for intersections controlled by a traffic signal in an urban area is 0.24 crashes per million vehicles entering the intersection. The crash rate for the intersection of Marengo Avenue and California Boulevard is 0.20 crashes per million vehicles entering the intersection is, therefore, below the State average for a signalized urban intersection.

To reiterate, the City's collision data is inclusive of all transportation modes, including pedestrian and bicycle. While it may appear that safety is an issue for non-vehicular modes as a day-to-day experience, the numerical data do not support this assertion at either the local or State level.

It is common throughout the State for a city or county transportation department to prepare the necessary analyses both for CEQA and circulation planning (i.e., outside CEQA) purposes. There is no conflict, and no evidence has been presented that substantiates the assertion that the Pasadena DOT has a conflict in preparing transportation related studies for the Project. Additionally, there is nothing in CEQA Guidelines stating that an outside transportation company should conduct the analyses for a project's environmental review process. To the contrary, Section 15084(d)(1) of the State CEQA Guidelines expresses that the Lead Agency may prepare the EIR directly with its own staff.

Please refer to Response 106.2 for information regarding trip credits, which are not applicable to the CEQA-compliant transportation analysis.

**Response 106.4.** Pasadena DOT has reviewed the proposed driveway on California Boulevard and determined that it does not introduce any additional safety concerns from the transportation standpoint. There are currently two driveways along this section of California Boulevard. These two existing driveways would be consolidated into one proposed driveway serving the Project and would operate as a right-in-right-out only driveway, similar to the existing condition. Left turns are physically restricted into or out of the driveway on California Boulevard by the existing raised median. East of the Arroyo Parkway at California Boulevard intersection, there are currently two approach lanes for westbound. West of the intersection, a westbound right-turn-only lane currently exists in addition to the two westbound through lanes. This roadway configuration would remain with Project implementation. The dedicated right turn lane allows traffic entering the Project to be separated from traffic in the two through travel lanes. When exiting the driveway, motorists would be able to see the multiple warning devices that activate when a train is approaching.

As discussed further in Response 106.3 above, the City controls the intersections along the California Boulevard corridor rather than Metro. Metro has control of light rail operations and other activities solely within their right-of-way.

**Response 106.5.** As discussed beginning on page 2-15 of the Draft EIR, the analysis of cumulative impacts for all topics is based on growth pursuant to buildout of the City's General Plan, which in turn is based on buildout of all specific plan areas. Cumulative impacts are analyzed within each topical section addressed in the Draft EIR. As discussed on page 3.9-13:

"Cumulative transportation impacts within the City were recently evaluated in the Pasadena General Plan Draft EIR, which evaluated transportation impacts within the City associated with buildout of the General Plan in 2035 (City of Pasadena 2015). The General Plan EIR analysis considered impacts associated with the five transportation performance measures identified in the TIA Guidelines, namely VMT per Capita, VT per Capita, proximity and quality of the bicycle network, proximity and quality of the transit network, and pedestrian accessibility. The analysis found that transportation impacts associated with all five performance measures would be less than significant.

As the Project is consistent with the land use designation associated with the site that was evaluated in the General Plan EIR, the analysis of transportation impacts in the General Plan Draft EIR is representative of cumulative impacts associated with the Project. Also, as discussed above, the Project would result in less than significant impacts for all five transportation performance measures. Therefore, Project-related cumulative impacts were considered in the cumulative analysis conducted for the Pasadena General Plan Draft EIR. The Project would not result in a cumulatively considerable impact related to transportation, and no mitigation is required."

The finding is the same for the Project with Building A Residential/Commercial (refer to page 3.9-13 of the Draft EIR). As such, the assumption of a significant transportation impact based on development of the Project in addition to other projects in the Central District is unfounded.

Regarding Alternative 4, as described on page 4-21 of the Draft EIR, this alternative assumes medical office uses in both proposed Building A and Building B (i.e., 338,376 square feet of medical office) and not "just one additional medical building" in the area. Additionally, the CEQA transportation analysis methodology focusing on VMT is not intended to scale up; its purpose is to assess individual projects/land uses to determine whether they support a local jurisdiction's transportation goals. Moreover, the City's VMT, VT, and proximity metrics for evaluating transportation impacts are inherently cumulative analyses, as they measure changes at the citywide level (e.g., change in Citywide VMT/capita). That said, as discussed above, the cumulative impact analysis for the Project uses the projection method consistent with Section 15130(b)(1)(B) of the State CEQA Guidelines, which is one of two allowable methods to assess cumulative impacts under CEQA.

Finally, the purpose of the alternatives analysis in an EIR is to provide a comparative analysis to determine whether feasible alterations in a project as proposed may lessen or avoid a significant impact. Also, as discussed further above in Response 107.2, the trip generation figures referenced by the commenter have no correlation or relevance to the CEQA-compliant transportation analysis. The signs of "failure" in an intersection referenced by the commenter relate to LOS, which is no longer addressed as part of the CEQA transportation analysis. Accordingly, the cumulative or incremental impact of Alternative 4 related to vehicle trips is immaterial to the Draft EIR transportation analysis. This is addressed in the "Outside CEQA" studies prepared by the Pasadena DOT and used for circulation planning. It is noted that net trip generation data is used in the noise and vibration analysis (refer to Table 3.7-5, Net Trip Generation for the Project, on page 3.7-13 and Table 3.7-7, Net Trip Generation for the Project

with Building A Residential/Commercial, on page 3.7-16 of the Draft EIR) to assess off-site traffic noise. The air quality, energy, and GHG emissions modeling is not based on net increase in trips but on total operational trips for the proposed uses. Regarding the VMT calculation summary for Alternative 4, this is provided in Table 4-5 on page 4-24 of the Draft EIR. As indicated above, this analysis is based on application of the City's TDF model and bears no relationship to trip generation figures (or credits) derived from the ITE manual.

**Response 106.6.** The Project site is situated away from residential neighborhoods. Except for the five-story, mixed-use building at 482 South Arroyo Parkway, approximately 100 feet to the east from the site on the opposite side of Arroyo Parkway, the nearest residential uses are located more than 250 feet to the east and are buffered by commercial development along the east side of Arroyo Parkway. As such, the Project is an appropriate siting for infill redevelopment and is consistent with the City's General Plan and Central District Specific Plan, as discussed beginning on page 3.6-6 of the Draft EIR.

Regarding how the Project would impact residents in the vicinity, CEQA analyses for all projects are based on effects to the existing conditions. This includes the existing land uses both adjacent to, and in the wider vicinity of, a proposed use. Where sensitive receptor locations are critical to an analysis, such as air quality and noise, the nearest residential uses at 482 South Arroyo Parkway are identified as the nearest receptors. Environmental effects farther away than 482 South Arroyo Parkway (approximately 100 feet) would be less than at this location. However, the whole of the CEQA documentation can be "considered a comment on" how the Project would impact the environment, which includes all those living or working in the vicinity.

Regarding trees, the existing tree inventory is presented in Table 2-2 on page 2-3 of the Draft EIR. As shown by the headers in this table, there are trees on private property and trees in the public right-of-way (ROW) (i.e., street trees). These are treated differently pursuant to the City's tree protection ordinance. Specifically, as stated on page 2-2 of the Draft EIR:

"Of these [40 trees inventoried on the site], 17 trees located in the ROW are protected under the City Trees and Tree Protection Ordinance. The remaining 23 trees are located on private property within the Project site and are not protected."

As discussed, beginning on page 2-10 of the Draft EIR:

"the Project would result in the removal of 23 non-protected non-native trees on the Project site and 2 protected, non-native street trees."

Page 2-10 of the Draft EIR states a condition of approval will require planting of two new street trees (one on Arroyo Parkway and one on California Boulevard). Additionally, the Draft EIR states that the Urban Forestry section of the City's Public Works Department typically requires a fee to be remitted into the City's street tree fund. This discussion referred solely to protected street trees. Furthermore, the new street trees are not intended to be replacements for all trees removed nor is this asserted in the Draft EIR. The condition requiring two new street trees is not tied to the proposed street tree removals, but is related to existing vacancies along the sidewalk and/or locations that could accommodate a tree. Were the Applicant to pursue street tree removal through the City, including the Urban Forestry Advisory Committee (UFAC), the approval would require remittance of a fee—depending on the size of the tree(s) being removed—into the street tree fund and covering the cost of the tree removals.

Exhibits 2.16a–e, Conceptual Landscape Plan, following page 2-11 of the Draft EIR, illustrate the concept for proposed hardscape and landscape including the permanent installation of 38 trees of various species. As discussed further below, based on consultation with an International



Society of Arboriculture (ISA) – certified arborist,<sup>2</sup> the proposed landscape plan would more than double the tree canopy of the existing condition when mature. Of the 23 on-site trees to be removed, 2 are mature Canary Island pine trees that produce significant shade, 19 are queen palms with a canopy width of approximately 15 feet that produce only moderate shade (at the ground level), 1 is an African fern pine with a canopy diameter of approximately 15 feet that produces moderate shade, and 1 is a small pecan tree that produces minimal shade. The existing tree canopies range from 10 to 15 feet wide. Based on the number and size of existing trees, the total canopy on the site is approximately 4,100 square feet (sf). The 38 trees that would be installed (15 more than being removed) include species that produce canopies at maturity that are at least as wide as the canopies that are being removed (e.g., tipu tree, desert willow, ginkgo, western redbud, palo verde). At the time of planting, the replacement trees would have canopies that provide approximately 75 percent of the shade as the existing trees. However, the proposed tree planters are distributed in areas where pedestrian activity is expected, whereas the existing trees are primarily along the western site boundary (queen palms) or are otherwise not in locations with notable pedestrian activity in the existing condition. As a result of the Project, more trees would be planted on the site and the average canopy spread of these trees at maturity would be at least as wide as the existing trees. Based on the planter size, species, and number of each tree proposed, the proposed on-site trees would create a canopy of approximately 3,100 sf at planting and approximately 9,200 sf at maturity.

Regarding in-ground trees versus potted trees, the amount and quality of soil provided to the tree are defining factors in a tree's maximum size and usable life span in an urban environment. The street trees near the site and through much of the City are planted in four-foot by eight-foot sidewalk cutouts, which can be considered a tougher environment than an above ground planter for a variety of reasons, including limited usable soil for root growth, poor drainage, and damage by people or vehicles. The landscape plan indicates 8-foot-diameter circular planters and several rectangular planters that range from 9 to 12 feet. These size planters are adequate to grow trees that will have a canopy width of at least 15 feet wide, similar to what is currently on the site. This is based on the following guidelines: providing 300 cubic feet (ft<sup>3</sup>) of soil will generally support growth of a small-sized tree to maturity (6-inch trunk diameter and 15-foot canopy), 600 ft<sup>3</sup> of soil will generally support growth of a medium-sized tree (10-inch trunk diameter and 25-foot canopy), and 1,000 ft<sup>3</sup> will generally support growth of a large tree (16-inch trunk diameter and 30-foot canopy) (Smiley 2022). Assuming a soil depth of 4 feet in the proposed planters, the smaller circular planters would have about 200 ft<sup>3</sup> of soil, smaller square planters would have about 325 ft<sup>3</sup>, and the larger planters would provide 500 to 800 ft<sup>3</sup>. It is acknowledged that in-ground trees may convey a perception of greater permanence than trees in planters; however, from an arboriculture perspective, there is little difference. In fact, planter trees have more flexibility to be provided adequate root space and soil conditions. The tree planters proposed on the site range in size from 8 to 12 feet wide. While this is less space than trees have in a natural open space setting (i.e., non-urban setting), it is sufficient to allow for long-term establishment of small to medium sized trees in an urban setting.

Smiley, E. Thomas, PhD. 2022 (April 1, last accessed). *Soils for Urban Tree Planting, Bartlett Tree Research Laboratory Technical Report*. San Gabriel, CA: Bartlett Tree Expert Company; Dr. Smiley. Soil for Urban Tree Planting (bartlett.com).

**Response 106.7.** The Draft EIR included preparation of a Historical Resource Assessment, provided as Appendix C-1, that addressed all existing structures on the site over 45 years old, including 501 and 523 South Arroyo Parkway on the Project site, and addressed direct and indirect impacts to both the on-site historic resources and historic resources in the vicinity. The resources considered include landmark districts. The Historical Resource Assessment and associated analysis of direct, indirect, and cumulative impacts related to historic resources is

<sup>2</sup> A resume for the arborist consulted on the Project – David T. Hughes of Psomas – is provided in Appendix B.

presented in Section 3.2, Cultural and Paleontological Resources, in the Draft EIR. It is noted that CEQA requires that environmental impacts be assessed based on the existing conditions (baseline) which, for an EIR, are the conditions at the time the Notice of Preparation is distributed, with certain exceptions that must be supported by substantial evidence. As such, proposed or other possible future historic resources (such as the designation of the Madison Heights Neighborhood as a historic district) are not considered the same as those resources that were listed at the local, State, and/or federal levels at the time the IS/NOP for the Project was circulated.

Regarding impacts on historic resources pursuant to CEQA, as stated on page 3.2-13 of the Draft EIR:

“As determined in the Historical Resource Assessment, the Project site contains two historic resources: the buildings at 501 and 523 South Arroyo Parkway. Based on available plans, the Project would not involve the physical destruction of the buildings at 501 and 523 South Arroyo Parkway, nor would it result in any significant internal or external physical modifications that would compromise the historic integrity of the buildings. The Project would change the setting, but those changes would not physically alter the buildings and are not substantial enough to compromise the overall historic integrity or obstruct the view of the buildings from the public right-of-way. The surrounding area has been modified over time by new construction and modifications to existing buildings, including the construction of multi-story buildings, which has resulted in the disruption of the historical setting. Therefore, the Project would not result in a substantive adverse change to the historic integrity of the buildings at 501 and 523 South Arroyo Parkway.”

The historic resources in the Project vicinity considered in the Historical Resource Assessment are identified beginning on page 36 of that report (Appendix C-1 to the Draft EIR). These include the: Cornet Building, The Home Laundry Building, Bryan’s Cleaners, Pasadena Humane Society Building, Royal Laundry Complex, Raymond Flowers, George S. Hunt Studio & Shop Building, Wallace Neff Office, Don Carlos Court, Evanston Inn, Bryan Court, South Marengo Historic District, and the Marengo-Pico Landmark District.

The analysis of historic resources in the Project vicinity begins on page 54 of the Historical Resource Assessment (Appendix C-1 to the Draft EIR). In summary, based on the Historical Resource Assessment, prepared by architectural historians that meet the Secretary of the Interior’s Professional Qualifications Standards, no significant indirect impacts to existing historic resources in the Project site vicinity would occur with implementation of the Project (or Project with Building A Residential/Commercial). While it is acknowledged that architectural style and compatibility can be a subjective issue for the layperson, there is no evidence provided to support the assertion that the Project “could destroy the preservation and enhancement of this entire street, and nearby districts” with approval of the proposed height variance to facilitate preservation of the historic structures at 501 and 523 South Arroyo Parkway.

Please refer to Response 106.6 above for discussion of street tree replacement.

Regarding greenhouse gas (GHG) sequestration, an overall net increase in vegetation, including but not solely from trees, can be a factor in sustainable development. To that end, the proposed landscape plan would more than double the canopy of trees when mature in addition to the GHG sequestration from the non-tree landscape plantings proposed on the site. Rates of carbon sequestration vary among tree species but is a function of the tree growth rate. Urban trees will typically have a shorter life span than those in a natural environment due to the stresses of the urban environment, but they often have a faster growth rate when they receive regular irrigation. Because potted plants may have a shorter life span than in-ground trees, the total sequestration over a tree’s life span will be greater for an in-ground tree but the annual

sequestration rate will likely be comparable or higher for a tree in a planter. Like many issues pertaining to biological resources, there are numerous factors and nuances to each situation. However, an approach that requires an exact project-by-project balancing of GHGs produced and sequestered, by a measure of parking spaces or vehicle trips, is neither feasible nor warranted to gauge the meeting State, federal, or local GHG reduction targets; it is also not the intent of Policy 10.13 of the City's General Plan. Further, as discussed in Section 3.4, Greenhouse Gas Emissions, of the Draft EIR, implementation of the Project (or Project with Building A Residential/Commercial) would result in less than significant impacts related to both generation of GHG emissions or conflict with applicable plans, policies, or regulations adopted to reduce GHG emissions. It is acknowledged that the proposed vegetation would not offset all GHG emission generated by the Project; however, the Project is consistent with the vision and goals of the City's Climate Action Plan, which seeks to reduce GHG emissions overall within the City. Further, as discussed in Section 3.4 (pages 3.4-19 through 3.4-22), the Project is also consistent with the SCAG 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (*Connect SoCal*), the California Air Resources Board's California's Climate Change Scoping Plan, and Statewide GHG reduction goals for 2030 or 2050 identified in Executive Order S-3-05 and Senate Bill 32. This is because the reduction of VMT and VT per capita is of greater consequence to reduction of GHG emissions. The number of trips a project generates is not the key value, but rather the VMT and VT per capita as vehicles with combustion engines are a primary driver of climate change. High-density infill redevelopment that is situated near transit, like the Project or Project with Building A Residential/Commercial, results in a lower VMT and VT per capita for the site than in the existing condition regardless of how much landscaping and/or parking is included.

**Response 106.8.** The concept of walkability is not limited to the public ROW but is intended to also encompass private property areas through inclusion of plazas, seating areas, public art, human scale architecture at ground level and/or other features that make areas on and adjacent to the public ROW energized and inviting. These features exist whether any businesses are operating or not. In the existing condition, the Project site is not inviting to pedestrian movement both because of the disparate styles and scattered nature of existing structures as well as the lack of shade—as most trees on the site are tall queen palms that line the western property boundary—and extent of asphalt paving. In contrast, the Project includes a cohesive circulation system (both vehicular and pedestrian), a continuity in design throughout the site, and would provide more tree canopy cover at maturity. The architecture is designed to be human scale at ground level through facade articulation and setbacks for higher levels, among other characteristics.

**Response 106.9.** Please refer to Responses 106.1 through 106.8, above.

Letter 109

February 4, 2022

Mr. Jason Van Patten  
Senior Planner  
City of Pasadena Planning and Community Development Department  
175 North Garfield Ave.  
Pasadena, CA 91101

**RE- 465-577 Arroyo Parkway**

Protect Pasadena Trees is an organization which works to maintain and encourage a healthy urban tree canopy within Pasadena boundaries. It is imperative we ensure that the city we pass down to our children does not just comprise parking lots and concrete developments as we grow to provide more commercial districts and housing. The planned development for 465-577 Arroyo Parkway is very concerning to our organization because of the removal of trees with no intention for a permanent replacement.

1

The City's General Plan includes goals and policies that have the purpose of avoiding or mitigating any environmental effects for the City of Pasadena such as trees and open space. Policy 10.13 encourages the maintenance and planting of additional trees along the City's sidewalks, and private developments to support the health and diversity of wildlife, reduce urban heat index and sequester GHG emissions. In the Affinity Draft EIR, the only planned condition of approval calls for planting of ONE new street tree along Arroyo Parkway. All other trees will be above grade planters. Since the project is proposed to remove 25 current in-ground trees, and be replaced with only one street tree and 25 above-grade planters, this project is clearly in conflict with the applicable goals and policies to the urban forest for several critical reasons:

2

- The replaced plants in pots do not sequester sufficient CO<sub>2</sub> from additional 6,952 vehicle trips being proposed by building A as a medical office
- One additional sidewalk tree is not enough to support health and diversity of wildlife
- The above ground potted plants will not reduce future urban heat island created from the construction of a 151,000 sf medical office and 184,376 senior living facility

The plan includes the following features, which the Draft EIR fails to address:

- A subterranean garage that extends lot line to lot line, destroying all trees on the property
- Planting of no large trees between building lot lines to create an urban canopy within dense urban area
- Zero street setbacks which will destroy the potential integration of trees into the new development plans supporting our urban forest policy
- Only one tree included as a condition of approval

3

According to the US Forestry Service's "Guidelines for Professional and Volunteer Tree Planters" ([https://www.fs.fed.us/psw/topics/urban\\_forestry/products/cufr\\_43.pdf](https://www.fs.fed.us/psw/topics/urban_forestry/products/cufr_43.pdf)), large trees of appropriate species should be planted along streets and in public areas for solar control and CO<sub>2</sub> sequestration. Sufficient space should be made for both the roots, which will be hindered parking garage abutting the lot lines, and for the canopy, which will not be achieved with zero setbacks. The plantings should maximize pervious ground surface, which will not be possible with the planters currently planned. Another major concern about the planters is that they will only allow smaller plants or trees, and will not be regulated as to their content or removal in the future.

4

Although I grew up in Pasadena, I lived in New York City for almost 20 years before returning. I have seen Pasadena change from a charming streetscape with a lovely canopy to having blocks of hot concrete boxes with no trees. In NYC, the regulation is that developments require sidewalk tree planting every 25 feet (<https://www1.nyc.gov/site/planning/zoning/districts-tools/streetscape-improvements.page>), and it shocks me that Pasadena is moving in a direction to have far fewer than that. If we continue in this vein, historic areas with single family homes such as Madison Heights will soon be directly abutting many such drastic concrete canyons of developments. We need to stop this now, before a precedent is set, allowing propagation of large buildings abutting treeless sidewalks.

5

It is required that the Draft EIR show how this one tree will suffice to meet our goals and policies for the General Plan. It is in the city's and residents' interest to create an environment where strong urban forestry efforts with dense vegetation and a beautiful urban canopy for the vitality and health of the neighborhood. Please explain how one tree is sufficient.

6

Thank you,

Frances Morrison on behalf of Protect Pasadena Trees



## **Response to Comment Letter 109**

### **Protect Pasadena Trees February 16, 2022**

**Response 109.1.** Regarding tree replacement, the existing tree inventory is presented in Table 2-2 on page 2-3 of the Draft EIR. As shown by the headers in this table, there are trees on private property and trees in the public ROW (i.e., street trees). These are treated differently pursuant to the City's tree protection ordinance. Specifically, as stated on page 2-2:

“Of these [40 trees inventoried on the site], 17 trees located in the ROW are protected under the City Trees and Tree Protection Ordinance. The remaining 23 trees are located on private property within the Project site and are not protected.”

As discussed beginning on page 2-10 of the Draft EIR:

“the Project would result in the removal of 23 non-protected non-native trees on the Project site and 2 protected, non-native street trees.”

Page 2-10 of the Draft EIR states a condition of approval will require planting of two new street trees (one on Arroyo Parkway and one on California Boulevard). Additionally, the Draft EIR states that the Urban Forestry section of the City's Public Works Department typically requires a fee to be remitted into the City's street tree fund. This discussion referred solely to protected street trees. Furthermore, the new street trees are not intended to be replacements for all trees removed nor is this asserted in the Draft EIR. The condition requiring two new street trees is not tied to the proposed street tree removals, but is related to existing vacancies along the sidewalk and/or locations that could accommodate a tree. Were the Applicant to pursue street tree removal through the City, including the Urban Forestry Advisory Committee (UFAC), the approval would require remittance of a fee—depending on the size of the tree(s) being removed—into the street tree fund and covering the cost of the tree removals. Additionally, it is noted that conditions of approval are the purview of the planning process, which is a parallel and separate process to the environmental (i.e., CEQA) process. Description of conditions of approval, where defined at the time the Draft EIR was prepared, are included in the Draft EIR only where relevant to the environmental analysis.

The statement that the Project removes trees with “no intention for a permanent replacement” is incorrect as Exhibits 2.16a–e, Conceptual Landscape Plan, following page 2-11 of the Draft EIR, illustrate the concept for proposed hardscape and landscape including the permanent installation of 38 trees of various species. As discussed further below, based on consultation with an ISA-certified arborist,<sup>3</sup> the proposed landscape plan would more than double the tree canopy of the existing condition when mature. Moreover, the proposed landscape concept is consistent with the requirements of the Pasadena Municipal Code and, as discussed above, the Project would not conflict with the City's tree protection ordinance. Therefore, this comment does not raise significant environmental issues not addressed in the Draft EIR.

**Response 109.2.** Regarding greenhouse gas (GHG) sequestration, an overall net increase in vegetation, including but not solely from trees, can be a factor in sustainable development. To that end, the proposed landscape plan would more than double the canopy of trees when mature in addition to the GHG sequestration from the non-tree landscape plantings proposed on the site. Rates of carbon sequestration vary among tree species but is a function of the tree growth rate. Urban trees will typically have a shorter life span than those in a natural environment due to the stresses of the urban environment, but they often have a faster growth rate when they receive

<sup>3</sup> A resume for the arborist consulted on the Project – David T. Hughes of Psomas – is provided in Appendix B.

regular irrigation. Because potted plants may have a shorter life span than in-ground trees, the total sequestration over a tree's life span will be greater for an in-ground tree but the annual sequestration rate will likely be comparable or higher for a tree in a planter. Like many issues pertaining to biological resources, there are numerous factors and nuances to each situation.

However, an approach that requires an exact project-by-project balancing of GHGs produced and sequestered is neither feasible nor warranted to gauge the meeting State, federal, or local GHG reduction targets; it is also not the intent of Policy 10.13 of the City's General Plan. Further, as discussed in Section 3.4, Greenhouse Gas Emissions, of the Draft EIR, implementation of the Project (or Project with Building A Residential/Commercial) would result in less than significant impacts related to both generation of GHG emissions or conflict with applicable plans, policies, or regulations adopted to reduce GHG emissions. It is acknowledged that the proposed vegetation would not offset all GHG emission generated by the Project; however, the Project is consistent with the vision and goals of the City's Climate Action Plan, which seeks to reduce GHG emissions overall within the City. The reduction of VMT and VT per capita is of greater consequence to reduction of GHG emissions. The number of trips a project generates is not the key value, but rather the VMT and VT per capita as vehicles with combustion engines are a primary driver of climate change. High-density infill redevelopment that is situated near transit, like the Project, results in a lower VMT and VT for the site than in the existing condition regardless of how much landscaping is included.

Regarding wildlife diversity, the replacement of the street trees, as discussed in Response 109.1 above, is not specifically intended to provide support for wildlife diversity nor is this intention asserted in the Draft EIR. Regardless, the existing environment on the site does little to support wildlife diversity and it is expected that in both the existing and proposed conditions only urban-adapted wildlife species would use the site. However, there would be a 65 percent increase in the number of trees on the site with Project implementation. This fact, along with the presence of vegetation on multiple levels, would make the site comparatively more inviting for wildlife than in the existing condition. This is in part because most of the trees on the site are mature queen palms that only a relatively small subset of urban wildlife species routinely uses for roosting, foraging, or nesting.

Regarding the heat island effect, the assertion that the trees and other plants installed in pots do not contribute to the reduction of a heat island is unsupported by evidence. The ability of trees to mitigate a heat island effect is a function of the shade they provide, which is dependent on the species and the area provided for root development whether in the ground or an above ground planter. As discussed on page 2-11 of the Draft EIR:

"Regarding the creation of a heat island and/or increase of the local heat index, the Project would result in at worst a neutral contribution to the heat index in the area. Heat islands are created by a combination of heat-absorbing surfaces (such as dark pavement and roofing), heat-generating activities (such as engines and generators), and the absence of vegetation (which provides evaporative cooling).

It is noted that of the 23 on-site trees to be removed, 19 are queen palms (*Syagrus romanzoffiana*), which provide little shade. They do provide some measure of evaporative cooling, which can help offset the heat index, but not at ground level. Additionally, the site currently contributes to the urban heat island effect by consisting almost entirely of asphalt or concrete surface and buildings. The hydrology study prepared for the Project (and provided as Appendix C of the Initial Study) assessed that the site is currently 97 percent impervious surface area. With implementation of the Project, the site would be 98 percent ground-level impervious surface area. However, with the Project there is a net increase in vegetation on the site compared to the existing condition, with landscaping at the ground level and on levels 2, 3, and 6. All vegetation, whether in ground or planters, provides

evaporative cooling. Under the Project with Building A Residential/Commercial, the landscape (including tree removal and planting), hardscape, and lighting would be the same as that discussed for the Project.

Furthermore, of the 23 on-site trees to be removed, 2 are mature Canary Island pine trees that produce significant shade, 19 are queen palms with a canopy width of approximately 15 feet that produce only moderate shade (at the ground level), 1 is an African fern pine with a canopy diameter of approximately 15 feet that produces moderate shade; and 1 is a small pecan tree that produces minimal shade. The existing tree canopies range from 10 to 15 feet wide. Based on the number and size of existing trees, the total canopy on the site is approximately 4,100 square feet (sf). The 38 trees that would be installed (15 more than being removed) include species that produce canopies at maturity that are at least as wide as the canopies that are being removed (e.g., tipu tree, desert willow, ginkgo, western redbud, palo verde). At the time of planting, the replacement trees would have canopies that provide approximately 75 percent of the shade as the existing trees. However, the proposed tree planters are distributed in areas where pedestrian activity is expected, whereas the existing trees are primarily along the western site boundary (queen palms) or are otherwise not in locations with notable pedestrian activity in the existing condition. As a result of the Project, more trees would be planted on the site and the average canopy spread of these trees at maturity would be at least as wide as the existing trees. Based on the planter size, species, and number of each tree proposed, the proposed on-site trees would create a canopy of approximately 3,100 sf at planting and approximately 9,200 sf at maturity.

Regarding in-ground trees versus potted trees, the amount and quality of soil provided to the tree are defining factors in a tree's maximum size and usable life span in an urban environment. The street trees near the site and through much of the City are planted in four-foot by eight-foot sidewalk cutouts, which can be considered a tougher environment than an above ground planter for a variety of reasons, including limited usable soil for root growth, poor drainage, and damage by people or vehicles. The landscape plan indicates 8-foot-diameter circular planters and several rectangular planters that range from 9 to 12 feet. These size planters are adequate to grow trees that will have a canopy width of at least 15 feet wide, similar to what is currently on the site. This is based on the following guidelines: providing 300 cubic feet (ft<sup>3</sup>) of soil will generally support growth of a small-sized tree to maturity (6-inch trunk diameter and 15-foot canopy), 600 ft<sup>3</sup> of soil will generally support growth of a medium-sized tree (10-inch trunk diameter and 25-foot canopy), and 1,000 ft<sup>3</sup> will generally support growth of a large tree (16-inch trunk diameter and 30-foot canopy) (Smiley 2022). Assuming a soil depth of 4 feet in the proposed planters, the smaller circular planters would have about 200 ft<sup>3</sup> of soil, smaller square planters would have about 325 ft<sup>3</sup>, and the larger planters would provide 500 to 800 ft<sup>3</sup>. It is acknowledged that in-ground trees may convey a perception of greater permanence than trees in planters; however, from an arboriculture perspective, there is little difference. In fact, planter trees have more flexibility to provide adequate root space and soil conditions. The tree planters proposed on the site range in size from 8 to 12 feet wide. While this is less space than trees have in a natural open space setting (i.e., non-urban setting), it is sufficient to allow for long-term establishment of small to medium sized trees in an urban setting. Thus, the Project is not in conflict with General Plan Policy 10.13.

Smiley, E. Thomas, PhD. 2022 (April 1, last accessed). *Soils for Urban Tree Planting, Bartlett Tree Research Laboratory Technical Report*. San Gabriel, CA: Bartlett Tree Expert Company; Dr. Smiley. Soil for Urban Tree Planting (bartlett.com).

**Response 109.3.** Regarding effects on street trees protected in place during construction, the assertion that construction activity that abuts lot lines will necessarily “destroy all trees” (assumed to be street trees to be protected in place) is unsubstantiated. If this were the case, there would be numerous cases of extensive street tree failure adjacent to the many infill redevelopment projects, which generally have subterranean parking, that have been developed in the past

several years throughout the City. Based on consultation with a certified arborist,<sup>4</sup> the depth of a tree's root zone varies based on the species and the soil conditions. However, most trees have a root mass (especially in an urban environment) within 4 feet of ground surface. A tree can die when their root zone, which extends out to the canopy edge in open space situations and to the hardscape boundary in urban situations, is significantly affected. What constitutes a significant effect would vary based on the tree species, existing condition of the tree(s), and type of disturbance. At the Project site, the street trees are placed in wells that abut the street ROW rather than the property or lot line and the sidewalks are eight feet wide; this positions the street tree trunks approximately six feet from the lot line. As such, there is adequate space for the majority, if not all, of the root mass to be protected within 4 feet from the lot line and 4 feet in depth while allowing Project construction.

Regarding consistency of the Project with treatment of street trees and the City's "urban forest policy", please refer to Responses 109.1 and 109.2, above.

Regarding conditions of approval pertaining to trees, please refer to Response 109.1, above.

**Response 109.4.** Please refer to Responses 109.1 through 109.3, above, regarding GHG sequestration and on-site landscaping.

**Response 109.5.** This comment related to street trees and development patterns in the City is acknowledged. The comment does not address the content or adequacy of the Draft EIR under CEQA or the State CEQA Guidelines; however, the comments are noted for the administrative record and will be provided to the decision-makers for review and consideration.

**Response 109.6.** Please refer to Responses 109.1 and 109.2, above, regarding street tree replacement and General Plan consistency.

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<sup>4</sup> A resume for the arborist consulted on the Project – David T. Hughes of Psomas – is provided in Appendix B.

## Letter 110

February 10, 2022

Mr. Jason Van Patten  
Senior Planner  
City of Pasadena Planning and Community Development Department  
175 North Garfield Ave.  
Pasadena, CA 91101

**RE- 465-577 Arroyo Parkway**

The residents of Magnolia Avenue are alarmed by the planned development proposal to build a 430,000 sf, seven-story complex just a block and a half from our landmark boundaries. The Project will either be medical offices with senior living, or a residential complex.

The following services that are required for medical offices and senior living facilities and are high volume trip generators in the following aspects-

- Arrivals and departures of staff three times per day for caregiver shifts, as well as daily shifts of administrative, nursing, housekeeping, food service and maintenance departments;
- Daily deliveries of food, pharmaceuticals, and supplies;
- Multiple trash pick-ups for regular trash, medical waste, and recycling;
- Visits by the family and friends of as many as 100 residents;
- Regular visits by medical professionals, social workers, therapists, nurses, care managers, hospice staff, fiduciaries, consultants, entertainers, etc.;
- Technician visits for maintenance of facility equipment, resident TVs, telephones, computers, etc.;
- Occasional movers for residents moving in or out; and
- Emergency vehicles at any time of the day or night. (This happens because facility procedures require that whenever a resident has a fall and there is an injury, or if a resident suddenly has a serious health condition, facility staff are required to call 911, which almost always results in blaring sirens.)

1

The Project with medical uses has a traffic volume of 6,366 trips a day (before trip credits are given) and 2,779 for solely residential use. The City of Pasadena has not placed any conditions of approval in the CEQA study for either variation to protect our neighborhood from cut through traffic and they have not provided conditions to ensure we can readily exit our street when the train creates backup all the way to Euclid Avenue during peak hours. The Project with just residential uses, which includes 650 parking spaces, has been analyzed to only have additional 41 vehicle trips a day (Exhibit 1). Can you verify the status of the current number of parking spaces being used by the retail and restaurants to support the trip credits of 2,454 trips a day? If the city claims the additional 430,000 sf project will only add 41 additional trips, why do they



need 650 parking spaces? Can you explain in greater detail how this calculates and makes sense?	1 cont.
How will the lack of any limitations or conditions for approval prevent this adjacent historic neighborhood of quiet streets and single-family homes turn into a very busy, noisy and unsafe living environment?	2
Why did the draft EIR fail to mention the incredible back up along California Boulevard when the train is present? We have asked the City to closely look at the intersection of Marengo and California for safety purposes of all transportation uses while cars frequently get stuck in the intersection. Safety IS an environmental impact and must be reviewed for this project to proceed. The transportation section only mentions traffic collisions at Arroyo and California and does not recognize the concern when the train is backed up all along the California Blvd. corridor. Why?	3
Pasadena Land Use regulations were meant to help neighborhoods evolve without sacrificing their unique characteristics or charm. This proposed use will erode our surrounding historical neighborhood if it moves forward with the massive number of vehicle trips adjacent to our single family neighborhood. Therefore, the draft needs to address further how the immense vehicle trips will be mitigated especially for the medical use.	4
This planned development is completely incompatible with our General Plan which promises to protect the character of our neighborhoods. This draft must do more to understand the impacts of building 430,000 sf of new space a block and a half from our boundaries. How we can be assured there will be mitigations put in place to show the true differences between healthy, comfortable residential neighborhoods, and thriving commercial districts? We must ensure this idea of a high-growth, high-density model for Arroyo Parkway and South Fair Oaks Specific Plan has been thoroughly reviewed and impacts are appropriately mitigated before moving forward.	5
As for conditions in the plan, the only evidence of this occurring is to plant one new street tree. How can a project of this size go unmitigated?	6
This development is too tall, lacks enough green space for future residents, and will cause massive use of cars next to our neighborhood. This part of Pasadena does not have the proper infrastructure to support such an endeavor, and we are concerned that all of this new traffic will make it nearly impossible for residents to access adjacent roads for our own transportation needs. Can you honestly say there are no significant impacts?	7
When was the last time Pasadena approved a project of this size with only one condition of approval being a street tree?	8
Thank you for your consideration, Residents of Magnolia Landmark District	

## Exhibit 1

**V. Transportation Analysis****Project Trip Generation**

The industry standard procedure to determine the number of daily and peak hour trips a project would generate is based on published trip generation estimates from the ITE Trip Generation manual and is summarized in the following table:

Trip Generation Rates (proposed)												
Proposed Use	Land Use Code	Amount	Units	Measure	Daily	AM Peak Hour			PM Peak Hour			
						In	Out	Total	In	Out	Total	
Multi-Family Housing (Mid-Rise) - General Urban		221	197	DU	1	5.44	0.09	0.27	0.36	0.27	0.17	0.44
Senior Adult Housing - Attached		252	95	DU	1	3.70	0.07	0.13	0.20	0.14	0.12	0.26
Assisted Living		254	85,800	GFA	1000	4.19	0.30	0.09	0.39	0.14	0.34	0.48
High-Turnover (Sit-Down) Restaurant		932	8,882	SF	1000	112.18	5.47	4.47	9.94	6.06	3.71	9.77
Trip Generation Rates (previous)												
Previous Use	Land Use Code	Amount	Units	Measure	Daily	AM Peak Hour			PM Peak Hour			
						In	Out	Total	In	Out	Total	
Animal Hospital/ Veterinary Clinic		640	12,676	SF	1000	21.5	2.44	1.20	3.64	1.41	2.12	3.53
Retail	San Diego		21,437	SF	1000	40	0.72	0.48	1.20	1.80	1.80	3.6
High-Turnover (Sit-Down) Restaurant		932	11,799	SF	1000	112.18	5.47	4.47	9.94	6.06	3.71	9.77
Volumes												
Proposed Use					Daily	AM Peak Hour			PM Peak Hour			
						In	Out	Total	In	Out	Total	
Multi-Family Housing (Mid-Rise) - General Urban					1072	18	52	71	53	34	87	
Senior Adult Housing - Attached					352	7	12	19	14	11	25	
Assisted Living					360	26	7	33	12	29	41	
High-Turnover (Sit-Down) Restaurant					996	49	40	88	54	33	87	
Total Project Trips					2,779	100	112	212	133	107	239	
Transit Trips (residential)		20%			285	5	13	18	13	9	22	
Transit Trips (Medical Office)		0%			0	0	0	0	0	0	0	
Net Project Vehicle Trips					2,494	95	99	194	119	98	217	
Volumes												
Previous Use					Daily	AM Peak Hour			PM Peak Hour			
						In	Out	Total	In	Out	Total	
Animal Hospital/ Veterinary Clinic					273	31	15	46	18	27	45	
Retail					857	15	10	26	39	39	77	
High-Turnover (Sit-Down) Restaurant					1,324	65	53	117	71	44	115	
Total Project Trips					2,454	111	78	189	128	109	237	
						Daily	In	Out	AM Peak Hour Total	In	Out	PM Peak Hour Total
Net total (proposed minus existing trips)						41	-16	21	5	-9	-11	-20

491-577 South Arroyo Parkway  
Transportation Impact Analysis

6/17/2021

## **Response to Comment Letter 110**

### **Residents of Magnolia Landmark District February 10, 2022**

**Response 110.1.** Please refer to Response 106.2, above, regarding vehicle trips. In summary, trip generation and trip credits, based on the ITE manual, are unrelated to the transportation analysis performed as part of the Draft EIR, which is a methodology revolving around VMT. Calculation of trip generation and the associated methodology are related to LOS, which is not addressed as part of CEQA. This is addressed in the “Outside CEQA” studies prepared by the Pasadena DOT and used for circulation planning. It is noted that net trip generation data is used solely in the noise and vibration analysis (refer to Table 3.7-5, Net Trip Generation for the Project, on page 3.7-13 and Table 3.7-7, Net Trip Generation for the Project with Building A Residential/Commercial, on page 3.7-16 of the Draft EIR) to assess off-site traffic noise. The air quality, energy, and GHG emissions modeling is not based on net increase in trips but on total operational trips for the proposed uses. The Outside CEQA analysis does not factor into the results of the CEQA transportation analysis, or vice versa, as they measure different metrics and are used for different purposes. Further, the number of parking spaces is not correlated with net trip generation but is based on the City’s zoning code.

Regarding circulation along the California Boulevard corridor, the intersections of Arroyo Parkway at California Boulevard and Marengo Avenue at California Boulevard are currently being operated by the City’s SCATS. SCATS allows for the real-time adjustment of signal timing at traffic signals to manage congestion. The system balances the vehicle demand for signals along a corridor or network using data from in-ground loops or video detection at each intersection. Adaptive controls are beneficial along arterials that experience variable and changing demands in traffic, such as areas near the Metro light rail crossings. The City first installed this system along the South Fair Oaks Avenue corridor, and it resulted in favorable traffic conditions. In 2019, Pasadena DOT expanded the SCATS network to include streets that parallel the Metro light rail crossings; this included the intersections of Arroyo Parkway at California Boulevard and Marengo Avenue at California Boulevard. Since installation of the SCATS, there has been a reduction of traffic collisions at both intersections. In the past five years, the intersection of Arroyo Parkway at California Boulevard has averaged four collisions per year. Even with the increase in traffic volumes at both these signalized intersections and observed instances of congestion, the safety of the intersections has not been reduced. Pasadena DOT is currently in construction of the next phase of the adaptive network. The signals along California Boulevard at Los Robles Avenue, El Molino Avenue, Hudson Avenue, and Lake Avenue will be added to the SCATS network. The expansion of the adaptive signals will facilitate continued improvements along the California Boulevard corridor. The City is also actively working with Metro to obtain data from approaching trains. This data will be analyzed to further enhance signal timing of the intersections adjacent to the grade crossings.

For the intersection of California Boulevard and Marengo Avenue, City records indicate that, for the five-year period from January 1, 2017, through December 31, 2021, there were a total of 13 reported collisions at this intersection, broken down by year as follows: 3 in 2017, 4 in 2018, 2 in 2019, 3 in 2020, and 1 in 2021. Of the 13 collisions, 6 resulted in injuries and 0 resulted in fatalities. On average, there were 2.6 reported collisions per year at this intersection over this five-year period. The collision history for the intersection of California Boulevard and Magnolia Avenue was also reviewed. For the five-year period from January 1, 2017, through December 31, 2021, there were a total of two reported collisions at the intersection of California Boulevard and Marengo Avenue, resulting in an annual average of 0.4 collisions per year. These two intersections are also not considered high collision locations, as discussed for the South Arroyo Parkway and

California Boulevard intersection in the Draft EIR. Pasadena DOT continues to monitor operations along the corridor to address traffic signal operations and reduce the potential for collisions.

To compare crash rates for facilities throughout the State, Caltrans annual crash data for roadways and intersections was reviewed. The latest published data was released on October 6, 2020 and includes data for 2018. The Basic Average Crash Rate for Intersections provides crash rates as crashes per million vehicles entering the intersection. The basic average crash rate for intersections controlled by a traffic signal in an urban area is 0.24 crashes per million vehicles entering the intersection. The crash rate for the intersection of Marengo Avenue and California Boulevard is 0.20 crashes per million vehicles entering the intersection is, therefore, below the State average for a signalized urban intersection.

To reiterate, the City's collision data is inclusive of all transportation modes, including pedestrian and bicycle. While it may appear that safety is an issue for non-vehicular modes as a day-to-day experience, the numerical data do not support this assertion at either the local or State level.

**Response 110.2.** Please refer to Response 110.1, above, regarding vehicle trips and transportation safety. Please refer to Response 106.7, above, regarding historic resources. In summary, based on the Historical Resource Assessment, no significant indirect impacts to existing historic resources in the Project site vicinity would occur with implementation of the Project (or Project with Building A Residential/Commercial). Additionally, it is noted that conditions of approval are the purview of the planning process, which is a parallel and separate process to the environmental (i.e., CEQA) process. Description of conditions of approval, defined at the time the Draft EIR was prepared, are included in the Draft EIR only where relevant to the environmental analysis.

Regarding off-site traffic noise, Section 3.7 of the Draft EIR determined that neither the project nor Project with Building A Residential/Commercial, would result in a substantial permanent change in noise levels. There would be less than significant related to traffic noise.

**Response 110.3.** Please refer to Responses 106.3 and 110.1, above, regarding transportation safety. In summary, it is noted the City's collision data is inclusive of all transportation modes, including pedestrian and bicyclist. While it may appear that safety is an issue for non-vehicular modes as a day-to-day experience in the Project area, the numerical data do not support this assertion at either the local or State level. Traffic issues, including delay at traffic signals and other intersections, is addressed as part of the "Outside CEQA" or LOS-based analysis that Pasadena DOT prepares for development projects as part of Citywide circulation planning.

**Response 110.4.** Please refer to Responses 110.1 through 110.3, above, regarding vehicle trips and transportation. As discussed, the CEQA-compliant transportation analysis relies on the City's TDF model and not trip calculation and the associated LOS methodology. There would be no significant impact related to transportation pursuant to CEQA, and no mitigation is required.

It is noted that in CEQA, mitigation measures are applied only when a significant environmental impact is identified. There would be no significant direct or indirect impacts related to historic resources or land use and planning, as addressed in Sections 3.2 and 3.6, respectively, of the Draft EIR. No evidence has been presented that substantiates the assertion that the Project would "erode our surrounding historical neighborhood".

**Response 110.5.** Please refer to Response 106.7, above, regarding historic resources. In summary, the analysis of historic resources in the Project vicinity begins on page 54 of the Historical Resource Assessment (Appendix C-1 to the Draft EIR). In summary, based on the Historical Resource Assessment, prepared by architectural historians that meet the Secretary of the Interior's Professional Qualifications Standards, no significant indirect impacts to existing

historic resources in the Project site vicinity would occur with implementation of the Project (or Project with Building A Residential/Commercial). There would be no significant direct or indirect impacts related to historic resources or land use and planning, as addressed in Sections 3.2 and 3.6, respectively, of the Draft EIR. The Project would be consistent with the City's General Plan and Central District Specific Plan, as discussed beginning on page 3.6-6 of the Draft EIR. The City's current General Plan and the Central District Specific Plan were reviewed pursuant to CEQA and the State CEQA Guidelines prior to their adoption.

**Response 110.6.** Please refer to Response 106.6, above, regarding street trees. In summary, page 2-10 of the Draft EIR states a condition of approval will require planting of two new street trees (one on Arroyo Parkway and one on California Boulevard). Additionally, the Draft EIR states that the Urban Forestry section of the City's Public Works Department typically requires a fee to be remitted into the City's street tree fund. This discussion referred solely to protected street trees. Furthermore, the new street trees are not intended to be replacements for all trees removed nor is this asserted in the Draft EIR. The condition requiring two new street trees is not tied to the proposed street tree removals, but is related to existing vacancies along the sidewalk and/or locations that could accommodate a tree. Were the Applicant to pursue street tree removal through the City, including the Urban Forestry Advisory Committee (UFAC), an approval would require remittance of a fee—depending on the size of the tree(s) being removed—into the street tree fund and covering the cost of the tree removals. It is noted that in CEQA, mitigation measures are applied only when a significant environmental impact is identified. The potential impacts of the Project have been identified in the Draft EIR, and feasible mitigation measures have been incorporated.

**Response 110.7.** Please refer to Responses 106.1, 106.3, 106.6, and 110.1 above, regarding aesthetics, landscape planning, vehicle trips, and safety; and Response 109.1, above, regarding landscape planning. In summary, regarding building height, aesthetic issues were addressed in Section 2.1, Aesthetics, of the Initial Study that was provided as Appendix A-1 to the Draft EIR. As discussed, consistent with SB 743 (Section 21099[d] of the Public Resources Code), the aesthetic effects of the Project are not considered significant environmental impacts pursuant to CEQA and the topic was not carried forward for further evaluation in the Draft EIR. Exhibits 2.16a–e, Conceptual Landscape Plan, following page 2-11 of the Draft EIR, illustrate the concept for proposed hardscape and landscape. The proposed landscape concept is consistent with the requirements of the Pasadena Municipal Code and, as discussed above in Response 112.6, the Project would not conflict with the City's tree protection ordinance.

Regarding infrastructure, Section 3.8, Public Services and Recreation, of the Draft EIR addresses fire protection and emergency medical services, police protection, school services, library services, and parks and recreation services, and Section 3.11, Utilities and Service Systems, addresses wet (i.e., water and sewer) and dry (i.e., electric, natural gas, telecommunications) utilities and solid waste disposal. As discussed beginning on page 3.8-10, the Pasadena Fire Department, Pasadena Police Department, Pasadena Public Library, and City Parks, Recreation, and Community Services Department concluded that implementation of the Project or Project with Building A Residential/Commercial would not result in the need for new or expanded facilities to adequately serve the community. Regarding schools, the General Plan EIR states that Pasadena Unified School District has capacity to accommodate the student population estimated for the City at General Plan buildout, which would include the Project and Project with Building A Residential/Commercial, with excess classroom capacity for all grade levels. It is noted that only the Project with Building A Residential/Commercial would generate school-age children. Additionally, as discussed beginning on page 3.11-13, there is sufficient capacity in the existing water and wastewater lines to adequately serve the Project (or Project with Building A Residential/Commercial), both individually and cumulatively, and no relocation or construction of new or expanded wet utilities would be necessary. Dry utilities are provided as required by the public



pursuant to regulation by the California Public Utilities Commission. As discussed in Response 110.1, the City's collision data is inclusive of all transportation modes, including pedestrian and bicycle. While it may appear that safety is an issue for non-vehicular modes as a day-to-day experience, the numerical data do not support this assertion at either the local or State level. No evidence has been presented to substantiate there would be additional impacts than those disclosed in the Draft EIR.

**Response 110.8.** Please refer to Responses 106.6 and 110.6, above, regarding conditions of approval and street trees. In summary, Page 2-10 of the Draft EIR states a condition of approval will require planting of two new street trees (one on Arroyo Parkway and one on California Boulevard). Additionally, the Draft EIR states that the Urban Forestry section of the City's Public Works Department typically requires a fee to be remitted into the City's street tree fund. This discussion referred solely to protected street trees. Furthermore, the new street trees are not intended to be replacements for all trees removed nor is this asserted in the Draft EIR. The condition requiring two new street trees is not tied to the proposed street tree removals, but is related to existing vacancies along the sidewalk and/or locations that could accommodate a tree. Were the Applicant to pursue street tree removal through the City, including the Urban Forestry Advisory Committee (UFAC), the approval would require remittance of a fee—depending on the size of the tree(s) being removed—into the street tree fund and covering the cost of the tree removals. As noted previously, description of conditions of approval, where defined at the time the Draft EIR was prepared, are included in the Draft EIR only where relevant to the environmental analysis.



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## Letter 111

*Via Email*

March 2, 2022

Jason Van Patten, Senior Planner  
Planning & Community Development Dept.  
City of Pasadena  
175 North Garfield Avenue  
Pasadena, CA 91101  
[jvanpatten@cityofpasadena.net](mailto:jvanpatten@cityofpasadena.net)

**Re: Comment on Draft Environmental Impact Report, Affinity Project (SCH 2021080103)**

Dear Mr. Van Patten:

I am writing on behalf of Supporters Alliance for Environmental Responsibility ("SAFER") regarding the Draft Environmental Impact Report ("DEIR") prepared for the Affinity Project (SCH 2021080103), including all actions related or referring to the proposed construction of a 154,000 square foot, seven-story medical office building with ground-floor commercial uses, and a 184,376 square foot, seven-story assisted living building with 85,800 square feet of assisted living uses and 98,576 square feet of independent living uses, with five subterranean parking levels providing up to 850 parking spaces, located on an approximately 3.3 acre site between 465 and 577 South Arroyo Parkway in the City of Pasadena ("Project").

After reviewing the DEIR, we conclude that the DEIR fails as an informational document and fails to impose all feasible mitigation measures to reduce the Project's impacts. SAFER requests that the Planning and Community Development Department address these shortcomings in a revised draft environmental impact report ("RDEIR") and recirculate the RDEIR prior to considering approvals for the Project. <sup>1</sup>

We reserve the right to supplement these comments during review of the Final EIR for the Project and at public hearings concerning the Project. *Galante Vineyards v. Monterey Peninsula Water Management Dist.*, 60 Cal. App. 4th 1109, 1121 (1997).

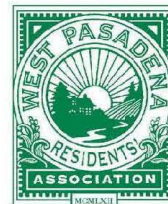
Sincerely,

Richard Drury

## **Response to Comment Letter 111**

### **Supporters Alliance for Environmental Responsibility March 2, 2022**

**Response 111.1.** This comment related to inadequacy of the Draft EIR is acknowledged. The comment does not raise any significant environmental issues (see Section 15088[a] of the State CEQA Guidelines) nor provides any evidence supporting the assertion that the Draft EIR is inadequate and a Recirculated EIR should be prepared. No changes to the Draft EIR are necessary and a revised EIR is not required. However, the comments are noted for the administrative record and will be provided to the decision-makers for review and consideration.



March 2, 2022

Jason Van Patten, Senior Planner  
City of Pasadena  
Planning and Community Development Department  
175 North Garfield Ave.  
Pasadena, CA 91101  
VIA EMAIL

**Letter 112**

**Re: 491-577 Arroyo Parkway – “Affinity Project” Draft Environmental Impact Report**

Dear Mr. Van Patten:

The West Pasadena Residents’ Association has identified several elements of the DEIR that we believe have serious legal issues and are potentially flawed or unacceptable. These are outlined below.

1

**1. CEQA requires that the developer define and commit to the specific use of a project and that the use be outlined specifically in the DEIR.**

Here, the DEIR states two different uses for Building A of the project—the medical office use designation, which could be changed to residential units at the option of the developer. These are entirely different uses with significantly different impacts to the environment and the community. Consequently, the proposed project is not “stable,” a requirement under CEQA which requires an EIR to contain a finite project description. Until the physical concept is firm, the project does not qualify for an EIR under CEQA. Until the proposed project is specifically defined, both in physical planning and in use, WPRA considers the DEIR to be inadequate.

2

**2. There are flawed elements in the traffic counts.** This issue is critical as it understates the real levels of projected traffic.

A. Traffic Credits: overall in the DEIR, the methodology used in determining traffic credits appears to be flawed. Here, the “Existing Use” traffic in the CEQA DEIR is stated 2,454 daily trips—in fact, current traffic counts are likely less than 10% of this figure. As such, the traffic credit used in the “Net Trip Generation For The Project” of the DEIR vastly understates the true traffic volumes by almost double that would be created by this project.

3

B. Noise: as the noise analysis of the DEIR uses the overstated traffic counts (see 2 A, above), the true real daily trips of the project will generate more noise which has not been addressed in the DEIR. Accordingly, the noise analysis appears to be flawed.

4

**WEST PASADENA RESIDENTS’ ASSOCIATION  
POST OFFICE BOX 50252 • PASADENA, CA 91115**

C. Dual Use: the choice of Medical Office use- there is substantial increase in the traffic impact between the medical office “option” and the “residential” option.	5
D. Cumulative effects of traffic: There appears to be little consideration of the cumulative impacts of the two major Medical Office projects soon to be built (758-766 So Fair Oaks and 590 So Fair Oaks) representing an additional of 200,000 SF of space, which soon will be under construction. This represents a massive increase in traffic, negatively impacting west and central Pasadena. Additionally, we see that at least one of these projects utilized the similar traffic analysis (see 1A above) which would also understate the real traffic impact.	6
<b>3. Zoning concessions and “Project Massing”.</b> The proposed project is a massive, 7 story, 93 foot high, 3.3-acre project of 348,000 sf, with generous zoning concessions:	
A. Density increases from 1.5 to 2.89 FAR.	7
B. Height increases from 50 feet to 93 feet.	
C. Setbacks of zero to five feet.	
D. This massive project is inconsistent with the adjacent historic neighborhood.	
E. The project will destroy 28 mature trees and replace <i>some</i> of these with potted trees and shrubs. This combined with minimal setbacks is not in concert with a walkable, shady pedestrian experience envisioned in the General or Specific plans of this area.	

Thank you for your consideration of our points of view.

Respectfully,

Dan Beal, President  
West Pasadena Residents’ Association  
For the Board of Directors

Pete Ewing, Land Use Lead

The WPRA is an all-volunteer organization dedicated to maintaining and enhancing the quality of life in southwest Pasadena. We have over 1,000 paid members.

**WEST PASADENA RESIDENTS’ ASSOCIATION**  
**POST OFFICE BOX 50252 • PASADENA, CA 91115**



## **Response to Comment Letter 112**

### **West Pasadena Residents Association March 2, 2022**

**Response 112.1.** Based on consideration of all comments received on the Draft EIR, as provided in this document, the assertion that the Draft EIR has “legal issues and are potentially flawed or unacceptable” is unsubstantiated. Please refer to Responses 112.2 through 112.7, below.

**Response 112.2.** As discussed on page 2-7 of the Draft EIR:

“Section 15124 of the State CEQA Guidelines defines what information shall be contained in a project description for purposes of analysis in an EIR. The concept of a stable and finite project description is shaped by selected published CEQA court decisions. The project description provided in this Draft EIR meets the requirements of Section 15124 and is also stable and finite. A stable and finite project description, as interpreted in the relevant legal cases, is not synonymous with allowing only a single development scenario. The siting, mass, and outward appearance of the Project, regardless of scenario, is clearly defined both in this EIR and in the Initial Study. The upper limits of development of both buildings for both scenarios is clearly defined, and the Initial Study and this EIR address both scenarios in distinct, separate analyses. Therefore, the project description provided in this Draft EIR is legally adequate and allows for a full and robust analysis of all potential impacts of implementing either the Project or Project with Building A Residential/Commercial, if approved.”

The assertion that an Applicant must define and commit to the specific use of a project (i.e., the Project or Project with Building A Residential/Commercial) is not supported in CEQA case law.

**Response 112.3.** Please refer to Responses 106.2, 106.3, and 106.7, above, regarding vehicle trips. As discussed, the CEQA-compliant transportation analysis relies on the City’s TDF model and not trip calculation and the associated LOS methodology. Per the detailed analysis contained in the Transportation section of the Draft EIR, there would be no significant impacts related to transportation, and no mitigation is required. The application of rates from the ITE manual is a standard industry procedure. Moreover, traffic counts from existing developments and on street networks during the pandemic are significantly different from what was typically occurring prior to the pandemic. Traffic count data used in the analysis is based on counts on file and Streetlight Data Analytics information from the annual average daily traffic from 2017 to 2019 along the study segment and intersection locations. Regarding the statement that existing daily traffic counts are “likely less than 10% of this [2,454 trips] figure”, empirical site surveys during the pandemic to verify the existing land use trip volumes would not provide a representation of normal non-pandemic conditions. Since the existing uses on the Project site are currently active, and with many unknowns due to the inability to conduct traffic count surveys, the City made the decision to use industry accepted trip generation rates found in the ITE manual to calculate land use traffic volumes to estimate the number of total project trips minus the number of existing trips to determine the net project trips for evaluation.

Regarding the reference to a table named “Net Trip Generation for the Project”, this is Table 3.7-5 in Section 3.7, Noise, of the Draft EIR. The trip generation data in this table (Table 3.7-5 on page 3.7-13) and Table 3.7-7, Net Trip Generation for the Project with Building A Residential/Commercial, on page 3.7-16, is used in relation solely to the noise and vibration analysis. The air quality, energy, and GHG emissions modeling is not based on net increase in trips but on total estimated trips for operation of the proposed uses.

**Response 112.4.** Please refer to Response 112.3, above, regarding vehicle trips. As discussed, it is acknowledged that traffic counts from existing developments and on street networks during the pandemic are significantly different from what was typically occurring prior to the pandemic. Empirical site surveys during the pandemic to verify the existing land use trip volumes would not provide a representation of normal non-pandemic conditions. Since the existing uses on the Project site are currently active, and with many unknowns due to the inability to conduct traffic count surveys, the City made the decision to use industry accepted trip generation rates found in the ITE manual to calculate land use traffic volumes to estimate the number of total project trips minus the number of existing trips to determine the net project trips for evaluation.

Regarding off-site traffic noise, there would be no change in the noise analysis even if the total and not net trip generation (based on the ITE manual) were applied. First, as stated on page 3.7-14 of the Draft EIR, “A three-decibel increase occurs when traffic volumes double or a project increases the percentage of noisy trucks on roadways. With a maximum increase of 19 percent [see Table 3.7-6 on page 3.7-14 in the Draft EIR], the increase in off-site traffic-related noise would be less than 1 decibel. This increment is not discernable to human hearing even under laboratory conditions.” Furthermore, as stated on page 3.7-14, “It is noted that the percent change in trips is 6 percent or below on all street segments except on (1) Arroyo Parkway between California Boulevard and (2) Bellevue Drive and on Bellevue Drive between Arroyo Parkway and Marengo Avenue.” It is noted that 3 decibels is considered just perceptible to human hearing. In other words, the percentage change in average daily trips on any street segment in the vicinity would need to be 100 percent or more to result in a noise increase that may be perceptible to some individuals. Doubling the net traffic trips of the Project estimated at 3,913 trips equals 7,826 trips; this is higher than the estimated total (i.e., not net) Project trips of 6,366. As such, the traffic volumes from the Project (or Project with Building A Residential/Commercial), theoretically even doubled—in other words a maximum increase of 38 percent—would not result in a perceptible change in the traffic noise level on any street segment. To demonstrate that even if the estimated additional ADT shown in Table 3.7-6 on page 3.7-14 of the Draft EIR were doubled, Table 2 below presents this information and the corresponding percent change in traffic levels on each segment. As shown, the highest increase would be 38 percent, which remains well below the 100 percent (or doubling of total traffic levels) to result in a 3 dBA increase. Even if the analysis did not apply a trip reduction for the existing uses, the Project’s contribution to roadway noise would still be well below the significance thresholds. For example, a simple approach to considering the effects of a higher contribution of trips from the Project is to double the Project’s contribution of trips to each of the studies street segments, as presented above. This is a conservative approach because it assumes more total trips (7,826) than the Project would generate at buildout without any reduction in trips for existing uses (6,366). Because the Project with Building A Residential/Commercial would generate fewer daily trips than the Project, this comparison of anticipated versus doubled additional trips would result in the same conclusion as for the Project.

**TABLE 2**  
**DOUBLED ADDITIONAL STREET SEGMENT ADT WITH THE PROJECT**  
**(YEAR 2026)**

Street Segment	Existing ADT	Double Additional ADT	Net Change
Bellevue Dr. b/t Arroyo Prkwy. and Marengo Ave.	850	320	38%
Bellevue Dr. west of Arroyo Prkwy.	4,690	0	0%
Arroyo Prkwy. b/t Bellevue Dr. and Del Mar Blvd.	17,040	980	6%
Arroyo Prkwy. b/t Bellevue Dr. and California Blvd.	16,200	1300	8%
California Blvd. b/t Raymond Ave. and Arroyo Prkwy.	17,060	1800	11%
California Blvd. b/t Raymond Ave. and Fair Oaks Ave.	14,640	600	4%
Raymond Ave. b/t California Blvd. and Bellevue Dr.	9,780	1200	12%
Raymond Dr. b/t California Blvd. and Pico Street	9,140	0	0%
California Blvd. b/t Arroyo Prkwy. and Marengo Ave.	24,750	2,560	10%
California Blvd. b/t Arroyo Prkwy. and Raymond Ave.	21,020	1080	5%
Arroyo Prkwy. b/t California Blvd. and Bellevue Dr.	17,990	4,960	28%
Arroyo Prkwy. b/t California Blvd. Pico Street	26,540	1960	7%
Arroyo Prkwy. b/t Del Mar Blvd. and Bellevue Dr.	16,220	960	6%
Arroyo Prkwy. b/t Glenarm Street and Fillmore Street	24,000	1960	8%
ADT: average daily trips; b/t: between; Dr.: Drive; Prkwy.: Parkway; Ave.: Avenue; Blvd.: Boulevard			

**Response 112.5.** As noted from the Draft EIR in Response 112.2 above, both “the Initial Study and the Draft EIR address both scenarios in distinct, separate analyses.” There are differences in the effects between the development of Building A as a medical office building or a residential building. The two development scenarios and their associated impacts are separately and clearly defined throughout Draft EIR. Moreover, as discussed above, the difference in trip generation between the two possible development scenarios is immaterial to the Draft EIR transportation analysis.

**Response 112.6.** Please refer to Response 106.5, above, regarding cumulative traffic effects. In summary, cumulative impacts were thoroughly considered in the Draft EIR, using the most conservative assumption possible—the buildout of the General Plan. Based on this, the Project would not result in a cumulatively considerable impact related to transportation, and no mitigation is required. The finding is the same for the Project with Building A Residential/Commercial (refer to page 3.9-13 of the Draft EIR).

**Response 112.7.** The portion of the comment related to the City’s planning process for the Project (items A, B, and C) is acknowledged; as they do not directly raise any significant environmental issues, no further response is presented. However, these comments are noted for the administrative record and will be provided to the decision-makers for review and consideration.

Regarding historic resources in the Project vicinity, please refer to Responses 106.6 and 106.7 above. In summary, the Project site is situated away from residential neighborhoods. Except for the five-story, mixed-use building at 482 South Arroyo Parkway, approximately 100 feet from the site on the east side of Arroyo Parkway across the street from the site, the nearest residential uses are located more than 250 to the east and are buffered by commercial development along the east side of Arroyo Parkway. As such, the Project is an appropriate siting for infill redevelopment and is consistent with the City’s General Plan and Central District Specific Plan, as discussed beginning on page 3.6-6 of the Draft EIR. Additionally, the Draft EIR included preparation of a Historical Resource Assessment (provided as Appendix C-1) that addressed direct and indirect impacts to both the on-site historic resources and historic resources in the

vicinity. No significant indirect impacts to existing historic resources in the Project site vicinity would occur with implementation of the Project (or Project with Building A Residential/Commercial).

## Letter 114

**From:** [REDACTED]  
**To:** [Jam. Hayman](#)  
**Subject:** Affinity Project 465-577 South Arroyo Parkway  
**Date:** Wednesday, February 23, 2022 5:23:03 PM

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This project is overwhelming to the area. With water resources so limited, water to be used by other Pasadenans will be greatly impacted. There is only so much water to go around and this project will be a hog on needed water for residences and small similar business buildings.

1

The impact of traffic on the streets will be overwhelming. How are we improving lift for Pasadenans by increasing the density of the population so much??

3

What in heaven's name are we doing to ourselves in the name of progress, it's "legal", or whatever rationale is being used to foist this project on Pasadena?

I think it can safely be said none of the investors / developers will be living in these 95 housing units for a permanent – not a showcase living for a couple of years – place for them and their families to lives. These so-called investors / developers should go elsewhere to destroy some other city with this monstrosity "to help Pasadena." I fully suspect these people live in communities which are quiet, highly desirable, and very costly to buy residential and, if any, business properties like this Affinity Project. We do not need this Affinity Project no matter how you look at this project.

4

Bob Aronoff (75 years living in and supporting Pasadena)

Sent from [Mail](#) for Windows



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**Response to Comment Letter 114**

**Bob Aronoff**  
**February 23, 2022**

**Response 114.1.** Water supply was addressed in Section 3.11, Utilities and Service Systems, of the Draft EIR. Also, as discussed beginning on page 3.11-1 of the Draft EIR, a water supply assessment (WSA) was prepared for the Project. As stated on page 3.11-1:

“It is noted that the Project and Project with Building A Residential/Commercial do not qualify as a “project” under Senate Bill (SB) 610, which requires preparation of a WSA (Section 10912[a] of the Water Code). Nonetheless, based on comments received on the Notice of Preparation of this Draft EIR and given that all of California’s 58 counties are under a drought emergency proclamation as of the preparation of this EIR (California 2021), a WSA was prepared for the Project and Project with Building A Residential/Commercial to inform the environmental analysis.”

The results of the WSA were summarized in Section 3.11, Utilities and Service Systems, of the Draft EIR and provided as Appendix I. As discussed on page 3.11-23:

Therefore, there would be sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years. There would be a less than significant impact related to water supplies...”

The WSA also assessed water demand for the Project with Building A Residential/Commercial and concluded there would be a less than significant impact.

**Response 114.2.** Please refer to Responses 106.2, 106.3, and 106.7, above, regarding traffic. As discussed, the CEQA-compliant transportation analysis relies on the City’s TDF model and not trip calculation and the associated LOS methodology. There would be no significant impacts related to transportation, and no mitigation is required.

**Response 114.3.** This comment related to development patterns in the City is acknowledged. The comment does not address the content or adequacy of the Draft EIR under CEQA or the State CEQA Guidelines; however, the comments are noted for the administrative record and will be provided to the decision-makers for review and consideration.

**Response 114.4.** This comment related to whom the possible future residents of the Project would be is acknowledged. The comment does not address the content or adequacy of the Draft EIR under CEQA or the State CEQA Guidelines; however, the comments are noted for the administrative record and will be provided to the decision-makers for review and consideration.

**Letter 116**

**Nina Chomsky  
Pasadena, CA 91103**

March 2, 2022

Mr. Jason Van Patten,  
Senior Planner, City of Pasadena  
[jvanpatten@cityofpasadena.net](mailto:jvanpatten@cityofpasadena.net)

Re: Affinity Project – Planned Development #39; Draft Environmental Impact Report

Mr. Van Patten:

Thank you for the opportunity to comment, in my individual capacity, on the Affinity Project Draft Environmental Impact Report (Draft EIR). I have the following comments.

---

1. The Project Description is Inadequate.

The Draft EIR Project Description includes two alternative development scenarios for Building A. This “choice” of different development scenarios is explained in the Draft EIR as providing flexibility to exchange uses in Building A to enable the Project to respond to economic needs and demands at the time of Project implementation.

Applicable CEQA law requires a “stable” and “finite” Project Description. The Draft EIR is inadequate because it includes a Project Description that is neither stable nor finite in that the Project Description enables a choice of different development scenarios for a major portion of the Project, Building A, based on economic needs and demands as interpreted and applied by the Project developer at the time of Project implementation.

1

Further, the second paragraph on Page 2-7 of the Draft EIR asserts: “A stable and finite project description, as interpreted in the relevant legal cases, is not synonymous with allowing only a single development scenario”. This discussion in the Draft EIR fails to include any citation to any legal authority, case law or otherwise, supporting this assertion, and also fails to provide any analysis supporting the assertion that multiple development scenarios are permitted as part of a stable and finite project description. Failure to cite any legal authority and failure to include analysis of the multiple development scenarios assertion renders the Project Description and the Draft EIR misleading to the public and incomplete, and, therefore, legally inadequate.

---

2. The Draft EIR is Inadequate in that it Fails to Analyze Potentially Significant Impacts of the Project's Planned Development Plan.

The proposed rezoning of the Project site to a Planned Development (PD) Zoning District and the subsequent adoption of a PD Plan is described in the Draft EIR on Page 3.6-5 as follows:

"Adoption of a PD zoning district would reclassify the Project site from CD-6 to PD-39, while simultaneously establishing applicable land use regulations and development standards that are specific to the newly established zoning district. The regulations and standards that dictate permitted and conditionally permitted land uses and development would be prescribed in the accompanying PD Plan."

2

While it appears that possible Certification of the Project Final EIR will occur immediately prior to the final adoption of the PD Plan, the PD Plan is not available for review and analysis for potential significant impacts and any required mitigations as part of the Project Draft EIR process. Deferral of preparation and review of the PD Plan denies CEQA review of the PD Plan. Therefore, the Draft EIR is legally inadequate as incomplete and misleading to the public.

---

Sincerely,

*Nina Chomsky*

Nina Chomsky

## **Response to Comment Letter 116**

**Nina Chomsky**  
**March 2, 2022**

**Response 116.1.** As discussed on page 2-7 of the Draft EIR:

“Section 15124 of the State CEQA Guidelines defines what information shall be contained in a project description for purposes of analysis in an EIR. The concept of a stable and finite project description is shaped by selected published CEQA court decisions. The project description provided in this Draft EIR meets the requirements of Section 15124 and is also stable and finite. A stable and finite project description, as interpreted in the relevant legal cases, is not synonymous with allowing only a single development scenario. The siting, mass, and outward appearance of the Project, regardless of scenario, is clearly defined both in this EIR and in the Initial Study. The upper limits of development of both buildings for both scenarios is clearly defined, and the Initial Study and this EIR address both scenarios in distinct, separate analyses. Therefore, the project description provided in this Draft EIR is legally adequate and allows for a full and robust analysis of all potential impacts of implementing either the Project or Project with Building A Residential/Commercial, if approved.”

While the Draft EIR is not required to cite a legal authority to support the analysis of the Project and Project with Building A Residential/Commercial, which are clearly defined in Section 2.0 of the Draft EIR, multiple cases support this approach with the *South of Market Community Action Network et al. v. City and County of San Francisco* case being a recent example. The comment provides no specific examples or other evidence to support the assertion the “Project Description and the Draft EIR” are misleading to the public and is therefore legally inadequate. To the contrary, the Draft EIR carefully articulated each scenario in detail, laying out their similarities and differences, and fully disclosed the maximum possible scope of each scenario. The Draft EIR then evaluated the environmental effects of each scenario, both in terms of physical plan and use/operation, thereby allowing informed decision-making and public participation. Accordingly, the project description is adequate and fulfills CEQA’s purpose to enable the public to participate meaningfully in the environmental review and analysis of any potential environmental effects.

**Response 116.2.** The availability of the proposed Planned Development (PD) Plan for review is immaterial and unrelated to the adequacy and completeness of the Draft EIR. Section 15124 “Project Description” of Article 9. Contents of Environmental Impact Reports of the State CEQA Guidelines states:

The description of the project shall contain the following information **but should not supply extensive detail beyond that needed for evaluation and review of the environmental impact** [*emphasis added*].

- (a) The precise location and boundaries of the proposed project shall be shown on a detailed map, preferably topographic. The location of the project shall also appear on a regional map. [*refer to Exhibits 2-1 through 2-3 of the Draft EIR*]
- (b) A statement of the objectives sought by the proposed project. A clearly written statement of objectives will help the lead agency develop a reasonable range of alternatives to evaluate in the EIR and will aid the decision makers in preparing findings or a statement of overriding considerations, if necessary. The statement of objectives should include the underlying purpose of the project and may discuss the project benefits. [*refer to Section 2.3 Project Objectives on page 2-5 of the Draft EIR*]

- (c) A general description of the project's technical, economic, and environmental characteristics, considering the principal engineering proposals if any and supporting public service facilities. *[refer to pages 2-1 through 2-15 of the Draft EIR]*
- (d) A statement briefly describing the intended uses of the EIR. *[refer to Section 2.7 Intended Uses of the EIR on page 2-18 of the Draft EIR]*
  - (1) This statement shall include, to the extent that the information is known to the Lead Agency,
    - (A) A list of the agencies that are expected to use the EIR in their decision making, and
    - (B) A list of permits and other approvals required to implement the project.
    - (C) A list of related environmental review and consultation requirements required by federal, state, or local laws, regulations, or policies. To the fullest extent possible, the lead agency should integrate CEQA review with these related environmental review and consultation requirements.
  - (2) If a public agency must make more than one decision on a project, all its decisions subject to CEQA should be listed, preferably in the order in which they will occur. On request, the Office of Planning and Research will provide assistance in identifying state permits for a project. *[refer to Section 2.7.1 on page 2-18 of the Draft EIR]*

The planning process is a parallel but separate process to the environmental (i.e., CEQA) process. As indicated in the emphasized text from Section 15124 of the State CEQA Guidelines, there is no requirement in CEQA or other statute that the underlying planning documentation (whatever that may be) is finalized and available for review prior to or alongside the public review of the CEQA document. The planning and environmental processes overlap and, because of this, when adequate information is available to prepare the environmental analysis to the degree that no potential impacts may be missed or undisclosed, the EIR preparation can commence. Commenter's assertion that the Draft EIR is inadequate is unsubstantiated.



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Sent from Erika's iPhone

## **Response to Comment Letter 124**

**Erika Foy**  
**February 26, 2022**

**Response 124.1.** Please refer to Responses 106.2 through 106.5, above, regarding traffic. In summary, the transportation analysis performed as part of the Draft EIR is based on a methodology revolving around VMT. The methodology related to trip generation and intersection function relate to LOS, which is no longer addressed as part of CEQA pursuant to implementation of Senate Bill 743 and associated changes to CEQA and the State CEQA Guidelines. This is addressed in the “Outside CEQA” studies prepared by the Pasadena DOT. The Outside CEQA analysis does not factor into the results of the CEQA transportation analysis, or vice versa, as they measure different metrics and are used for different purposes. However, traffic and transportation are addressed as part of the project development process, but only the VMT-based analysis is addressed as part of CEQA, consistent with State law and regulations.

**Response 124.2.** Regarding off-site traffic noise, please refer to Response 112.4 above. In summary, there would be no change in the noise analysis even in the scenario in which the Project’s net trip generation is doubled (a more conservative analysis than even evaluating the Project’s total trip generation), there would not be a significant increase in noise along any roadway segment. The net increase of 41 trips (as shown in Table 3.7-7 on page 3.7-16 of the Draft EIR) is related to the Project with Building A Residential/Commercial. The Project, as proposed, would result in a net trip generation of 3,913 average daily trips (refer to Table 3.7-5 on page 3.7-13 of the Draft EIR). As stated on page 3.7-14 of the Draft EIR, “A three-decibel increase occurs when traffic volumes double or a project increases the percentage of noisy trucks on roadways. With a maximum increase of 19 percent [see Table 3.7-6 on page 3.7-14 in the Draft EIR], the increase in off-site traffic-related noise would be less than 1 decibel. This increment is not discernable to human hearing even under laboratory conditions.” Furthermore, as stated on page 3.7-14, “It is noted that the percent change in trips is 6 percent or below on all street segments except on (1) Arroyo Parkway between California Boulevard and (2) Bellevue Drive and on Bellevue Drive between Arroyo Parkway and Marengo Avenue.” It is noted that 3 decibels is considered just perceptible to human hearing. In other words, the percentage change in average daily trips on any street segment in the vicinity would need to be 100 percent or more to result in a noise increase that may be perceptible to some individuals. Doubling the net traffic trips of the Project estimated at 3,913 trips equals 7,826 trips; this is higher than the estimated total (i.e., not net) Project trips of 6,366. As such, the traffic volumes from the Project (or Project with Building A Residential/Commercial), theoretically even doubled—in other words a maximum increase of 38 percent—would not result in a perceptible change in the traffic noise level on any street segment. Even if the analysis did not apply a trip reduction for the existing uses, the Project’s contribution to roadway noise would still be well below the significance thresholds. For example, a simple approach to considering the effects of a higher contribution of trips from the Project is to double the Project’s contribution of trips to each of the studies street segments, as presented above. This is a conservative approach because it assumes more total trips (7,826) than the Project would generate at buildout without any reduction in trips for existing uses (6,366). Table 2 in Response 112.4 illustrates the percent change on surrounding street segments with the additional ADT doubled, which would be more than the total (not net) trips estimated for the Project. Because the Project with Building A Residential/Commercial would generate fewer daily trips than the Project, this comparison of anticipated versus doubled additional trips would result in the same conclusion as for the Project.

**Response 124.3.** Please refer to Response 106.7, above, regarding historic resources. In summary, based on the Historical Resource Assessment, prepared for the Project by architectural historians that meet the Secretary of the Interior’s Professional Qualifications Standards, no significant indirect impacts to existing historic resources in the Project site vicinity would occur with implementation of the Project (or Project with Building A Residential/Commercial).

## Letter 133

**From:** [Andrea Rawlings](#)  
**To:** [Van Patten, Jason](#)  
**Subject:** PD #39 Mitigation Measures  
**Date:** Wednesday, February 23, 2022 7:10:58 PM

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---

I would like to recommend that both historic resources (501 & 523) require as a mitigation measure, HSR prior to issuing a permit.

---

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Thank you  
Andrea Rawlings  
Planning Commission

---

**Response to Comment Letter 133**

**Andrea Rawlings**  
**February 23, 2022**

**Response 133.1.** This comment recommending preparation of a “HSR” (Historic Structure Report) as a mitigation measure for both 501 and 523 South Arroyo Parkway is acknowledged. In CEQA, mitigation measures are applied only when a significant environmental impact is identified. The comment does not provide evidence that a significant impact to historic resources would occur with Project implementation, under either scenario. It is noted the Draft EIR included preparation of a Historical Resource Assessment that addressed all existing structures on the site over 45 years old, including 501 and 523 South Arroyo Parkway, and addressed direct and indirect impacts to both the on-site historic resources and historic resources in the vicinity. Additionally, the Draft EIR included analysis of potential vibration-related impacts to 501 and 523 South Arroyo Parkway during construction. Mitigation measures CUL-1 and NOI-1 relate to protection of the on-site historic structures and their character-defining features during implementation of the Project. As such, preparation of a HSR is not considered necessary as part of the CEQA process, and no changes to the Draft EIR are required. However, the comment is noted for the administrative record and will be provided to the decision-makers for review and consideration.



### **Response to Comment Letters in Support of the Project**

- 107 Old Pasadena Management District (May 25, 2021)
- 108 Pasadena Chamber of Commerce and Civic Association (February 16, 2022)
- 113 Josh Albrektson, MD (February 20, 2022)
- 115 Natalie Bazarevitsch (August 10, 2021)
- 117 Maggie Crawford, (August 11, 2021)
- 118 Sydney Dailey, (February 16, 2022)
- 119 Darrell Done (May 23, 2021)
- 120 Sarah Dusseault (February 22, 2022)
- 121 Cyndi Erickson (February 17, 2022)
- 122 Scott Feldmann (August 11, 2021)
- 123 Michelle Ficarra (August 11, 2021)
- 125 Jim Gamb (August 3, 2021)
- 126 Akila Gibbs (August 10, 2022)
- 127 Dean Kitchens (August 10, 2021)
- 128 Stan Kong (August 11, 2021)
- 129 Erik Landswick (August 11, 2022)
- 130 Nikki Maciejowsk (February 22, 2022)
- 131 Marissa Marchioni (May 8, 2021)
- 132 James R. Plotkin (August 11, 2021)
- 134 Julie Rosenberg (August 10, 2021)
- 135 Round, Michelle (February 22, 2022)
- 136 Mary Frances Schillaci (August 8, 2021)
- 137 Gregg Smith (No date)
- 138 Victoria D. Stratman (August 4, 2021)
- 139 Trytten, Steven E. (August 10, 2021)
- 140 Carol Walker (August 11, 2021)
- 141 Julianne Worrell (May 24, 2021)

**Response to Letters Listed Above:** These comments expressing support for the Project (or Project with Building A Residential/Commercial) are acknowledged. The comments do not address the content or adequacy of the Draft EIR under CEQA or the State CEQA Guidelines; however, the comments are noted for the administrative record and will be provided to the decision-makers for review and consideration.

**From:** Steve Mulheim [REDACTED]  
**Sent:** Tuesday, May 25, 2021 12:09 PM  
**To:** Takeda, Michi  
**Cc:** [REDACTED]  
**Subject:** Affinity Project on Arroyo Parkway - Design Review Comment

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City of Pasadena Design Commission,

I am writing in support of the proposed Affinity project at 555 S. Arroyo Parkway. As the President and CEO of the Old Pasadena Management District, I have more than 15 years of experience in Pasadena, and have been fortunate to support the positive evolution of the community. I also have known the local principals (Pete Kutzer at Edgewood and Patrick Chraghchian at Adept) for many years, and have seen the quality and success of their projects, especially in thoughtful design that activates the streetscape and the surrounding areas.

While this project is not located within Old Pasadena and my Board has taken no official position, I believe that Affinity's combination of uses - including medical/research and assisted living - is particularly needed in Pasadena, and putting them next to each other near the Metro is a terrific idea. I especially appreciate the preservation of the historic buildings, the inviting common areas, and pedestrian-friendly nature of the improvements.

1

I look forward to the Affinity receiving all necessary approvals, and the positive impact it will have in the neighborhood, and in Pasadena as a whole.

Thank you,

**Steve Mulheim**  
President & CEO  
OLD PASADENA MANAGEMENT DISTRICT



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February 16, 2022

Jason Van Patten  
Senior Planner  
City of Pasadena  
Via email

Dear Mr. Van Patten,

---

The Pasadena Chamber of Commerce and Civic Association wishes to express its support for the Affinity Project at 465-577 South Arroyo Parkway in Pasadena.

I have reviewed the environmental documents and agree with the determination that there are no impacts from the project that cannot be mitigated.

I appreciate the effort that will be made to preserve the historic buildings on site.

The project will add two important aspects that will enhance the quality of life in Pasadena.

Senior housing is going to become more and more critical as Pasadena's population ages. The Affinity Project will provide quality housing to seniors in our community and region, housing in close proximity to resident needs like groceries, medical facilities and even Huntington Hospital.

The medical office space proposed could serve the residents at the project, but also add opportunities for local residents to access medical care and service providers, another need that will be even more critical in the future.

1

In addition, the Affinity Project will enhance an important but underutilized corner and contribute to further improving to the Arroyo Parkway corridor. This will be an attractive project that will improve the aesthetics of the area while preserving historic architecture on site.

The Affinity Project will be a positive addition to Pasadena's built environment, provide needed services and housing and have no significant negative impacts on the area or the city.

The Pasadena Chamber of Commerce and Civic Association supports the Affinity Project and looks forward to the development.

---

Thank you,

Paul Little

C. D. Reyes

**From:** [Josh Albrektson](#)  
**To:** [Van Patten, Jason](#)  
**Subject:** Letter of support for the Affinity project presented at the 2/23 Planning Commission meeting  
**Date:** Sunday, February 20, 2022 5:48:03 PM

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Dear Planning Commission,

I am writing in support of the Affinity project next to the Whole Foods in Pasadena. I am a homeowner who lives immediately South in South Pasadena. I see a lot of people in my neighborhood that are aging in place longer than they probably should be. There is no nice senior housing in our neighborhood and the Affinity project would be a great addition to our neighborhood.

When both my grandparents got older, they moved to senior centers in Indianapolis and Cincinnati. They were able to stay a part of their community while getting the care and attention they needed. That is sorely lacking here.

And that is part of the reason we have a housing crisis. People are staying in their homes longer and young families can no longer afford to live in our neighborhoods. The Affinity project would provide a great place for seniors to choose to move in their neighborhood while at the same time allowing young families to move into the single family homes. There is a reason that both South Pasadena and Pasadena are having huge drops in school population.

---

Thank you very much.

--

Josh Albrektson MD  
Neuroradiologist by night  
Crime fighter by day

**From:** Bazarevitsch, Natalie @ LA North [REDACTED]  
**Sent:** Tuesday, August 10, 2021 11:29 AM  
**To:** Varsh, Tess  
**Cc:** Reyes, David  
**Subject:** The Affinity Wellness Campus, Pasadena

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Good Morning,

As a long-time Linda Vista resident, I am in support of The Affinity Project on South Arroyo Parkway. The project will bring much-needed assisted living to the heart of the City, making it easier to stay in Pasadena near family as they age. My father is an assisted living facility, so I know how valuable they are to a community.

1

The new medical/research facilities within the project will provide a great boost to the medical research corridor. The timing for the project could not be better as we watch the healthcare and life sciences industries grow. It is exciting to see Pasadena at the forefront of this growth and for The Affinity to help make the long-time vision for this area a reality.

Best, Natalie

Natalie Bazarevitsch | Senior Vice President | Broker Lic. 01188604

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**From:** Maggie Crawford [REDACTED]  
**Sent:** Wednesday, August 11, 2021 10:53 AM  
**To:** Varsh, Tess  
**Subject:** Support for Affinity Planned Development #39

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Support for Affinity Planned Development #39

Dear Planning Commission:

I want to express my support for the proposed mixed-use development on Arroyo Parkway. This is an ideal location for a new medical facility, as it is in the heart of Pasadena's growing medical and technology corridor. The project also includes senior housing, both independent living and assisted living and memory care. Located near medical providers will make it very convenient for senior residents seeking medical care.

As a long time resident of Pasadena, over the years I've seen how Pasadena's medical industry has grown. I am the Training Consultant for Huntington Memorial Hospital's Pet Therapy Program and I can see the many benefits that this project will bring to the area. Not only will it serve Pasadena residents, but it will provide the resources needed to attract top medical professionals to our city.


1

This will be an exciting addition to our growing medical and health-care related industry and it has my support.

Sincerely,  
Maggie Crawford  
[REDACTED]  
Pasadena, CA 91107



Sydney Dailey



February 16, 2022

City of Pasadena  
Planning & Community Development Department  
175 North Garfield Avenue  
Pasadena, CA 91101

RE: Planned Development #39 (Affinity Project) 465-577 S. Arroyo Parkway

Dear City Planners / Planning Staff,

---

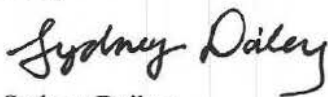
I'm writing to express my support of the Affinity mixed-use development that is planned on the west side of Arroyo Parkway. This investment in the Arroyo Parkway commercial corridor will enhance the streetscape and will activate a pedestrian frontage along Arroyo, which currently has no pedestrian activity. It will provide new medical office space and both assisted and independent housing options for seniors, while preserving two historic buildings on the property.

1

Given the track record and extensive experience of the development team, led by Patrick Chraghchian and Pete Kutzer, I'm confident that this project will greatly enhance the Arroyo Parkway corridor and be a wonderful resource to our community.

---

Best,



Sydney Dailey

**From:** Darrell Done [REDACTED]  
**Sent:** Sunday, May 23, 2021 7:24 AM  
**To:** Takeda, Michi  
**Subject:** Affinity project on Arroyo Parkway

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I am writing in support of the proposed Affinity project on Arroyo Parkway.

I have lived and worked in Pasadena for over 40 years. The housing shortage continues to challenge our community and this project would allow older homeowners a viable option to move from their homes and remain within Pasadena. As an active Realtor in the area, I know that where to relocate if they were to sell, is a major concern with these seniors.

I have reviewed the plans and believe this medical and assisted living project is long overdue. These are complimentary uses, tied together with a very attractive courtyard between the historic buildings. This project will provide an ideal environment for people in the assisted living building to get together with family and friends, and to remain in the community they love. The medical/research building achieves the right level of prominence for this location, while still fitting in.

1

The thoughtful design will also encourage pedestrian activity down Arroyo Parkway from Old Pasadena. Having a Metro Station on each side will minimize traffic, which is also the right approach in this area.

Please work closely with the developer team to make any necessary refinements, and help make this project happen soon. It would be a terrific addition to the area and help with our shortage of single family homes.

**Darrell Done**

Coldwell Banker Realty

Sales Manager

Global Luxury Director

Architectural Properties Specialist



GLOBAL  
LUXURY

February 22, 2022

City of Pasadena  
Attn: Mr. Van Patten  
Planning & Community Development Department  
175 North Garfield Avenue  
Pasadena, CA 91101

RE: Planned Development #39 (Affinity Project) 465-577 S. Arroyo Parkway

Dear Mr. Van Patten,

---

I'm writing in support of the Affinity project on Arroyo Parkway.

As a longtime resident of Pasadena ( I was born at St. Luke's Hospital), I believe this project will provide new uses that are desperately needed in our community. When my mother was widowed and needed additional care, it became impossible to find anything locally that suited her. She is 90 years old and currently in a place in Highland, CA, an hour or more drive for many of our family members. The City must support new investment in housing options for our seniors who want to remain in their community but need facilities that address their changing needs as they age.

1

Also, the project's investment in new medical and research facilities will expand Pasadena's capabilities in delivering healthcare and help the City stay competitive as technology and medical research advances.

I wish the project included some housing for formerly homeless seniors as our older adults on fixed social security need options for housing or they will become or stay homeless, but I understand that only so much can fit on the site.

---

Thank you for your consideration.

Sincerely,

Sarah Dusseault

Cyndi Erickson  
1000 S. Orange Grove Blvd.  
Pasadena, CA 91105

February 17, 2022

City of Pasadena  
Planning & Community Development Department  
175 North Garfield Avenue  
Pasadena, CA 91101

**RE: Affinity Project – 465-577 S. Arroyo Parkway**

To Whom It May Concern:

---

Our city is becoming a major medical resource hub. So many healthcare providers already call Pasadena home, including Shriners Hospital for Children, Kaiser Permanente School of Medicine, USC, UCLA, just to name a few. Affinity's new, state-of-the-art medical building will support Pasadena's growing healthcare services by helping to attract top physicians and researchers.

Addressing the need for more Class A medical office space in the Huntington Hospital Corridor will not only enhance Pasadena's ability to serve the medical technology industry, but it will contribute to the economic interests of the city as well.

1

I very much support this project. It will be a great addition to the area.

---

Sincerely,

  
Cyndi Erickson

**City of Pasadena Design Commission**

Attention: Michi Takeda

Hale Building

175 N. Garfield Avenue, 2<sup>nd</sup> Floor

Pasadena, CA 91101

RE: 491-577 S. Arroyo Parkway Project

Dear Commissioners:

As a Pasadena resident, owning part of an historic building, (Pasadena's first co-op, The Barcelona,) I write to support the Affinity Project on Arroyo Parkway.

Pete Kutzer is the kind of developer that has a "goodness of fit" for Pasadena. When I was president of the South Pasadena Chamber of Commerce from 2003 to 2015, we got to know each other, and watch as three high-quality firms attempted to create an appropriate infill project called Downtown SouthPas. It was sensitive and right-sized for the community. Yet, all were pushed away for fear of change. Today, that same site is a sensitively designed and vibrant corner at Fair Oaks and Mission – a product of The Kutzer Company, who knew how to proceed to get both residents' embrace and commercial viability.

Pete and I met before the Pandemic and discussed The Affinity plans. Recently I reviewed the project again. It looks like an excellent mix of senior housing, medical offices and retail. It's close to the Metro Gold Line stop at Del Mar Station, and Metro buses 177 and others on Del Mar, as well as Pasadena Transit bus stops on California and S. Arroyo Parkway. If you conclude that the design respects the vision of the Design Review Board in preserving Arroyo Parkway buildings, concentrating the taller buildings near the Gold Line, and providing walkable, pedestrian friendly perimeter, then there are good reasons to approve these plans.

1

Pasadena, like many California communities, is trying to respond to housing demands, without destroying our neighborhoods. We're even opening up for ADUs. We've allowed density bonuses for housing on all three sides of me – blocking a once protected sightline of the City Hall dome and San Gabriel Mountains, for Barcelona Owners.

I do not see similar downsides to the Affinity. Instead, this proposal brings in a solution for Pasadena's families, with specialized housing, so they can stay local as they transition in their lives. Since it also brings in a healthcare component, it feels like a two-for one deal.

Thank you volunteering, for guiding Pasadena with design sensitivity as well as allowing for commercial viability. When a developer with a track record of respectful, right-sized, historically sensitive projects, such as The Kutzer Company, seek approval – I am very confident, and offer my support. I am at 626-710-2360 if you'd like to reach me.

Sincerely,

  
**Scott Feldmann**  
The Barcelona

cc:

Pete Kutzer



Michelle Ficarra

Pasadena, CA 91107

August 11, 2021

City of Pasadena  
Planning & Community Development Department  
175 North Garfield Avenue  
Pasadena, CA 91101

**RE: PD#39 - Affinity Project – 465-577 S. Arroyo Parkway**

Planning Commissioners:

---

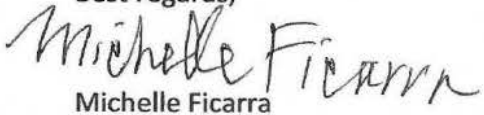
Frequently the need for more housing is in the news. However, we don't often hear about the need for new housing for seniors. The Affinity Project is a mixed-use development that will provide both assisted and independent housing options for seniors. The project will also include much needed medical office space in the growing medical and technology corridor near Huntington Memorial Hospital.

1

I think this project will be a welcome addition to the area that will provide health and wellness services to residents and the greater community as well. I hope to see the project move forward in a timely manner so we can see the positive economic benefits this plan will bring to our town.

---

Best regards,

  
Michelle Ficarra

Varsh, Tess

---

**From:** Jim Gamb [REDACTED]  
**Sent:** Tuesday, August 3, 2021 11:39 AM  
**To:** Varsh, Tess  
**Cc:** Reyes, David  
**Subject:** Kutzer Co. Affinity Project

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As a long time resident of West Pasadena, member and board chair of HMRI, I am writing in support of this Kutzer Co. project. I have had an opportunity to review the plans and believe it would be a high quality addition to the development of the area near HMM and have a positive influence on adjacent property values.

1

As a real estate investor, I am very familiar with the expertise the Kutzer Co. brings to the development and management of like projects, and I urge approval of the Affinity development.

---

James(Jim) D. Gamb, CFA

**From:** Akila Gibbs [REDACTED]  
**Sent:** Tuesday, August 10, 2021 5:47 PM  
**To:** Varsh, Tess  
**Cc:** Reyes, David  
**Subject:** Affinity Project

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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Dear Ms. Varsh,

*(I am resending this email because the first I sent had computer problems)*

As Executive Director of the Pasadena Senior Center, I know all too well the need for residential opportunities for older adults in our community which offer graduated care and memory care.

I've just viewed the presentation on the proposed Affinity Project on Arroyo Parkway. Not only was I pleased with their efforts to preserve those architectural aspects that are so important but also to create a multi-use structure that fulfills current needs for the residents of the Pasadena community. It's located in a part of Pasadena that allows older adults easy access to a variety of businesses and entertainment, thus encouraging residents to be active and engaged. It also maintains Whole Foods that has come to be an integral part of the Pasadena landscape and food resource.

That section of land has been under-utilized for a very long time. I am in favor of the project as it is currently proposed.

Please feel free to contact me if you have any questions.

Most sincerely,  
Akila



**Akila Gibbs** Executive Director  
Pasadena Senior Center  
85 E Holly Street, Pasadena CA 91103

[REDACTED]  
PasadenaSeniorCenter.org

---

**From:** Dean Kitchens [REDACTED]  
**Sent:** Tuesday, August 10, 2021 11:12 AM  
**To:** Varsh, Tess  
**Cc:** Reyes, David  
**Subject:** Affinity Project Pasadena

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Dear Ms. Varsh:

---

I am writing to express my support for the Affinity Project on Arroyo Parkway in Pasadena. It is a lovely and much-needed development for the area, with goals and uses consistent with the neighborhood and the demographics of the City of Pasadena. I understand it will soon come before the planning commission and I therefore wanted to register my strong approval of the project.

I am a long-term resident of Pasadena, and have been active in the life of the City, including my ongoing service as a director of the Oak Knoll Neighborhood Association (albeit my endorsement of this project is solely as an individual). I care greatly about development in Pasadena, and urge approval of outstanding projects such as this one which will add to the beauty of Pasadena and will provide much needed health-related resources to the community.

1

Thank you for considering my views regarding approval of the Affinity Project.

---

Sincerely,

Dean Kitchens

[REDACTED]  
Pasadena CA. 91106

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

From: stan kong [REDACTED]  
Sent: Wednesday, August 11, 2021 4:40 PM  
To: [tvarsh@cityofpasadena.net](mailto:tvarsh@cityofpasadena.net)  
Subject: Affinity Development Project

---

The Affinity Development appears to be a good project for the Pasadena Community having viewed the pedestrian video on YouTube and a conversation with Pete Kutzer. It will revitalize the area and improve the experience entering Pasadena through the Arroyo Parkway corridor.

---

1

Sincerely,  
Stan Kong



August 11, 2021

City of Pasadena

Planning & Community Development Department

175 North Garfield Avenue

Pasadena, CA 91101

RE: PD#39 - Affinity Project – 465-577 S. Arroyo Parkway

Planning Commissioners:

---

The proposed Affinity development planned on Arroyo Parkway is a project I can support. As a member of Pasadena's healthcare industry, I am pleased to see such a great investment in our community's growing medical industry.

I've had my physical therapy practice in Pasadena for 15 years. This project will address the need for more Class A medical office space in the Huntington Hospital Corridor and will enhance Pasadena's ability to serve the medical technology industry, while contributing to the economic interests of the city.

1

Working with many seniors, I can appreciate how beneficial it will be to have medical office space close to senior housing. This project will be a great asset for our residents and an economic boost for our city.

---

Regards,

Erik Landswick

Landswick Physical Therapy • 959 E. Walnut Street, Suite 240, Pasadena, CA 91106  
Phone: (626) 795-2390 • Fax: (626) 795-2391 • Email: [information@landswickpt.com](mailto:information@landswickpt.com)  
Website: [www.landswickpt.com](http://www.landswickpt.com)



**From:** [Van Patten, Jason](#)  
**To:** [Tam, Hayman](#)  
**Subject:** FW: Support for Planned Development - Affinity Project  
**Date:** Tuesday, February 22, 2022 1:17:38 PM

---

2/23 PC Affinity item

**Jason Van Patten**  
Senior Planner  
P: 626-744-6760  
[jvanpatten@cityofpasadena.net](mailto:jvanpatten@cityofpasadena.net)

---

**From:** Nikki Macie [REDACTED]  
**Sent:** Tuesday, February 22, 2022 12:46 PM  
**To:** Van Patten, Jason <[jvanpatten@cityofpasadena.net](mailto:jvanpatten@cityofpasadena.net)>  
**Cc:** [REDACTED]  
**Subject:** Support for Planned Development - Affinity Project

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Hello,

I want to express my support for The Affinity project, the proposed mixed-use development on Arroyo Parkway. Since I have an older parent, the idea of a new housing project for seniors is very appealing to me.

We hear a lot about the need for more housing, but housing for seniors is not always a priority. This project will provide both assisted and independent housing, which is great for people like my mother, who want to stay in the area. The fact that the facility is near public transit is another plus. So many seniors have to give up driving. To have the ability to use the Metro or take a bus will not only be convenient, it will help residents feel more independent, not having to rely on friends or family for transportation.

Plans also include medical office space in the development. That makes perfect sense near senior housing and the location near Huntington Hospital.

Regards,  
Nikki Maciejowski

USC Mrs. T.H. Chan Division of  
Occupational Science and Occupational Therapy  
*Faculty Practice*

*Marissa Marchioni, OTD, OTR/L, CEAS  
Assistant Professor of Clinical Occupational Therapy  
USC Occupational Therapy Faculty Practice  
USC Mrs. T.H. Chan Division of Occupational Science  
and Occupational Therapy*

May 18, 2021

City of Pasadena Design Commission  
Attn: Michi Takeda  
Hale Building  
175 N. Garfield Ave. 2<sup>nd</sup> Floor  
Pasadena, CA 91101

RE: 491-577 S. Arroyo Parkway

Dear Members of the Design Commission:

USC Chan Division of Occupational Science and Occupational Therapy is invested in supporting people of every age can enjoy life to the fullest. Our vision aspires to promote community, work, and living spaces that are inclusive and health-promoting, which includes attention to the design and flow of the physical space to craft a future environment where people thrive. In harmony with this vision, the Occupational Therapy Faculty Practice (OTFP) consults with organizations and communities that share our vision and core values that strive to create inclusive environments that consider the range individual needs across the lifespan. Specifically, we recognize that the health of the individual is in part constructed by a reciprocal interaction with their environment. While environmental adaptations are not novel in the realm of health and safety, OTFP supports the creation of environments that enhance well-being rather than solely decrease risk to health.

With this in mind, we have been supporting the applicant's team in the design of the Affinity Project in considering how community members might manage their physical health and mental well-being within the site (e.g., exercise facilities, community space, green space), how to facilitate safe and efficient navigation of the environment for individuals of all ability levels (e.g. cognition, vision, mobility), room designs that support open communication, and other health-promoting design choices. Throughout the last year, OTFP has been working with the applicant's team on ideation, design, and layout to explore and implement best practices including the consideration of design principles that support inclusiveness and productive aging. OTFP finds that the project is exemplary in design and function to support ease of use and enjoyment for all members of the community including but not limited to those with limited mobility.

1

As a partner in this exciting project, we look forward to continuing our collaborative process until completion. We look forward to continued work ensuring that all aspects of the site have been thoughtfully considered with respect to the breadth of diversity and abilities.

Sincerely,



Marissa Marchioni, OTD, OTR/L, CEAS  
USC Occupational Therapy Faculty Practice  
1640 Marengo St. Suite 500 Los Angeles, CA 90033  
P: 323-442-3340 | F: 323-442-3351  
[marissa.marchioni@med.usc.edu](mailto:marissa.marchioni@med.usc.edu)

**From:** Penny Plotkin [REDACTED]  
**Sent:** Wednesday, August 11, 2021 9:04 AM  
**To:** Varsh, Tess  
**Cc:** Reyes, David; Pete Kutzer  
**Subject:** Affinity Project on Arroyo Parkway

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Good Morning Planning Commission,

---

Last month was the first time I had seen plans for the Affinity Project during a presentation to the Pasadena Heritage Board.

I was so impressed with the presentation and the outstanding complex that is being developed there. What a great, positive, and much needed addition to Arroyo Parkway.

---

Best Regards,

Mrs. James R. Plotkin

1

Varsh, Tess

---

**From:** Julie Rosenberg [REDACTED]  
**Sent:** Tuesday, August 10, 2021 5:25 PM  
**To:** Varsh, Tess  
**Cc:** info@affinitypasadena.com  
**Subject:** Affinity Letter JR.docx  
**Attachments:** Affinity Letter JR.docx

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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To Whom It May Concern,

I think this is a worthwhile project and I fully support it.

1

Julie Rosenberg

[REDACTED]  
South Pasadena, Ca 91030

Sent from my iPhone

Julie Rosenberg

[REDACTED]

[REDACTED]

August 10, 2021

City of Pasadena  
Planning & Community Development Department  
175 North Garfield Avenue  
Pasadena, CA 91101

Subject: The Affinity Project - 465-577 S. Arroyo Parkway in Pasadena

Dear City Planners/Planning Staff,

---

I'm writing to support the mixed-use project called The Affinity. This property consists of a full city block and when completed, I believe it will greatly enhance the Arroyo Parkway corridor and contribute positively to the lives of area residents.

Plans for the development include two key components -- new medical office space and assisted and independent housing options for seniors. It goes without saying that housing is in high demand, and seniors do not have a lot of options for housing if they want to remain in the Pasadena and South Pasadena areas. We have high concentrations of residents aged 50 and older, so a project that addresses the needs of our seniors will be a welcomed resource in the community.

1

People also want to have the care they need as they age. This project would allow continuing care for both independent living and longer-term needs including assisted and memory care. Building a modern medical facility close to those people with increasing health-related needs is a good fit. The medical resource will serve residents and the greater community as well. But perhaps equally importantly, it will support the area's growing health and wellness industry and help to attract top medical professionals to the city.

I hope you will approve this project that will add so much to the area.

---

Best regards,  
Julie Rosenberg

Michelle Round



February 22, 2022

City of Pasadena  
Planning & Community Development Department  
175 N. Garfield Avenue  
Pasadena, Ca 91101

RE: PD#39 – Affinity Project – 465-577 S. Arroyo Parkway

Planning Commissioners:

---

Frequently the need for more housing is in the news. However, we don't often hear about the need for new housing for seniors. The Affinity Project is a mixed-use development that will provide both assisted and independent housing options for seniors. The project will also include much needed medical office space in the growing medical and technology corridor near Huntington Memorial Hospital.

1

I think this project will be a welcome addition to the area that will provide health and wellness services to residents and the greater community as well. I hope to see the project move forward in a timely manner so we can see the positive economic benefits this plan will bring to our town.


---

Best regards.

Michelle Round



Mary Frances Schillaci



August 8, 2021

City of Pasadena  
Planning & Community Development Department  
175 North Garfield Avenue  
Pasadena, CA 91101

**RE: The Affinity Project Planned Development #39 – Providing Housing for Seniors**

Planning Department:

---

The Affinity mixed-use development project, addresses two critical needs of The City of Pasadena. One, the need for additional medical office space for our growing medical and technology industry and two, housing for seniors.

Pasadena has among the highest concentrations of residents aged 50 and older in the Los Angeles region. According to market research, the Independent Living vacancy in 2019 was 0.5% for Pasadena. The Affinity will provide a much-needed option for people who wish to remain in the community as they age.

1

An added benefit, is its location near mass transit. Residents will have access to destinations throughout southern California and can possibly forego the need to own a vehicle. Proximity to the Metro line, also provides convenient access to onsite medical facilities to the broader community as well as nearby residents.

This seems like a great project for the Arroyo Parkway corridor.

---

Sincerely,

  
Mary Frances Schillaci

**From:** GREGG SMITH [REDACTED]  
**Sent:** Monday, May 24, 2021 4:52 PM  
**To:** Takeda, Michi  
**Cc:** [REDACTED]  
**Subject:** Fwd: Affinity Project on Arroyo Parkway

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Sent from my iPad

Begin forwarded message:

[REDACTED]

**Subject: Affinity Project on Arroyo Parkway**

Dear Michi:

My brother and I are the tenants across the street from the proposed project, the Affinity Project. We own the Parkway Grill and the Arroyo Chophouse restaurants and we feel that this project is sorely needed in our great City.

As is apparent, the buildings that occupy the real estate in question have been dilapidated for years and have been an eye sore and in need of some much needed reimagined/vital new uses.

I can not think of a better location for Medical, Research and Assisted Living uses that have synergy that works extremely well together.

1

I very much like the plans for preserving the two historic structures across the street from our restaurants and using the courtyard between them as the public center of the project.

I also feel that the development is the perfect fit for that corner, and will bring the kinds of jobs and economic activity that has been missing for the last couple of decades.

I feel that the proximity to Huntington Memorial Hospital is ideal.

My brother and I have hosted our Fall Food and Wine Festival at Parkway Grill and the Chophouse for the past 37 Years with all proceeds going to the Hospital. The funds have generally gone to the Trauma Center as more and more hospitals have closed theirs due to the expense involved in operating their own. This has been a very important endeavor for us, as one never knows when a family member or loved one may need to go to a Great Trauma Center.

---

In my opinion this project is long overdue.

We are 100% in favor of the Affinity Project.

---

1

Best to you,

Gregg Smith

Sent from my iPad

Victoria Stratman



August 4, 2021

City of Pasadena Planning Commission  
Hale Building  
175 N. Garfield Ave., 2nd Floor  
Pasadena, CA 91101

Dear Members of the Planning Commission:

---

I write to express my support for the proposed Affinity Project on Arroyo Parkway. I have had the opportunity to see the plans for this project and am truly excited about it. Having recently retired from the California Institute of Technology as General Counsel, I am very interested in remaining connected to Pasadena. The proposed Affinity Project would provide some much-needed senior living in one of the most vibrant parts of Pasadena. Rather than being cut off and isolated, the Affinity project will allow seniors to continue being an active part of the community with a variety of opportunities within walking distance, including access to two Gold Line stations.

Equally important to me, the project preserves the nature of that very special area on the Arroyo Parkway. The plan includes restoring two historic buildings on the site and creating a public courtyard in addition to a mixed-use facility with medical offices. Based on what I have seen of the proposal, the result will be a beautiful, pedestrian friendly addition to Pasadena while at the same time serving seniors, such as myself, with a chance to remain active in the community.

1

For these reasons, I hope that the Planning Commission favorably reviews this project and thank you for your consideration of my input.

---

Sincerely yours,

*Victoria D. Stratman*

Victoria D. Stratman

**Varsh, Tess**

---

**From:** Steven Trytten [REDACTED]  
**Sent:** Tuesday, August 10, 2021 9:16 AM  
**To:** Varsh, Tess  
**Cc:** Reyes, David  
**Subject:** Affinity Project on Arroyo Parkway

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Dear Ms. Varsh,

---

I recently learned about the Affinity Project on Arroyo Parkway. After reviewing some of the available materials on line, I am very impressed with this project. It provides a lot of benefits to the City and looks very thoughtful in anticipating needs for additional parking and other considerations to make it a positive addition to the City. I'm also impressed with the high quality people who are involved in the project. Thank you for considering my comment, and for all you do for the City.

---

1

Best wishes,

Steve

**Steven E. Trytten | Managing Partner, LA County**

**Henderson Caverly Pum & Trytten LLP**

301 N. Lake Avenue, Suite 203, Pasadena, CA 91101  
(t) 626-365-6000 | (f) 626-365-9000 | [strytten@hcesq.com](mailto:strytten@hcesq.com)

For our other office locations in San Diego, Irvine, West LA, and Rancho Santa Fe, please visit our website at [www.hcesq.com](http://www.hcesq.com)

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**From:** Carole Walker [REDACTED]  
**Sent:** Wednesday, August 11, 2021 10:34 AM  
**To:** Varsh, Tess; Reyes, David  
**Cc:** [REDACTED]  
**Subject:** The Affinity Project

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Good Morning Tess and David,

I have been a commercial broker in Pasadena for over 50 years. I have seen Pasadena grow into a City where large corporations want their headquarters and smaller businesses thrive due to a population that supports it's businesses.

I have had the opportunity to study "The Affinity" proposed development project. For the last 10 years, I had envisioned a developer designing and building a project of this nature.

Once this project is built it will no doubt be a model for like projects across the United States. People interested in the assisted living business are looking for a more workable model to serve senior citizens.

How will this project advance the image of assisted living homes?

1. Creates a vibrant meeting place for friends and relatives in an atmosphere enjoyable to both.
2. In their normal everyday life they once had, they once again will be able to engage with all age groups. Shopping at their favorite stores, eating at a variety of restaurants, close to medical offices and Huntington Hospital.
3. The best part of all that this project offers is that friends and relatives would want to visit the seniors more often. It is a far cry visiting seniors in a sterile assisted living home where there is a small bedroom, a small recreation room and a cafeteria that serves bland unappetizing food. It will give seniors a new lease on life and living the last years in a more enjoyable atmosphere.

1

These developers are true humanitarians and will give Pasadena an image no other City will have. I foresee that this facility will have a waiting list to get in.

Please approve this development as I see this type of project as a future model for other assisted living homes.

Call me with any specified questions.

Sincerely,

**Carole Walker** | Executive Vice President

**Redstone Commercial Real Estate**

301 No. Lake Avenue, Suite 1000

Pasadena, CA 91101

(626) 795-2255 Office

(626) 795-2251 Fax

(626) 255-0100 Cell



**From:** Julianne Worrell [REDACTED]  
**Sent:** Monday, May 24, 2021 11:11 AM  
**To:** Takeda, Michi  
**Cc:** Pete Kutzer  
**Subject:** The Affinity Planned Development, 555 S. Arroyo Parkway, Pasadena

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Attention:

City of Pasadena Design Commission  
Michi Takeda  
Hale Building  
175 N. Garfield Avenue, 2nd Floor  
Pasadena, CA 91101

Dear Commissioners:

I am a 34 year resident of Pasadena and a former commissioner in the City. I therefore appreciate what you do and the time that you devote to reviewing and considering projects for our City.

I am writing to you to express my opinion that an assisted living project is an important component for our City now and in the future. We all are aging and at some point, many of us may need a place where cutting-edge healthcare and research is available outside the hospital environment. It is then, if not right now, when we would look to The Affinity, and find a well designed, state of the art and (travel) accessible resource.

1

I have reviewed the Affinity Planned Development proposal and appreciate that it makes very good use of the space at 555 S. Arroyo Parkway. The location is very appropriate for access given the Gold Line stations, reducing potential traffic. The building designs works well with the existing historic structures and, being a fan of natural light and outdoor spaces, I again think this design (incorporating courtyards, and extensive landscaping) provides a very inviting atmosphere for potential residents as well as the entire community, if and when they have an opportunity to visit the facility.

I think The Affinity Planned Development would be a welcome asset to the City, for all residents now. With the evolving and expanding world of healthcare, it should also provide great potential for the future.

Thank you again for the time you are devoting to the review and consideration of this project.

## SECTION 3.0 DRAFT EIR CLARIFICATIONS AND REVISIONS

Any revisions to the Draft EIR text, tables, and figures generated either from responses to comments or independently by the City, are stated in this section of the Final EIR. The Draft EIR text, tables, and figures have not been modified and then published as the Final EIR in its entirety as a single document to reflect these EIR modifications.

These Draft EIR revisions are provided to clarify and amplify the Draft EIR. Changes may be corrections or clarifications to the text and tables of the original Draft EIR. Other changes to the Draft EIR clarify the analysis in the Draft EIR based upon the information and concerns raised by comments during the public review period. None of the information contained in these Draft EIR revisions constitutes significant new information or changes to the analysis or conclusions of the Draft EIR.

The changes to the Draft EIR included in these EIR revisions do not constitute “significant” new information. Therefore, recirculation of the Draft EIR is not required because the new information added to the EIR through these revisions clarify or amply information already provided or make insignificant modifications to the already adequate Draft EIR.

The EIR revisions contained in the following pages are in the same order as the information appears in the Draft EIR. Changes in text are signified by strikeouts (~~strikeouts~~) where text has been removed and by bold underlining (**underline**) where text has been added. The applicable page numbers from the Draft EIR are also provided where necessary for ease of reference.

### ***Exhibit 2-4, Project Site Plan, following page 2-7 in Section 2.0, Environmental Setting and Project Description***

A new label for Building A was added, as shown on the exhibit on the following page, that indicates the structure may be Medical Office and Commercial or Residential and Commercial.

### ***Pages 2-10 to 2-11 in Section 2.0, Environmental Setting and Project Description***

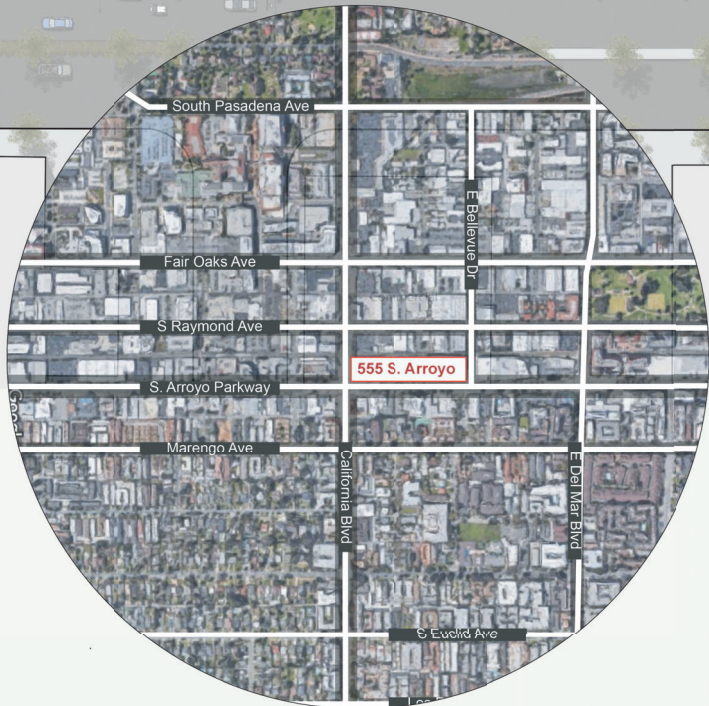
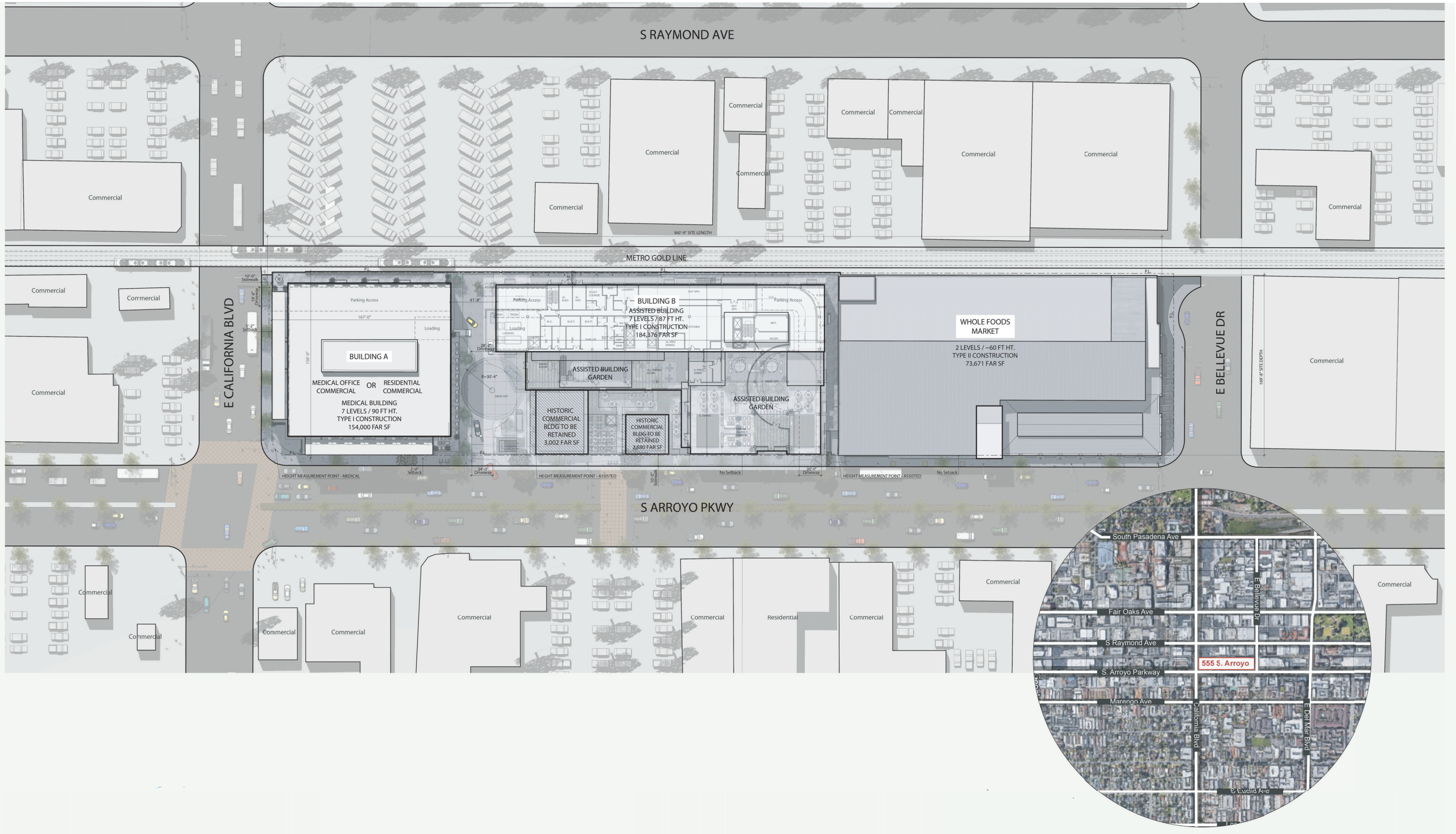
Approximately 31,605 sf of open space, including public and private (for solely resident and staff use space), would be provided across the site for both the Project and Project with Building A Residential/Commercial scenarios. As discussed previously, the Project would result in the removal of 23 non-protected non-native trees on the Project site and 2 protected, non-native street trees. As shown on Exhibit 2-16a, Conceptual Landscape Plan, the Project would include a total of ~~25~~ **38** trees in above-grade planters within the site. The 15 remaining protected street trees would be protected in place during construction and remain after the Project is implemented. As discussed in Section 2.4, Biological Resources, of the Initial Study, the Urban Forestry section of the City’s Public Works Department typically requires a fee, dependent on the size of the tree(s) being removed, to be remitted into the City’s street tree fund. For the Project, a planned condition of approval calls for planting of one new street tree along both Arroyo Parkway and California Boulevard. The Project would also include a total of ~~25~~ **38** trees in above-grade planters within the site.

### ***Page 2-12 in Section 2.0, Environmental Setting and Project Description***

## **2.7 INTENDED USES OF THE EIR**

### **2.7.1 CITY OF PASADENA**

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## Project Site Plan

Affinity Project



Map not to scale

Source: Adept 2021

Exhibit 2-4



(04/26/2022 JVR) R:\Projects\PAS\_Pasaden\3PAS012100\Graphics\EIR\Final\_EIR\ex\_project\_site\_plan.pdf



The City of Pasadena is expected to use the information contained in the EIR for consideration of approvals related to and involved in Project implementation. Actions to be considered by the City, after implementation of the CEQA process, include, but not be limited to:

- Approval of the Planned Development (PD) Zoning District and PD Plan (this includes approval of the Affinity Project, zoning map amendment to rezone the property from CD-6 to PD-39, and variance for historic resources for building height);
- Certification of the Affinity Project Environmental Impact Report;
- Public Street Tree Removal Approval;
- Design Review;
- **Landmark Designation;**
- Vesting Tentative Tract Map or Tentative Tract Map Approval (only if residential units for sale); and
- Other discretionary and ministerial permits and approvals that may be deemed necessary, including but not limited to: master sign plan, temporary street closure permits, encroachment permits, grading permits, excavation permits, foundation permits, and building permits (including lot tie agreement).

**2.7.2 RESPONSIBLE AND TRUSTEE AGENCIES** State law requires that all EIRs be reviewed by trustee and responsible agencies. A “Trustee Agency” is defined in Section 15386 of the State CEQA Guidelines as “a State agency having jurisdiction by law over natural resources affected by a project, which are held in trust for the people of the State of California”. Per Section 15381 of the State CEQA Guidelines, “the term ‘Responsible Agency’ includes all public agencies other than the Lead Agency which have discretionary approval power over the project”.

The EIR also provides environmental information to responsible agencies, trustee agencies, and other public agencies that may be required to grant approvals and permits or coordinate with the City as part of Project implementation. These agencies include, but are not limited to, those listed in Table 2-6, Other Agency Approvals and Requirements.

**TABLE 2-6  
OTHER AGENCY REVIEW APPROVALS AND REQUIREMENTS**

Agency	Review by Other Agency Approval Required
Los Angeles County Metropolitan Transportation Authority (Metro)	Construction within 100 feet of Metro light rail
Los Angeles Regional Water Quality Control Board	Construction General Permit
South Coast Air Quality Management District	Permit for Operation of Diesel Backup Generator

***Page 3.6-4 in Section 3.6, Land Use and Planning***

**Zoning Code Variances**

A zoning variance acts as a waiver to some aspect of the zoning law, but it cannot violate the expressed basis of the controlling code. Section 17.61.080 of the PMC, Variances, allows for variances from the development standards of this Zoning Code, variances for historic resources, and modifications for individuals with disabilities. The Project Applicant requests a variance for historic resources, which is addressed in Section 17.61.080(H) et. seq. of the PMC. **Variances for historic resources only apply if the property has a historic designation or is required, as a condition of approval of the Variance, to submit an application for historic designation prior to**

**completion of the proposed project or establishment of the proposed use. Section 17.62.050 of the PMC, Process for Designating Individual Historic Resources, addresses the process.**

***Page 3.6-11 in Section 3.6, Land Use and Planning***

The analysis of the proposed tree removals pursuant to the “City Trees and Tree Protection Ordinance” (codified in Chapter 8.52 of the PMC) was included in Section 2.4, Biological Resources, of the Initial Study (refer to Appendix A-1) prepared for the Project. As discussed, the Urban Forestry section of the City’s Public Works Department typically requires a fee, dependent on the size of the tree(s) being removed, to be remitted into the City’s street tree fund. For the Project, a planned condition of approval calls for planting of one new street tree along both Arroyo Parkway and California Boulevard. The Project would also include a total of ~~25~~ **38** trees in above-grade planters within the site. With compliance with the Project’s conditions of approval, the Project would not conflict with the City’s tree protection ordinance and there would be a less than significant impact. Project implementation would result in a net gain in the urban forest, with no loss of street trees and a greater amount of landscaping at ground level and on upper levels of Building B than in the existing condition. Based on this analysis, it can be concluded that the Project would not conflict with applicable goals and policies related to the urban forest.

***Page 3.6-14 in Section 3.6, Land Use and Planning***

As discussed, for the Project, a planned condition of approval calls for planting of one new street tree along both Arroyo Parkway and California Boulevard. The Project would also include ~~25~~ **38** trees in above-grade planters within the site. With compliance with the conditions of approval, the Project would not conflict with the City’s tree protection ordinance and there would be a less than significant impact. Implementation of the Project would result in a net gain in the urban forest, with no loss of street trees and a greater amount of landscaping at ground level and on upper levels of Building B than in the existing condition. Based on this analysis, it can be concluded that the Project would not conflict with applicable objectives related to the urban forest.

***Page 3.6-20 in Section 3.6, Land Use and Planning***

The analysis of the proposed tree removals pursuant to the City’s “City Trees and Tree Protection Ordinance” (codified in Chapter 8.52 of the PMC) was included in Section 2.4, Biological Resources, of the Initial Study (refer to Appendix A-1) prepared for the Project with Building A Residential/Commercial. As discussed, the Urban Forestry section of the City’s Public Works Department typically requires a fee, dependent on the size of the tree(s) being removed, to be remitted into the City’s street tree fund. For the Project with Building A Residential/Commercial, a planned condition of approval calls for planting of one new street tree along both Arroyo Parkway and California Boulevard. The Project with Building A Residential/Commercial would also include a total of ~~25~~ **38** trees in above-grade planters within the site. With compliance with the conditions of approval, the Project with Building A Residential/Commercial would not conflict with the City’s tree protection ordinance and there would be a less than significant impact.

***Page 3.7-10 in Section 3.7, Noise***

**3.7.3 THRESHOLDS OF SIGNIFICANCE**

The following significance criteria are derived from Appendix G of the State CEQA Guidelines. A project would result in a significant adverse noise impact if it would:

Threshold 3.27a: Result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards

established in the local general plan, local noise ordinance, or applicable standards of other agencies.

Threshold 3.27b: Result in generation of excessive ground-borne vibration or ground-borne noise levels.

***Page 3.7-11 in Section 3.7, Noise***

### **3.7.5 ENVIRONMENTAL IMPACTS**

**Threshold 3.27a** Would the Project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

***Page 3.7-12 in Section 3.7, Noise***

**Threshold 3.27b** Would the Project result in generation of excessive ground-borne vibration or ground-borne noise levels?



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## SECTION 4.0 MITIGATION MONITORING AND REPORTING PROGRAM

Section 21081.6 of CEQA and Section 15097 of the State CEQA Guidelines require a public agency to adopt a Mitigation Monitoring and Reporting Program (MMRP) for ensuring the implementation of required mitigation measures to reduce or avoid significant environmental effects as identified in the EIR. The specific reporting and/or monitoring requirements that will be enforced during Project implementation shall be adopted simultaneously with final Project approval by the responsible decision-making body (City Council).

The MMRP for the Affinity Project, presented in Table 3, consists of Mitigation Measures (MMs) identified in the EIR that are required for Project implementation. The MMs for the Project are listed in the first column, the timing of each MM's implementation is in the second column, and the agency or party responsible for implementing the mitigation is in the third column, and the agency or party with primary responsibility for monitoring and enforcing compliance is in the fourth column.

**TABLE 3**  
**AFFINITY PROJECT MITIGATION MONITORING AND REPORTING PROGRAM**

Mitigation Measure	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
<b>Cultural Resources</b>			
<p><b>MM CUL-1.</b> To the satisfaction of the City, the Project Applicant shall engage with a licensed architect and/or engineer that meets the Secretary of the Interior's Professional Qualifications Standards for historic architect to develop a series of protection interventions and protocols that will preserve the two historical resources on the Project site – 501 and 523 South Arroyo Parkway – during all construction activities in, on, and near these two buildings. These measures shall take into consideration the protection of and security of both resources, particularly the preservation of the character-defining features through the installation of physical protective barriers around each resource and the creation of site protocols that will eliminate the potential for physical damage resulting from impacts with construction and transport equipment.</p> <p>To ensure the protection of these resources and their character-defining features, all protective barriers (which shall be installed prior to the initiation of any construction activity) and protocols shall be compliant with the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (Weeks and Grimmer 1995) (Standards) and be subject to review and approval by the City planning staff.</p> <p>Site protocols for protecting the historical resources shall outline issues related to site access and navigation by contractors and construction personnel to reduce the potential for any inadvertent accidents between equipment and the two on-site historical resources. Additionally, a series of emergency measures shall be developed that outlined specific step-by-step processes in the event that an accident involves one of the historical resources. This will likely include the following:</p> <ol style="list-style-type: none"> <li>1) Stop-work protocols after an accident involving a historical resource occurs,</li> <li>2) Notification procedures and identification key contacts,</li> <li>3) Identification of qualified historic preservation professionals to investigate the historical resources following the determination that the area is safe,</li> <li>4) Thorough conditions assessment of the resource by the qualified consultant to ascertain the level and extent of the damage, and</li> <li>5) Preparation of a historical resource treatment plan to stabilize the historical resource and address the damage, which will be submitted</li> </ol>	<ul style="list-style-type: none"> <li>• Protective barriers, site protocols, and emergency measures in place prior to initiation of any construction activity</li> <li>• During all construction activity</li> <li>• Report submitted to City for approval prior to issuance of a Certificate of Occupancy</li> </ul>	Applicant, Construction Contractor, Qualified Historic Preservation Consultant	City of Pasadena Planning & Community Development Department

**TABLE 3**  
**AFFINITY PROJECT MITIGATION MONITORING AND REPORTING PROGRAM**

Mitigation Measure	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
<p>to City staff for review and approval prior to completing the work and resumption of construction activities.</p> <p>Additionally, protocols shall include regular on-site monitoring during construction activities by historic preservation consultant, either a SOI Qualified historic architect or architectural historian. The historic preservation consultant shall document the existing conditions of each resource prior to the initiation of any construction activity and prior to installation of the protective barriers and implementation of the protection protocols. This documentation phase will include high resolution digital photographs of each facade, as well as details of character-defining features for each resource. During construction, the historic preservation consultant shall prepare field report memoranda to the City confirming that the Standards compliant protection barriers are installed in accordance with the Standards, and that agreed upon protocols are being followed throughout the course of the Project. These memoranda will be submitted to City staff for their records and review. A final report outlining the conditions of the historical resources prior, during, and following the Project's construction shall be issued to the City for approval following construction activities and prior to the issuance of a Certificate of Occupancy.</p>			
<p><b>MM CUL-2.</b> If cultural resources are discovered during construction of land development projects in Pasadena that may be eligible for listing in the California Register for Historic Resources, all ground disturbing activities in the immediate vicinity of the find shall be halted until the find is evaluated by a Registered Professional Archaeologist. If testing determines that significance criteria are met, then the project shall be required to perform data recovery, professional identification, radiocarbon dates as applicable, and other special studies; and provide a comprehensive final report including site record to the City and the South-Central Coastal Information Center at California State University Fullerton. No further grading shall occur in the area of the discovery until Planning Department approves the report.</p>	<p>During all construction activity involving excavation/ground disturbance</p>	<p>Applicant, Construction Contractor, Registered Professional Archaeologist</p>	<p>City of Pasadena Planning &amp; Community Development Department, SCCIC</p>

**TABLE 3**  
**AFFINITY PROJECT MITIGATION MONITORING AND REPORTING PROGRAM**

Mitigation Measure	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
<b>Noise</b>			
<p><b>MM NOI-1.</b> The potential for vibration-induced cosmetic (i.e., not structural) damage to the structures at 465, 501, and 523 South Arroyo Parkway shall be reduced by implementing the following three steps: (1) setbacks, (2) monitoring, and (3) restoration (if applicable).</p> <p>(1) The Project Applicant shall be responsible for ensuring the construction specifications include the following language: "Construction equipment shall observe setback distances of 30 feet from any of the three on-site buildings being retained (Whole Foods Market and 501 and 523 South Arroyo Parkway) for equipment equivalent to a large bulldozer (29,000 pounds or more) and 20 feet for jackhammers and loaded trucks. Small dozers and other equipment with vehicle weights of less (29,000 pounds) are not anticipated to result in substantial levels of vibration that could cause building damage".</p> <p>(2) The Project Applicant shall be responsible for placing a vibration monitor in each of the three on-site buildings to remain on the site. The contractor would need to have vibration measurements taken on the site when heavy equipment or vibration intensive activities occurs near (i.e., less than 30 feet horizontal distance) to these three buildings. Vibration measurements will be recorded and compared to the vibration thresholds appropriate for the building that may be impacted. Vibration records shall be submitted to the City once a week. The appropriate vibration thresholds are as follows: 0.12 peak particle velocity (PPV) for 501 and 523 South Arroyo Parkway and 0.30 PPV for Whole Foods Market. The Applicant shall be responsible for preparing a Monitoring Plan, describing the proposed location of vibration monitors, the timing of monitoring, collecting vibration records (including date, time, activity that precipitated the monitoring, and who recorded the vibration level), to whom and when the monitoring records will be submitted, and any remedial actions needed because of vibration readings. The Monitoring Plan is subject to review and approval by City staff and will be submitted prior to initiation of any construction activity on the site.</p> <p>If vibration levels are below these thresholds, it is permissible to have construction activity with large (over 29,000 pounds) equipment, jackhammers, and/or loaded trucks within the setback distances included in item 1 above. Additionally, vibration monitoring shall guide construction activity near the perimeter of these buildings during subterranean excavation and construction activity. If vibration levels are found to exceed the applicable threshold, then the associated construction activity</p>	During preparation of construction specifications, prior to initiation of construction, and during construction activity	Applicant, Construction Contractor	City of Pasadena Planning & Community Development Department

**TABLE 3**  
**AFFINITY PROJECT MITIGATION MONITORING AND REPORTING PROGRAM**

Mitigation Measure	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
<p>shall immediately halt, and alternative methods for achieving the construction activity shall be determined and employed to reduce the construction-generated vibration exposure to the building(s) to less than the thresholds. While the specific alternative methods to be employed cannot be foreseen, as it would be depending on situation-specific factors, the performance objective of maintaining activity that results in vibration below the applicable thresholds shall guide all decisions.</p> <p>(3) If cosmetic damage does occur to one or more of these three buildings because of vibration from Project-related construction activities despite setbacks and monitoring, the Project Applicant shall be responsible for restoring the damage. Cosmetic damage includes things like, for example, cracks in paint/plaster, fallen plaster/stucco from a facade, and cracked glass. Specifically, any restorations to Whole Foods Market shall be implemented to return the damaged area to the same condition (e.g., materials, colors, style) as present at the start of construction. Any restorations to the buildings at 501 and 523 South Arroyo Parkway shall conform to the Secretary of the Interior's Standards for the Rehabilitation and Guidelines for Rehabilitating Historic Buildings (Weeks and Grimmer 1995) (Standards), and the determination of whether the planned restorations is consistent with the Standards shall be made by a qualified historic preservation professional meeting the Secretary of the Interior's Professional Qualifications Standards for architectural history or historic architecture (Professional) and to the satisfaction of the City. The restorations to the historic buildings, if necessary, may be either to the conditions present before construction was initiated or, if the planned updates to these buildings are underway may be conducted to meet proposal conditions.</p> <p>The City of Pasadena Planning &amp; Community Development Department shall be responsible for ensuring these requirements are included in the construction specifications prior to any demolition activity on the site. The Project Applicant and the City's inspector assigned to the Project shall also be responsible for ensuring these measures are consistently implemented throughout the construction period.</p>			

**TABLE 3**  
**AFFINITY PROJECT MITIGATION MONITORING AND REPORTING PROGRAM**

Mitigation Measure	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
<b>Tribal Cultural Resources</b>			
<p><b>MM TCR-1.</b> Prior to the commencement of any ground disturbing activity at the Project site, the Project Applicant shall accommodate a Native American Monitor (Monitor) culturally affiliated with the site as recognized by the Native American Heritage Commission (NAHC). The Monitor contracted and retained shall be at the expense of the tribe(s) that consulted on this Project. The Tribal Monitor will only be present on-site during the construction phases that involve ground-disturbing activities. Ground disturbing activities are defined by the Tribe as activities that may include, but are not limited to pavement removal, potholing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching within the Project area. The Tribal Monitor will complete daily monitoring logs that will provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified.</p> <p>The on-site monitoring shall end when all ground-disturbing activities on the Project site are completed, or when the Tribal Representatives and Tribal Monitor have indicated that all upcoming ground-disturbing activities at the Project Site have little to no potential for impacting Tribal Cultural Resources.</p> <p>Upon discovery of any Tribal Cultural Resources, construction activities shall cease in the immediate vicinity of the find (not less than the surrounding 50 feet) until the find can be assessed. All Tribal Cultural Resources unearthed by Project construction activities shall be evaluated by the Tribal Monitor approved by the Consulting Tribe and a qualified Archaeologist (if one is present).</p> <p>If the resources are Native American in origin, the Consulting Tribe will retain it/them in the form and/or manner the Tribe deems appropriate, for educational, cultural and/or historic purposes. If human remains and/or grave goods are discovered or recognized at the Project Site, all ground disturbance in the immediate vicinity of the find shall be halted, and the County Coroner shall be notified per Section 5097.98 of the Public Resources Code and Section 7050.5 of the Health &amp; Safety Code. Human remains and grave/burial goods shall be treated alike per Section 5097.98(d)(1) and (2) of the Public Resources Code. Work may continue in other parts of the Project site while evaluation and, if necessary, mitigation takes place (Section 15064.5[f] of the State CEQA Guidelines). Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any historic archaeological material that is not Native</p>	Prior to any construction activity involving excavation/ground disturbance, during excavation activity	Applicant, Construction Contractor, Consulting Tribe/Tribal Monitor (culturally affiliated with the site as recognized by the NAHC)	City of Pasadena Planning & Community Development Department, NAHC



**TABLE 3**  
**AFFINITY PROJECT MITIGATION MONITORING AND REPORTING PROGRAM**

Mitigation Measure	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
American in origin (non-Tribal Cultural Resource) shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be donated to a local school or historical society in the area for educational purposes.			
SCCIC: South Central Coastal Information Center; NAHC: Native American Heritage Commission			

**APPENDIX A**

**ATTACHMENTS TO LOS ANGELES COUNTY METROPOLITAN  
TRANSPORTATION AUTHORITY LETTER**

Los Angeles County  
Metropolitan Transportation Authority

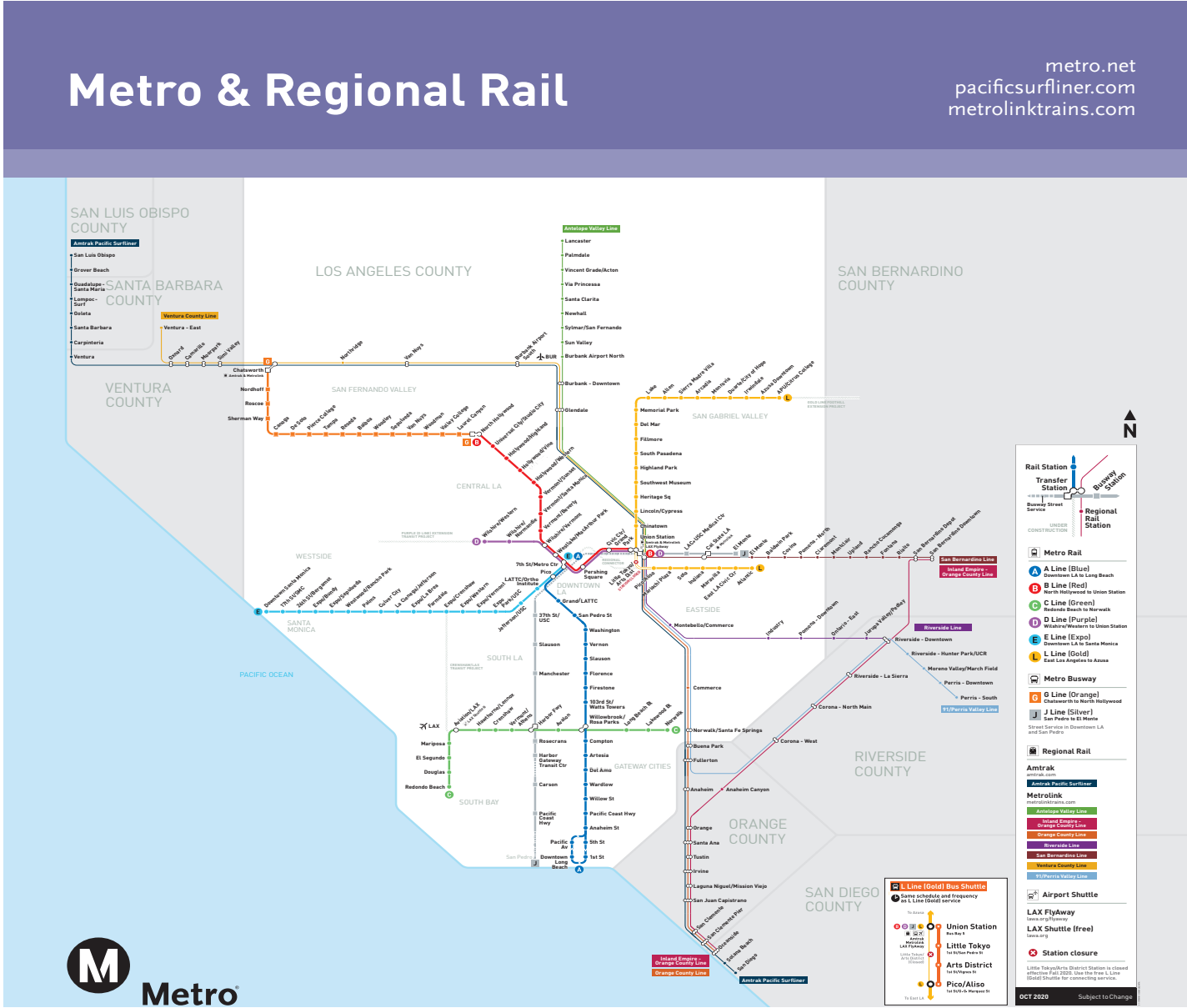
# METRO ADJACENT DEVELOPMENT HANDBOOK

A GUIDE FOR CITIES AND DEVELOPERS

February 2021



# Metro and Regional Rail Map



Metro is currently undertaking the largest rail infrastructure expansion effort in the United States. A growing transit network presents new opportunities to catalyze land use investment and shape livable communities.



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# Quick Overview

## Purpose of Handbook

The Metro Adjacent Development Handbook (Handbook) is intended to provide information and guide coordination for projects adjacent to, below, or above Metro transit facilities (e.g. right-of-way, stations, bus stops) and services.

### Overarching Goal

By providing information and encouraging early coordination, Metro seeks to reduce potential conflicts with transit services and facilities, and identify potential synergies to expand mobility and improve access to transit.

### Intended Audience

The Handbook is a resource for multiple stakeholder groups engaged in the development process, including:

- Local jurisdictions who review, entitle, and permit development projects,
- Developers,
- Property owners,
- Architects, engineers, and other technical consultants,
- Builders/contractors,
- Utility companies, and
- other Third Parties.

### Handbook Content

The Handbook includes:

- **Introduction** of Metro's Development Review coordination process, common concerns, and typical stages of review.
- **Information** on best practices during three key coordination phases to avoid potential conflicts or create compatibility with the Metro transit system:
  - Planning & Conceptual Design,
  - Engineering & Technical Review, and
  - Construction Safety & Monitoring.
- **Glossary** with definitions for key terms used throughout the Handbook.

## RULE OF THUMB: 100 FEET

**Metro's Development Review process applies to projects that are within 100 feet of Metro transit facilities.**

While the Handbook summarizes key concerns and best practices for adjacency conditions, it does not replace Metro's technical requirements and standards.

**Prior to receiving approval for any construction activities adjacent to, above, or below Metro facilities, Third Parties must comply with the Metro Adjacent Construction Design Manual, available on Metro's website.**

### Contact Us

For questions, contact the Development Review Team:

- Email: [devreview@metro.net](mailto:devreview@metro.net)
- Phone: 213.418.3484
- Online In-take Form: <https://jpropublic.metro.net/in-take-form>

### Additional Information & Resources

- Metro Development & Construction Coordination website:  
<https://www.metro.net/devreview>
- Metro GIS/KML ROW Files:  
<https://developer.metro.net/portfolio-item/metro-right-of-way-gis-data>
- Metrolink Standards and Procedures:  
<https://www.metrolinktrains.com/about/agency/engineering--construction>

Metro will continue to revise the Handbook, as needed, to reflect updates to best practices in safety, operations, and transit-supportive development.

# Background

## Who is Metro?

The Los Angeles County Metropolitan Transportation Authority (Metro) plans, funds, builds, and operates rail, bus, and other mobility services (e.g. bikeshare, microtransit) throughout Los Angeles County (LA County). On average, Metro moves 1.3 million people each day on buses and trains. With funding from the passage of Measure R (2008) and Measure M (2016), the Metro system is expanding. Over the next 40 years, Metro will build over 60 new stations and over 100 miles of transit right-of-way (ROW). New and expanded transit lines will improve mobility across LA County, connecting riders to more destinations and expanding opportunities for development that supports transit ridership. Metro facilities include:



**Metro Rail:** Metro operates heavy rail (HRT) and light rail (LRT) transit lines in underground tunnels, along streets, off-street in dedicated ROW, and above street level on elevated structures. Heavy rail trains are powered by a “third rail” along the tracks. Light rail vehicles are powered by overhead catenary systems (OCS). To support rail operations, Metro owns and maintains traction power substations (TPSS), maintenance yards, and other infrastructure.



**Metrolink/Regional Rail:** Metro owns a majority of the ROW within LA County on which the Southern California Regional Rail Authority (SCRRA) operates Metrolink service. Metrolink is a commuter rail system with seven lines that span 388 miles across five counties, including: Los Angeles, Orange, Riverside, San Bernardino, Ventura, and North San Diego. As a SCRRA member agency and property owner, Metro reviews development activity adjacent to Metro-owned ROW on which Metrolink operates, and coordinates with Metrolink on any comments or concerns. Metrolink has its own set of standards and processes, see link on page 1.



**Metro Bus Rapid Transit (BRT):** Metro operates accelerated bus transit, which acts as a hybrid between rail and traditional bus service. Metro BRT may operate in a dedicated travel lane within a street or freeway, or off-street along dedicated ROW. Metro BRT stations may be located on sidewalks within the public right-of-way, along a median in the center of streets, or off-street on Metro-owned property.



**Metro Bus:** Metro operates 170 bus lines across more than 1,400 square miles in LA County. The fleet serves over 15,000 bus stops with approximately 2,000 buses. Metro operates “Local” and “Rapid” bus service within the street, typically alongside vehicular traffic, though occasionally in “bus-only” lanes. Metro bus stops are typically located on sidewalks within the public right-of-way, which is owned and maintained by local jurisdictions. Metro’s [NextGen Bus Plan](#) re-envision bus service across LA County to make service improvements that better serve riders.

## Why is Metro interested in adjacent development?

**Metro Supports Transit Oriented Communities:** Metro is redefining the role of the transit agency by expanding mobility options, promoting sustainable urban design, and helping transform communities throughout LA County. Metro seeks to partner with local, state, and federal jurisdictions, developers, property owners and other stakeholders across LA County on transit-supportive planning and developments to grow ridership, reduce driving, and promote walkable neighborhoods. Transit Oriented Communities (TOCs) are places (such as corridors or neighborhoods) that, by their design, allow people to drive less and access transit more. TOCs maximize equitable access to a multi-modal transit network as a key organizing principle of land use planning and holistic community development.

**Adjacent Development Leads to Transit Oriented Communities:** Metro supports private development adjacent to transit as this presents a mutually beneficial opportunity to enrich the built environment and expand mobility options. By connecting communities, destinations, and amenities through improved access to public transit, adjacent developments have the potential to:

- reduce auto dependency,
- reduce greenhouse gas emissions,
- promote walkable and bikeable communities that accommodate more healthy and active lifestyles,
- improve access to jobs and economic opportunities, and
- create more opportunities for mobility – highly desirable features in an increasingly urbanized environment.

**Opportunity:** Acknowledging an unprecedented opportunity to influence how the built environment develops along and around transit and its facilities, Metro has created this document. The Handbook helps ensure compatibility between private development and Metro's transit infrastructure to minimize operational, safety, and maintenance issues. It serves as a crucial first step to encourage early and active collaboration with local stakeholders and identify potential partnerships that leverage Metro initiatives and support TOCs across LA County.



# Metro Purview & Concerns

## Metro Purview for Review & Coordination

**Metro is interested in reviewing development, construction, and utility projects within 100 feet of Metro transit facilities, real estate assets, and ROW** – as measured from the edge of the ROW outward – both to ensure the structural safety of existing or planned transit infrastructure and to maximize integration opportunities with adjacent development. The Handbook seeks to:

- Improve communication and coordination between developers, jurisdictions, and Metro.
- Identify common concerns associated with developments adjacent to Metro ROW.
- Highlight Metro operational needs and requirements to ensure safe, continuous service.
- Prevent potential impacts to Metro transit service or infrastructure.
- Maintain access to Metro facilities for riders and operational staff.
- Avoid preventable conflicts resulting in increased development costs, construction delays, and safety impacts.
- Streamline the review process to be transparent, clear, and efficient.
- Assist in the creation of overall marketable and desirable developments.

### Key Audiences for Handbook

The Handbook is intended to be used by:

- Local jurisdictions who review, entitle, and permit development projects and/or develop policies related to land use, development standards, and mobility,
- Developers, property owners,
- Architects, engineers, design consultants,
- Builders/contractors,
- Entitlement consultants,
- Environmental consultants,
- Utility companies, and
- other Third Parties.

### Metro Assets & Common Concerns for Adjacent Development

The table on the facing page outlines common concerns for development projects and/or construction activities adjacent to Metro transit facilities and assets. These concerns are discussed in greater detail in the following chapters of the Handbook.



## METRO ASSETS

## COMMON ADJACENCY CONCERNS



### UNDERGROUND ROW

Transit operates below ground in tunnels.

- Excavation near tunnels and infrastructure
- Clearance from support structures (e.g. tiebacks, shoring, etc)
- Coordination with utilities
- Clearance from ventilation shafts, surface penetrations (e.g. emergency exits)
- Surcharge loading of adjacent construction
- Explosions
- Noise and vibration/ground movement
- Storm water drainage



### AERIAL ROW

Transit operates on elevated guideway, typically supported by columns.

- Excavation near columns and support structures
- Column foundations
- Clearance from OCS
- Overhead protection and crane swings
- Setbacks from property line for maintenance activities to occur without entering ROW
- Coordination with utilities
- Noise reduction (e.g. double-paned windows)



### AT-GRADE ROW

Transit operates in dedicated ROW at street level; in some cases tracks are separated from adjacent property by fence or wall.

- Pedestrian and bicycle movements and safety
- Operator site distance/cone of visibility
- Clearance from OCS
- Crane swings and overhead protection
- Trackbed stability
- Storm water drainage
- Noise/vibration
- Driveways near rail crossings
- Setbacks from property line for maintenance activities to occur without entering ROW
- Utility coordination



### BUS STOPS

Metro operates bus service on city streets. Bus stops are located on public sidewalks.

- Lane closures and re-routing service during construction
- Temporary relocation of bus stops
- Impacts to access to bus stops



### NON-REVENUE/OPERATIONAL

Metro owns and maintains property to support operations (e.g. bus and rail maintenance facilities, transit plazas, traction power substations, park-and-ride parking lots).

- Excavation and clearance from support structures (e.g. tiebacks, shoring, etc)
- Ground movement
- Drainage
- Utility coordination
- Access to property

# Metro Coordination Process

## Typical Stages of Metro Review and Coordination

Early coordination helps avoid conflicts between construction activities and transit operations and maximizes opportunities to identify synergies between the development project and Metro transit services that are mutually beneficial.



\*Phases above may include fees for permits and reimbursement of Metro staff time for review and coordination.

**Coordination Goal:** Metro encourages developers to consult with the Development Review Team early in the design process to ensure compatibility with transit infrastructure and minimize operational, safety, and maintenance issues with adjacent development. The Development Review team will serve as a case manager to developers and other Third Parties to facilitate the review of plans and construction documents across key Metro departments.

**Level of Review:** Not all adjacent projects will require significant review and coordination with Metro. The level of review depends on the Project's proximity to Metro, adjacency conditions, and the potential to impact Metro facilities and/or services. For example, development projects that are excavating near Metro ROW or using cranes near transit facilities require a greater level of review and coordination. Where technical review and construction monitoring is needed, Metro charges fees for staff time, as indicated by asterisk in the above diagram.

**Permit Clearance:** Within the City of Los Angeles, Metro reviews and clears Building & Safety permits for projects within 100 feet of Metro ROW, pursuant to [Zoning Information 1117](#). To ensure timely clearance of these permits, Metro encourages early coordination as noted above.

To begin consultation, submit project information via an online [In-Take Form](#), found on Metro's website. Metro staff will review project information and drawings to screen the project for any potential impacts to transit facilities or services, and determine if require further review and coordination is required. The sample sections on the facing page illustrate adjacency condition information that helps Metro complete project screening.

### Contact:

Metro Development Review Team

Website: <https://www.metro.net/devreview>

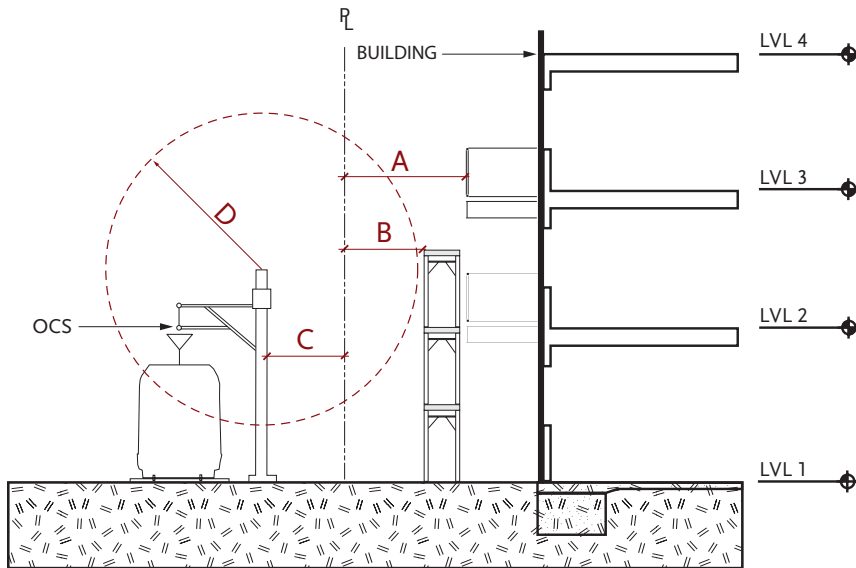
Online In-take Form: <https://jpublic.metro.net/in-take-form>

Email: [devreview@metro.net](mailto:devreview@metro.net)

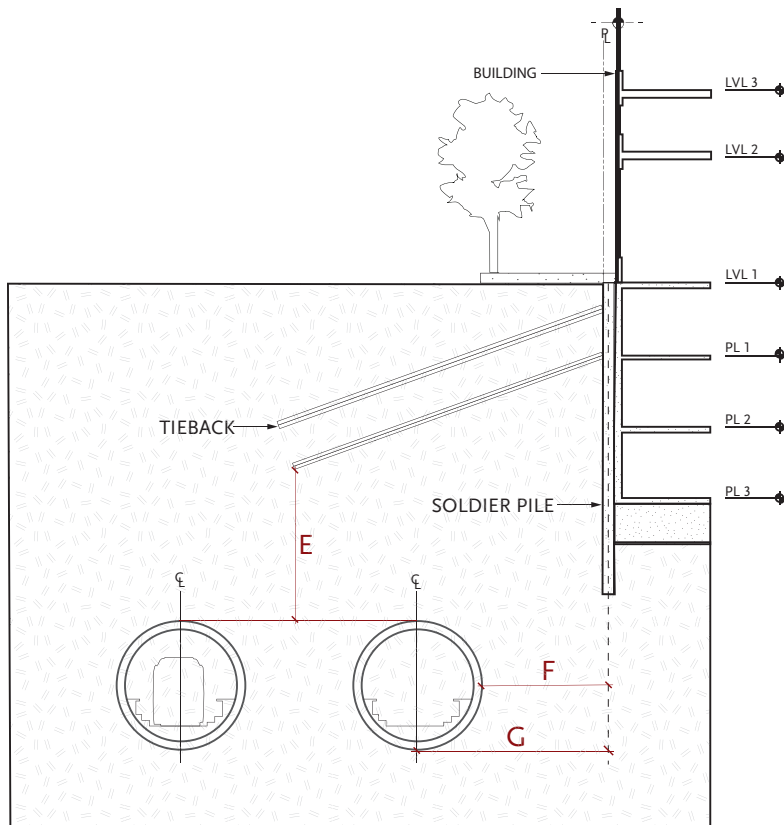
Phone: 213.418.3484



## Sample Section: Adjacency Conditions



**AT-GRADE CONDITION**



**BELOW-GRADE CONDITION**

A. Distance from property line to nearest permanent structure (e.g. building facade, balconies, terraces). Refer to Section 1.3 Building Setback of Handbook.

B. Distance from property line to nearest temporary construction structures (e.g. scaffolding).

C. Distance from property line to nearest Metro facility.

D. Clearance from nearest temporary and/or permanent structure to overhead catenary system (OCS). Refer to Section 1.4, OCS Clearance of Handbook.

E. Vertical distance from top of Metro tunnel to closest temporary and/or permanent structure (e.g. tiebacks, foundation). Refer to Section 2.2, Proximity to Tunnels & Underground Infrastructure of Handbook.

F. Horizontal distance from exterior tunnel wall to nearest structure.

G. Horizontal distance from Metro track centerline to nearest structure.

# Best Practices

## Best Practices for Developer Coordination

Metro encourages developers of projects adjacent to Metro ROW and/or Real Estate Assets to take the following steps to facilitate Metro project review and approval:

1. **Review Metro resources and policies:** The Metro Development & Construction Coordination website and Handbook provide important information for those interested in constructing on, adjacent, over, or under Metro ROW, non-revenue property, or transit facilities. Developers and other Third Parties should familiarize themselves with these resources and keep in mind common adjacency concerns when planning a project.
2. **Contact Metro early during design process:** Metro welcomes the opportunity to provide feedback early in project design, allowing for detection and resolution of important adjacency issues, identification of urban design and system integration opportunities, and facilitation of permit approval. Metro encourages project submittal through the online [In-Take Form](#) to begin consultation.
3. **Maintain communication:** Frequent communication with Metro during project design and construction will reinforce relationships and allow for timely project completion. Contact us at [devreview@metro.net](mailto:devreview@metro.net) or at 213.418.3484.

## Best Practices for Local Jurisdiction Notification

To improve communication between Metro and the development community, Metro suggests that local jurisdictions take the following steps to notify property owners of coordination needs for properties adjacent to Metro ROW by:

- **Updating GIS and parcel data:** Integrate Metro ROW files into the City/County GIS and/or Google Earth Files for key departments (e.g. Planning, Public Works, Building & Safety) to notify staff of Metro adjacency and need for coordination during development approval process. Download Metro's ROW files [here](#).
- **Flag Parcels:** Create an overlay zone as part of local Specific Plan(s) and/or Zoning Ordinance(s) to tag parcels that are within 100 feet Metro ROW and require coordination with Metro early during the development process [e.g. City of Los Angeles Zone Information and Map Access System (ZI-1117)].
- **Provide Resources:** Direct all property owners and developers interested in parcels within 100 feet of Metro ROW to Metro's resources (e.g. website, Handbook).





Metro

Downtown  
Santa  
Monica





# Site Plan & Conceptual Design



# Site Plan & Conceptual Design

## 1.1 Supporting Transit Oriented Communities

Transit-oriented communities (TOCs) are places that, by their design, make it more convenient to take transit, walk, bike or roll than to drive. By working closely with the development community and local jurisdictions, Metro seeks to ensure safe construction near Metro facilities and improve compatibility with adjacent development to increase transit ridership.

**RECOMMENDATION:** Consider site planning and building design strategies to that support transit ridership, such as:

- Leveraging planning policies and development incentives to design a more compelling project that capitalizes on transit adjacency and economy of scales.
- Programming a mix of uses to create lively, vibrant places that are active day and night.
- Utilizing Metro policies and programs that support a healthy, sustainable, and welcoming environment around transit service and facilities.
- Prioritizing pedestrian-scaled elements to create spaces that are comfortable, safe, and enjoyable.
- Activating ground floor with retail and outdoor seating/activities to bring life to the public environment.
- Reducing and screening parking to focus on pedestrian activity.
- Incorporating environmental design elements that help reduce crime (e.g. windows and doors that face public spaces, lighting).



*The Wilshire/Vermont Metro Joint Development project leveraged existing transit infrastructure to catalyze a dynamic and accessible urban environment. This project accommodates portal access into the Metro Rail system and on-street bus facilities.*



## 1.2 Enhancing Access to Transit

Metro seeks to create a comprehensive, integrated transportation network and supports infrastructure and design that allows safe and convenient access to its multi-modal services. Projects in close proximity to Metro's services and facilities present an opportunity to enhance the public realm and connections to/from these services for transit riders as well as users of the developments.

**RECOMMENDATION:** Design projects with transit access in mind. Project teams should capitalize on the opportunity to improve the built environment and enhance the public realm for pedestrians, bicyclists, persons with disabilities, seniors, children, and users of green modes. Metro recommends that projects:

- Orient major entrances to transit service, making access and travel safe, intuitive, and convenient.
- Plan for a continuous canopy of shade trees along all public right-of-way frontages to improve pedestrian comfort to transit facilities.
- Add pedestrian lighting along paths to transit facilities and nearby destinations.
- Integrate wayfinding and signage into project design.
- Enhance nearby crosswalks and ramps.
- Ensure new walkways and sidewalks are clear of any obstructions, including utilities, traffic control devices, trees, and furniture.
- Design for seamless, multi-modal pedestrian connections, making access easy, direct, and comfortable.



*The City of Santa Monica leveraged investments in rail transit and reconfigured Colorado Avenue to form a multi-modal first/last mile gateway to the waterfront from the Downtown Santa Monica Station. Photo by PWP Landscape Architecture*

# Site Plan & Conceptual Design

## 1.3 Building Setback

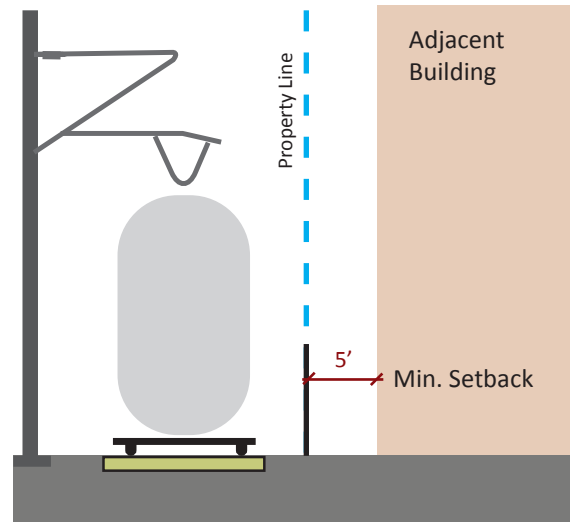
Buildings and structures with a zero lot setback that closely abut Metro ROW can pose concerns to Metro during construction. Encroachment onto Metro property to construct or maintain buildings is strongly discouraged as this presents safety hazards and may disrupt transit service and/or damage Metro infrastructure.

**RECOMMENDATION:** Include a minimum setback of five (5) feet from the property line to building facade to accommodate the construction and maintenance of structures without the need to encroach upon Metro property. As local jurisdictions also have building setback requirements, new developments should comply with the greater of the two requirements.

Entry into the ROW by parties other than Metro and its affiliated partners requires written approval. Should construction or maintenance of a development necessitate temporary or ongoing access to Metro ROW, a Metro Right of Entry Permit must be requested and obtained from Metro Real Estate for every instance access is required. Permission to enter the ROW is granted solely at Metro's discretion.

Coordination between property owners of fences, walls, and other barriers along property line is recommended. See Section 1.5.

Refer to Section 3.2 – Track Access and Safety for additional information pertaining to ROW access in preparation for construction activities.



*A minimum setback of five (5) feet between an adjacent structure and Metro ROW is strongly encouraged to allow project construction and ongoing maintenance without encroaching on Metro property.*

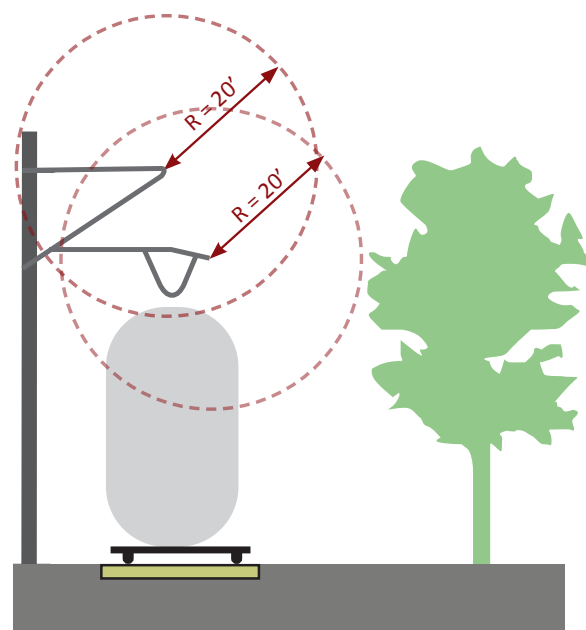


## 1.4 Overhead Catenary System (OCS) Clearance

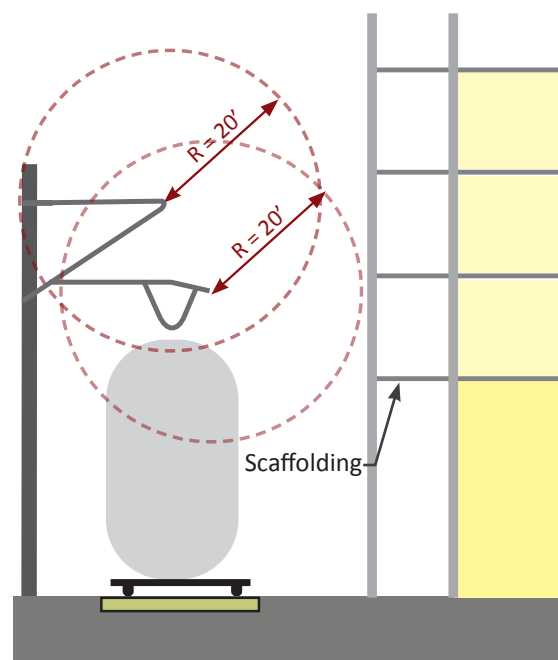
Landscaping and tree canopies can grow into the OCS above light rail lines, creating electrical safety hazards as well as visual and physical impediments for trains. Building appurtenances facing rail ROW, such as balconies, may also pose safety concerns to Metro operations as objects could fall onto the OCS.

**RECOMMENDATION:** Design project elements facing the ROW to avoid potential conflicts with Metro transit vehicles and infrastructure. Metro recommends that projects:

- Plan for landscape maintenance from private property and prevent growth into Metro ROW. Property owners will not be permitted to access Metro property to maintain private development.
- Design buildings such that balconies do not provide building users direct access to Metro ROW.
- Maintain building appurtenances and landscaping at a minimum distance of ten (10) feet from the OCS and support structures. If Transmission Power (TP) feeder cable is present, twenty (20) feet from the OCS and support structures is required. Different standards will apply for Metro Trolley Wires, Feeder Cables (wires) and Span Wires.



*Adjacent structures and landscaping should be sited and maintained to avoid conflicts with the rail OCS.*



*Scaffolding and construction equipment should be staged to avoid conflicts with the rail OCS.*

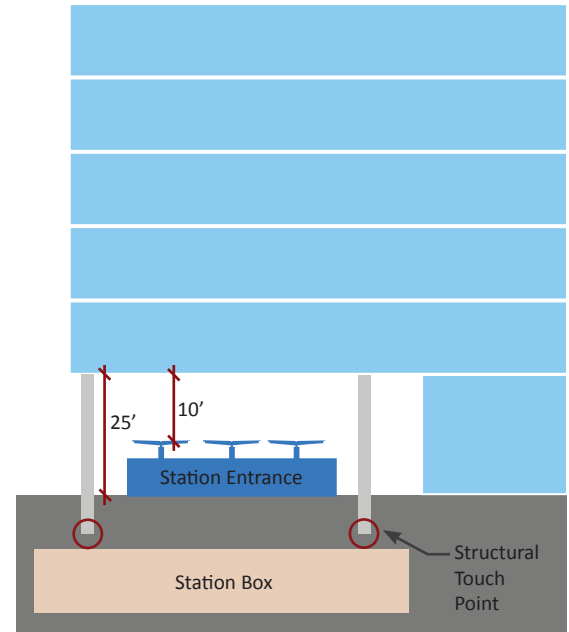
# Site Plan & Conceptual Design

## 1.5 Underground Station Portal Clearance

Metro encourages transit-oriented development. Where development is planned above station entrances, close coordination is needed for structural safety as well as access for patrons, operations, and maintenance. Below are key design rules of thumb for development planned to cantilever over an entrance to an underground Metro Rail station.

### RECOMMENDATION:

1. Preserve 25 feet clearance at minimum from plaza grade and the building structure above.
2. Preserve 10 feet clearance at minimum between portal roof and building structure above.
3. Coordinate structural support system and touchdown points to ensure a safe transfer of the building loads above the station portal.
4. Coordinate placement of structural columns and amenities (e.g. signage, lighting, furnishings) at plaza level to facilitate direct and safe connections for people of all mobile abilities to and from station entrance(s).
5. Develop a maintenance plan for the plaza in coordination with Metro.



*Projects that propose to cantilever over Metro subway portals require close coordination with Metro Engineering.*





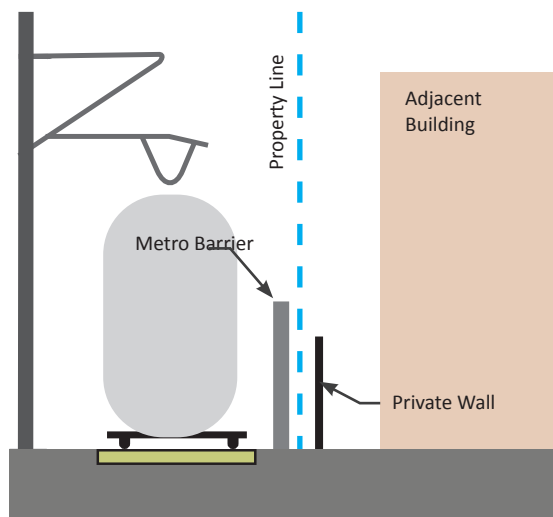
## 1.6 Shared Barrier Construction & Maintenance

In areas where Metro ROW abuts private property, barrier construction and maintenance responsibilities can be a point of contention with property owners. When double barriers are constructed, the gap created between the Metro-constructed fence and a private property owner's fence can accumulate trash and make regular maintenance challenging without accessing the other party's property.

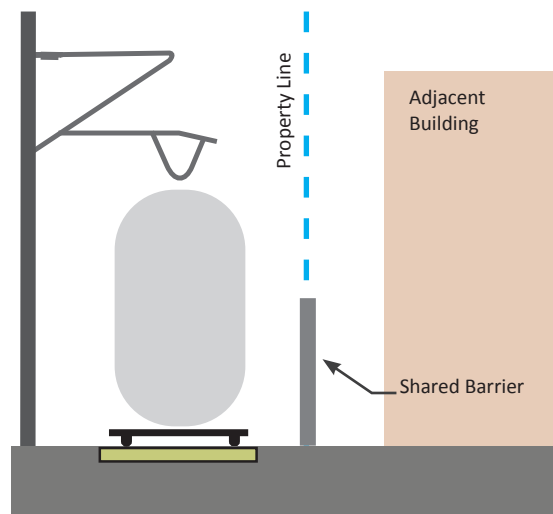
**RECOMMENDATION:** Coordinate with Metro Real Estate to create a single barrier condition along the ROW property line. With an understanding that existing conditions along ROW boundaries vary throughout LA County, Metro recommends the following, in order of preference:

- **Enhance existing Metro barrier:** if structural capacity allows, private property owners and developers should consider physically affixing improvements onto and building upon Metro's existing barrier. Metro is amenable to barrier enhancements such as increasing barrier height and allowing private property owners to apply architectural finishes to their side of Metro's barrier.
- **Replace existing barrier(s):** if conditions are not desirable, remove and replace any existing barrier(s), including Metro's, with a new single "shared" barrier built on the property line.

Metro is amenable to sharing costs for certain improvements that allow for clarity in responsibilities and adequate ongoing maintenance from adjacent property owners without entering Metro's property. Metro Real Estate should be contacted with case-specific questions and will need to approve shared barrier design, shared financing, and construction.



*Double barrier conditions allow trash accumulation and create maintenance challenges for Metro and adjacent property owners.*



*Metro prefers a single barrier condition along its ROW property line.*

# Site Plan & Conceptual Design

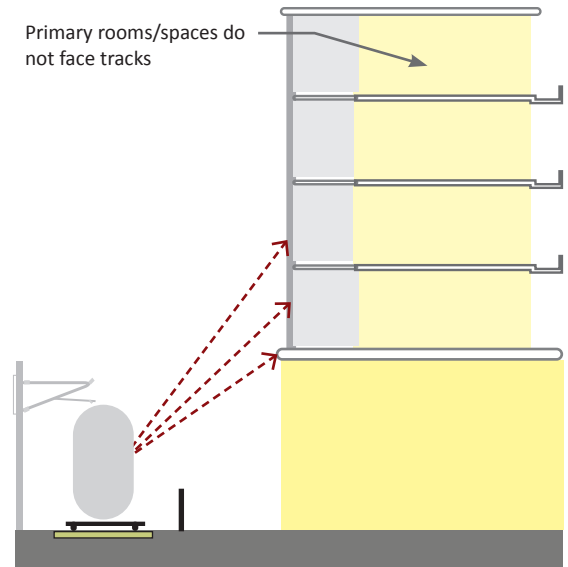
## 1.7 Project Orientation & Noise Mitigation

Metro may operate in and out of revenue service 24 hours per day, every day of the year, which can create noise and vibration (i.e. horns, power washing). Transit service and maintenance schedules cannot be altered to avoid noise for adjacent developments. However, noise and vibration impacts can be reduced through building design and orientation.

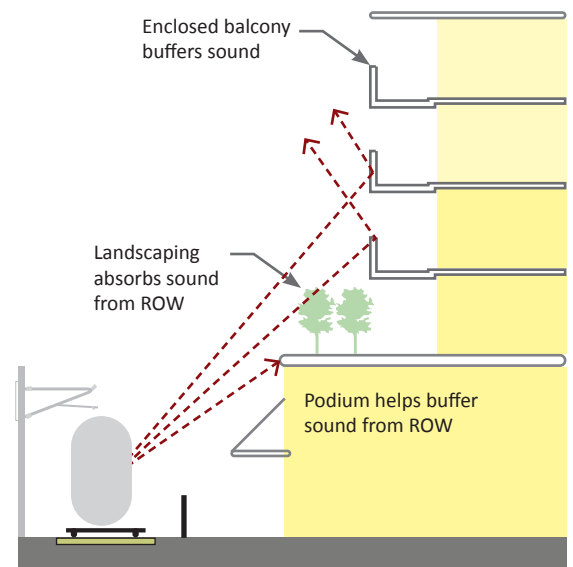
**RECOMMENDATION:** Use building orientation, programming, and design techniques to reduce noise and vibration for buildings along Metro ROW:

- Locate secondary or “back of house” rooms (e.g. bathrooms, stairways, laundry rooms) along ROW, rather than primary living spaces that are noise sensitive (e.g. bedrooms and family rooms).
- Use upper level setbacks and locate living spaces away from ROW.
- Enclose balconies.
- Install double-pane windows.
- Include language disclosing potential for noise, vibration, and other impacts due to transit proximity in terms and conditions for building lease or sale agreements to protect building owners/sellers from tenant/buyer complaints.

Developers are responsible for any noise mitigation required, which may include engineering designs for mitigation recommended by Metro or otherwise required by local municipalities. A recorded Noise Easement Deed in favor of Metro may be required for projects within 100 feet of Metro ROW to ensure notification to tenants and owners of any proximity issues.



*Building orientation can be designed to face away from tracks, reducing the noise and vibration impacts.*



*Strategic placement of podiums and upper-level setbacks on developments near Metro ROW can reduce noise and vibration impacts.*



## 1.8 At-Grade Rail Crossings

New development is likely to increase pedestrian activity at rail crossings. Safety enhancements may be needed to upgrade existing rail crossings to better protect pedestrians.

**RECOMMENDATION:** Coordinate with Metro, the California Public Utilities Commission (CPUC), and any other transit operators using the crossing (e.g. Metrolink) to determine if safety enhancements are needed for nearby rail crossings.

While Metro owns and operates the rail ROW, the CPUC regulates all rail crossings. Contact the CPUC early in the design process to determine if they will require any upgrades to existing rail crossings. The CPUC may request to review development plans and hold a site visit to understand future pedestrian activity. Metro's Corporate Safety Department can support the developer in coordination with the CPUC.



*Gates and pedestrian arms are common types of safety elements for pedestrians at rail crossings.*



*Safety elements of a gate and pedestrian arms have been constructed at the Monrovia Station.*

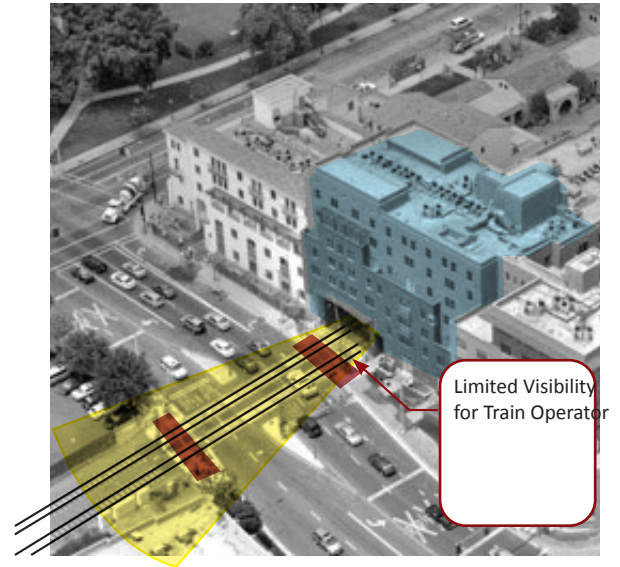
# Site Plan & Conceptual Design

## 1.9 Sight-Lines at Crossings

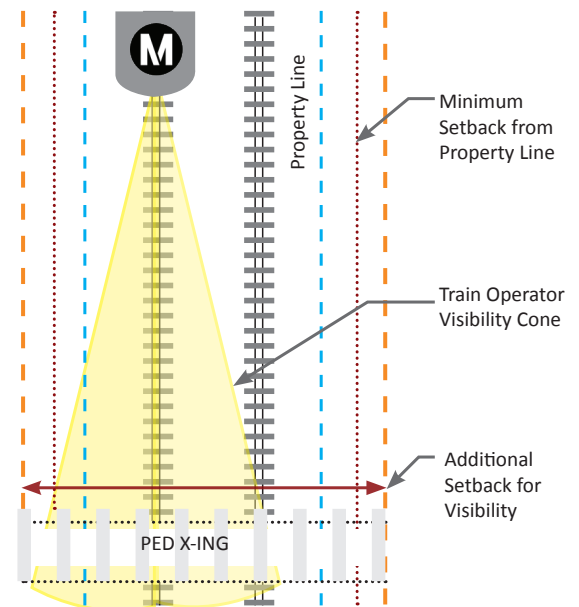
Developments adjacent to Metro ROW can present visual barriers to transit operators approaching vehicular and pedestrian crossings. Buildings and structures in close proximity to transit corridors can reduce sight-lines and create blind corners where operators cannot see pedestrians. This requires operations to reduce train speeds, which decreases efficiency of transit service.

**RECOMMENDATION:** Design buildings to maximize transit service sight-lines at crossings, leaving a clear cone of visibility to oncoming vehicles and pedestrians.

Metro Rail Operations will review, provide guidance, and determine the extent of operator visibility for safe operations. If the building envelope overlaps with the visibility cone near pedestrian and vehicular crossings, a building setback may be necessary to ensure safe transit service. The cone of visibility at crossings and required setback will be determined based on vehicle approach speed.



*Limited sight-lines for trains approaching street crossings create unsafe conditions.*



*Visibility cones allow train operators to respond to safety hazards.*

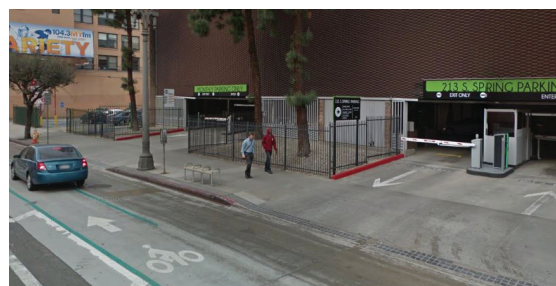


## 1.10 Driveway/Access Management

Driveways adjacent to on-street bus stops can create conflict for pedestrians walking to/from or waiting for transit. Additionally, driveways accessing parking lots and loading zones at project sites near Metro Rail and BRT crossings can create queuing issues along city streets and put vehicles in close proximity to fast moving trains and buses, which pose safety concerns.

**RECOMMENDATION:** Site driveways and other vehicular entrances to avoid conflicts with pedestrians, bicycles, and transit vehicles by:

- Placing driveways along side streets and alleys, away from on-street bus stops and transit crossings to minimize safety conflicts between active ROW, transit vehicles, and people, as well as queuing on streets.
- Locating vehicular driveways away from transit crossings or areas that are likely to be used as waiting areas for transit services.
- Placing loading docks away from sidewalks where transit bus stop activity is/will be present.
- Consolidating vehicular entrances and reduce width of driveways.
- Using speed tables to slow entering/exiting automobiles near pedestrians.
- Separating pedestrian walkways to minimize conflict with vehicles.
- Encouraging safe non-motorized travel.



*Driveways in close proximity to each other compromise safety for those walking to/from transit and increase the potential for vehicle-pedestrian conflicts.*



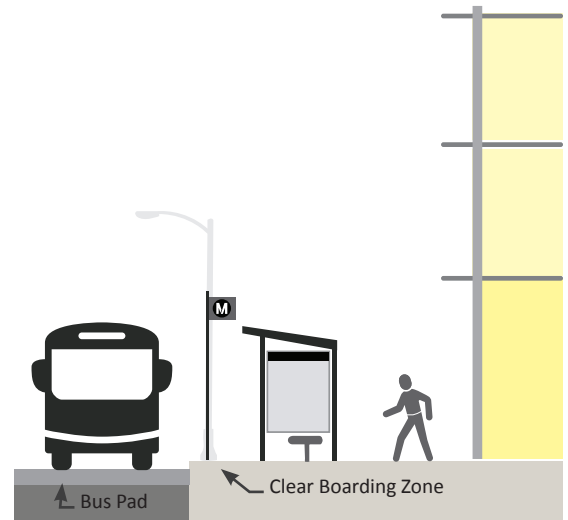
# Site Plan & Conceptual Design

## 1.11 Bus Stop & Zones Design

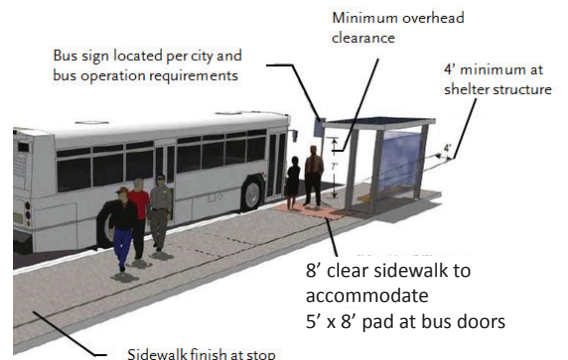
Metro Bus serves over 15,000 bus stops throughout the diverse landscape that is LA County. Typically located on sidewalks within public right-of-way owned and maintained by local jurisdictions, existing bus stop conditions vary from well-lit and sheltered spaces to uncomfortable and unwelcoming zones. Metro is interested in working with developers and local jurisdictions to create a vibrant public realm around new developments by strengthening multi-modal access to/from Metro transit stops and enhancing the pedestrian experience.

**RECOMMENDATION:** When designing around existing or proposed bus stops:

- Review Metro's Transit Service Policy, which provides standards for design and operation of bus stops and zones for near-side, far-side, and mid-block stops.
- Review Metro's Transfers Design Guide for more information at <https://www.metro.net/projects/station-design-projects/>
- Accommodate 5' x 8' landing pads at bus doors (front and back door, which are typically 23 to 25 feet apart).
- Locate streetscape elements (e.g. tree planters, street lamps, benches, shelters, trash receptacles and newspaper stands) outside of bus door zones to protect transit access and ensure a clear path of travel.
- Install a concrete bus pad within each bus stop zone to avoid street asphalt damage.
- Replace stand-alone bus stop signs with bus shelters that include benches and adequate lighting.
- Design wide sidewalks (15' preferred) that accommodate bus landing pads as well as street furniture, landscape, and user travel space.
- Consider tree species, height, and canopy shape (higher than 14' preferred) to avoid vehicle conflicts at bus stops. Trees should be set back from the curb and adequately maintained to prevent visual and physical impediments for buses when trees reach maturity. Avoid planting of trees that have an invasive and shallow root system.



*A concrete bus pad should be located at bus stops and bus shelters should be located along sidewalks to ensure an accessible path of travel to a clear boarding area.*



*Well-designed and accessible bus stops are beneficial amenities for both transit riders and users of adjacent developments.*



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GORBEL 2.5  
DANGER! DO NOT  
EXCEED RATED CAPACITY







# **Engineering & Technical Review**

# Engineering & Technical Review

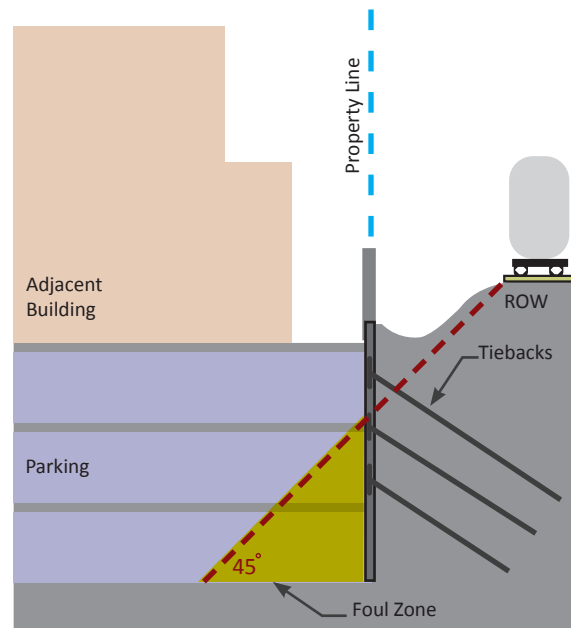
## 2.1 Excavation Support System Design

Excavation near Metro ROW has the potential to disturb adjoining soils and jeopardize support of existing Metro infrastructure. Any excavation which occurs within the geotechnical foul zone relative to Metro infrastructure is subject to Metro review and approval and meet Cal/OSHA requirements. This foul zone or geotechnical zone of influence shall be defined as the area below a track-way as measured from a 45-degree angle from the edge of the rail track ballast. Construction within this vulnerable area poses a potential risk to Metro service and requires additional Metro Engineering review.

**RECOMMENDATION:** Coordinate with Metro Engineering staff for review and approval of the excavation support system drawings and calculations prior to the start of excavation or construction. Tiebacks encroaching into Metro ROW may require a tieback easement or license, at Metro's discretion.

Any excavation/shoring within Metrolink operated and maintained ROW will require compliance with SCRRRA Engineering standards and guidelines.

See page 7 for a sample section showing Metro adjacent conditions.



*An underground structure located within the ROW foul zone would require additional review by Metro.*





## 2.2 Proximity to Tunnels & Underground Infrastructure

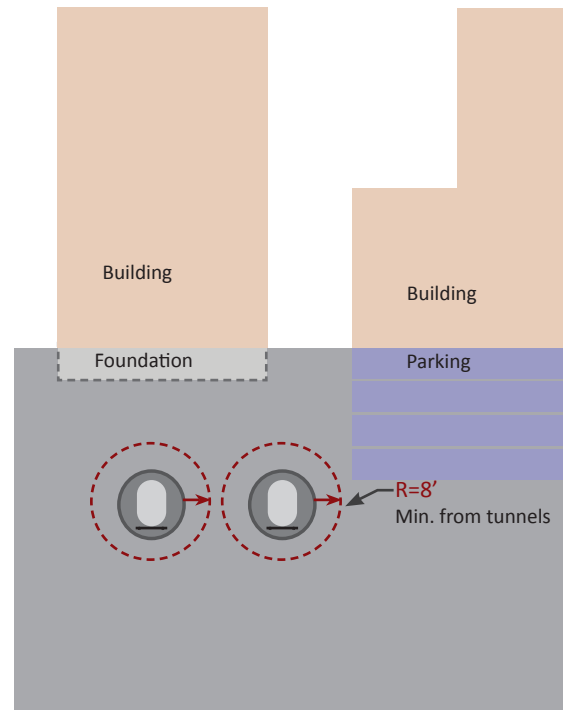
Construction adjacent to, over, or below underground Metro facilities (tunnels, stations and appendages) is of great concern and should be coordinated closely with Metro Engineering.

**RECOMMENDATION:** Coordinate with Metro early in the design process when proposing to build near underground Metro infrastructure. Metro typically seeks to maintain a minimum eight (8) foot clearance from existing Metro facilities to new construction (shoring or tiebacks). It will be incumbent upon the developer to demonstrate, to Metro's satisfaction, that both the temporary support of construction and the permanent works do not adversely affect the structural integrity, safety, or continued efficient operation of Metro facilities.

Dependent on the nature of the adjacent construction, Metro will need to review the geotechnical report, structural foundation plans, sections, shoring plan sections and calculations.

Metro may require monitoring where such work will either increase or decrease the existing overburden (i.e. weight) to which the tunnels or facilities are subjected. When required, the monitoring will serve as an early indication of excessive structural strain or movement. See Section 3.4, Excavation Drilling/Monitoring for additional information regarding monitoring requirements.

See page 7 for a sample section showing Metro adjacent conditions.

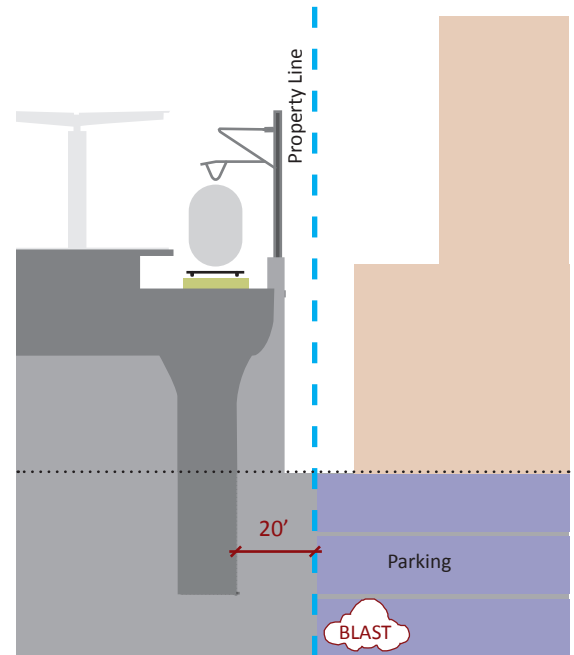


*Adjacent project structures in close proximity to underground Metro infrastructure will require additional review by Metro.*

## 2.3 Protection from Explosion/Blast

Metro is obligated to ensure the safety of public transit infrastructure from potential explosive sources which could originate from adjacent underground structures or from at-grade locations, situated below elevated guideways or near stations. Blast protection setbacks or mitigation may be required for large projects constructed near critical Metro facilities.

**RECOMMENDATION:** Avoid locating underground parking or basement structures within twenty (20) feet from an existing Metro tunnel or facility (exterior face of wall to exterior face of wall). Adjacent developments within this 20-foot envelope may be required to submit a Threat Assessment and Blast/Explosion Study for Metro review and approval.



*An underground structure proposed within twenty (20) feet of a Metro structure may require a Threat Assessment and Blast/Explosion Study.*

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# Construction Safety & Management



# Construction Safety & Management

## 3.1 Pre-Construction Coordination

Metro is concerned with impacts to service requiring rail single line tracking, line closures, speed restrictions, and bus bridging occurring as a result of adjacent project construction. Projects that will require work over, under, adjacent, or on Metro property or ROW and include operation of machinery, scaffolding, or any other potentially hazardous work are subject to evaluation in preparation for and during construction to maintain safe transit operations and passenger well-being.

**RECOMMENDATION:** Following an initial screening of the project, Metro may determine that additional on-site coordination may be necessary. Dependent on the nature of the adjacent construction, developers may be requested to perform the following as determined on a case-by-case basis:

- Submit a construction work plan and related project drawings and specifications for Metro review.
- Submit a contingency plan, show proof of insurance coverage, and issue current certificates.
- Provide documentation of contractor qualifications.
- Complete pre-construction surveys, perform baseline readings, and install movement instrumentation.
- Complete readiness review and perform practice run of transit service shutdown per contingency plan.
- Designate a ROW observer or other safety personnel and an inspector from the project's construction team.
- Establish a coordination process for access and work in or adjacent to ROW for the duration of construction.

**Project teams will be responsible for the costs of adverse impacts to Metro transit operations caused by work on adjacent developments, including remedial work to repair damage to Metro property, facilities, or systems.** Additionally, a Construction Monitoring fee may be assessed based on an estimate of required level of effort provided by Metro.

All projects adjacent to Metrolink infrastructure will require compliance with SCRRRA Engineering Standards and Guidelines.



*Metro may need to monitor development construction near Metro facilities.*



## 3.2 Track Access and Safety

Permission from Metro is required to enter Metro property for rail construction and maintenance along, above, or under Metro ROW as these activities can interfere with Metro utilities and service and pose a safety hazard to construction teams and transit riders. Track access is solely at Metro's discretion and is discouraged to prevent electrocution and collisions with construction workers or machines.

**RECOMMENDATION:** Obtain and/or complete the following to work in or adjacent to Metro Rail ROW:

1. **Construction Work Plan:** Dependent on the nature of adjacent construction, Metro may request a construction work plan, which describes means and methods and other construction plan details, to ensure the safety of transit operators and riders.
2. **Safety Training:** All members of the project construction team will be required to attend Metro Rail Safety Training before commencing work activity. Training provides resources and procedures when working near active rail ROW.
3. **Right of Entry Permit/Temporary Construction Easement:** All access to and activity on Metro property, including easements necessary for construction of adjacent projects, must be approved through a Right-of-Entry Permit and/or a Temporary Construction Easement obtained from Metro Real Estate and may require a fee.
4. **Track Allocation:** All work on Metro Rail ROW must receive prior approval from Metro Rail Operations Control. Track Allocation identifies, reserves, and requests changes to normal operations for a specific track section, line, station, location, or piece of equipment to allow for safe use by a non-Metro entity. If adjacent construction is planned in close proximity to active ROW, flaggers must be used to ensure safety of construction workers and transit riders.



*Trained flaggers ensure the safe crossing of pedestrians and workers of an adjacent development.*

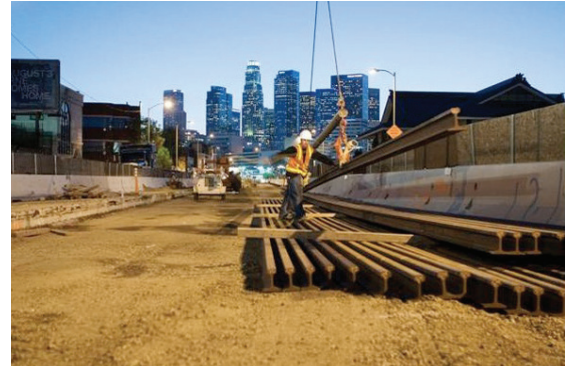
# Construction Safety & Management

## 3.3 Construction Hours

Building near active Metro ROW poses safety concerns and may require limiting hours of construction which impact Metro ROW to night or off-peak hours so as not to interfere with Metro revenue service. To maintain public safety and access for Metro riders, construction should be planned, scheduled, and carried out in a way to avoid impacts to Metro service and maintenance.

**RECOMMENDATION:** In addition to receiving necessary construction approvals from the local jurisdiction, all construction work on or in close proximity to Metro ROW must be scheduled through the Track Allocation Process, detailed in Section 3.2.

Metro prefers that adjacent construction with potential to impact normal, continuous Metro operations take place during non-revenue hours (approximately 1am-4am) or during non-peak hours to minimize impacts to service. The developer may be responsible for additional operating costs resulting from disruption to normal Metro service.



*Construction during approved hours ensures the steady progress of adjacent development construction and minimizes impacts to Metro's transit service.*





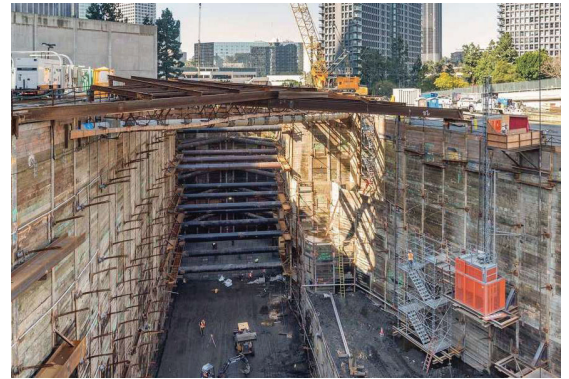
### 3.4 Excavation/Drilling Monitoring

Excavation is among the most hazardous construction activities and can pose threats to the structural integrity of Metro's transit infrastructure.

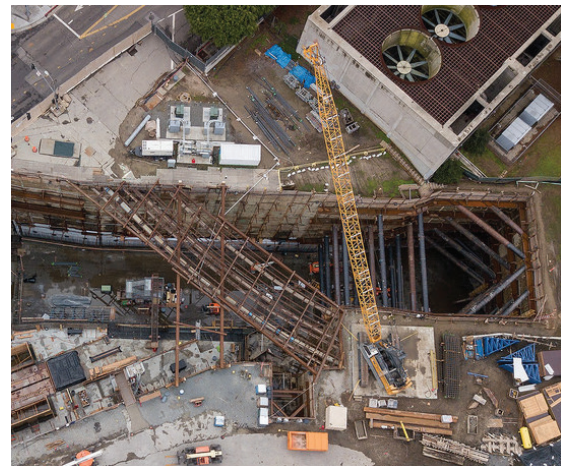
**RECOMMENDATION:** Coordinate with Metro Engineering to review and approve excavation and shoring plans during design and development, and well in advance of construction (see Sections 2.1 and 2.2).

Geotechnical instrumentation and monitoring will be required for all excavations occurring within Metro's geotechnical zone of influence, where there is potential for adversely affecting the safe and efficient operation of transit vehicles. Monitoring of Metro facilities due to adjacent construction may include the following as determined on a case-by-case basis:

- Pre- and post-construction condition surveys
- Extensometers
- Inclinometers
- Settlement reference points
- Tilt-meters
- Groundwater observation wells
- Movement arrays
- Vibration monitoring



*Excavation and shoring plans must be reviewed by Metro to ensure structural compatibility with Metro infrastructure and safety during adjacent development construction.*



*A soldier pile wall used for Regional Connector station at 2nd/Hope.*

# Construction Safety & Management

## 3.5 Crane Operations

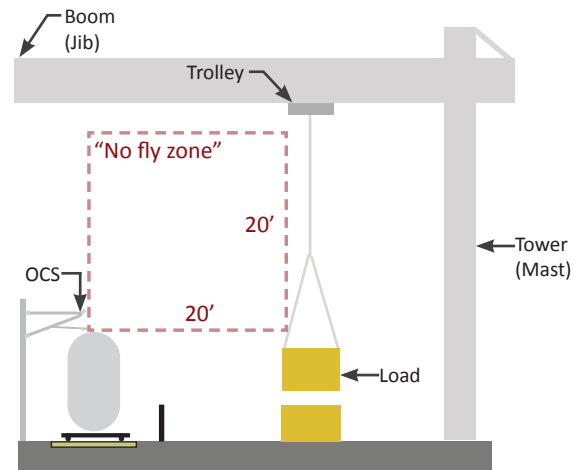
Construction activities adjacent to Metro ROW may require moving large, heavy loads of building materials and machinery using cranes. Cranes referenced here include all power-operated equipment that can hoist, lower, and horizontally move a suspended load. To ensure safety for Metro riders, operators, and transit facilities, crane operations adjacent to Metro ROW must follow the safety regulations and precautions below and are subject to California Occupational Safety and Health Administration (Cal/OSHA) standards.

### RECOMMENDATION:

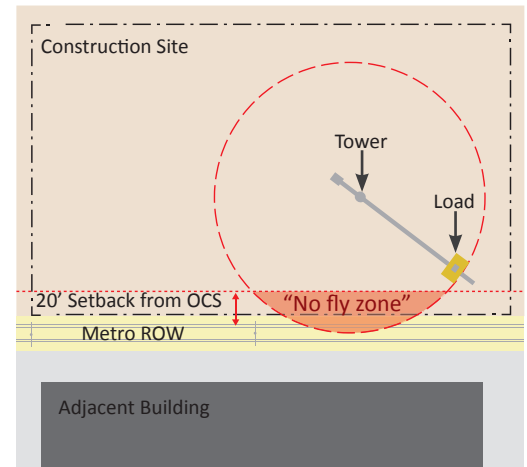
Coordinate with Metro to discuss construction methods and confirm if a crane work plan is required. Generally, crane safety near Metro's ROW and facilities largely depends on the following factors: 1) Metro's operational hours and 2) swinging a load over or near Metro power lines and facilities. Note:

1. Clearance: A crane boom may travel over energized Metro OCS only if it maintains a vertical 20-foot clearance and the load maintain a horizontal 20-foot clearance.
2. Power: Swinging a crane boom with a load over Metro facilities or passenger areas is strictly prohibited during revenue hours. To swing a load in the "no fly zone" (see diagrams to right), the construction team must coordinate with Metro to de-energize the OCS.
3. Weathervaning: When not in use, the crane boom may swing 360 degrees with the movement of the wind, including over energized Metro OCS, only if the trolley is fully retracted towards the crane tower and not carrying any loads.
4. Process: Developers and contractors must attend Metro Track Allocation (detailed in Section 3.2) to determine if Metro staff support is necessary during crane erection and load movement.
5. Permit: Developers must apply for a Metro Right-of-Entry permit to swing over Metro facilities.

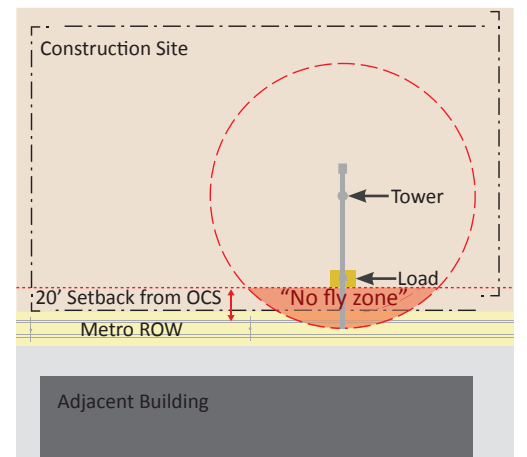
**Project teams will bear all costs associated with impacts to Metro Rail operations and maintenance.**



*Cranes and construction equipment should be staged to avoid conflicts with the rail OCS.*



*Plan View: Crane swing and load are restricted near Metro ROW.*



*Plan View: While crane boom swings over "no fly zone," the trolley and load are retracted to maintain clearance from OCS.*





### 3.6 Construction Barriers & Overhead Protection

During construction, falling objects can damage Metro facilities and pose a safety concern to the riders accessing them.

**RECOMMENDATION:** Erect vertical construction barriers and overhead protection compliant with Metro and Cal/OSHA requirements to prevent objects from falling into Metro ROW or areas designed for public access to Metro facilities. A protection barrier shall be constructed to cover the full height of an adjacent project and overhead protection from falling objects shall be provided over Metro ROW as necessary. Erection of the construction barriers and overhead protection for these areas shall be done during Metro non-revenue hours.



*Overhead protection is required when moving heavy objects over Metro ROW or in areas designated for public use.*



*Constructed above is a wooden box over the entrance portal for overhead protection at the 4th/Hill Station.*

# Construction Safety & Management

## 3.7 Pedestrian & Emergency Access

Metro's riders rely on the consistency and reliability of access and wayfinding to and from stations, stops, and facilities. Construction on adjacent property must not obstruct pedestrian access, fire department access, emergency egress, or otherwise present a safety hazard to Metro operations, its employees, riders, and the general public. Fire access and safe escape routes within all Metro stations, stops, and facilities must be maintained at all times.

**RECOMMENDATION:** Ensure pedestrian and emergency access from Metro stations, stops, and transit facilities is compliant with the Americans with Disabilities Act (ADA) and maintained during construction:

- Temporary fences, barricades, and lighting should be installed and watchmen provided for the protection of public travel, the construction site, adjacent public spaces, and existing Metro facilities.
- Temporary signage should be installed where necessary and in compliance with the latest California Manual on Uniform Traffic Control Devices (MUTCD) and in coordination with Metro Art and Design Standards.
- Emergency exits shall be provided and be clear of obstructions at all times.
- Access shall be maintained for utilities such as fire hydrants, stand pipes/connections, and fire alarm boxes as well as Metro-specific infrastructure such as fan and vent shafts.



*Sidewalk access is blocked for a construction project, forcing pedestrians into the street or to use less direct paths to the Metro facility.*



### 3.8 Impacts to Bus Routes & Stops

During construction, bus stop zones and routes may need to be temporarily relocated. Metro needs to be informed of activities that require stop relocation or route adjustments in order to ensure uninterrupted service.

**RECOMMENDATION:** During construction, maintain or relocate existing bus stops consistent with the needs of Metro Bus Operations. Design of temporary and permanent bus stops and surrounding sidewalk areas must be compliant with the ADA and allow passengers with disabilities a clear path of travel to the transit service. Existing bus stops must be maintained as part of the final project. Metro Bus Operations Control Special Events Department and Metro Stops & Zones Department should be contacted at least 30 days before initiating construction activities.



*Temporary and permanent relocation of bus stops and layover zones will require coordination between developers, Metro, and other municipal bus operators and local jurisdictions.*

# Construction Safety & Management

## 3.9 Utility Coordination

Construction has the potential to interrupt utilities that Metro relies on for safe operations and maintenance. Utilities of concern to Metro include, but are not limited to, condenser water piping, potable/fire water, storm and sanitary sewer lines, and electrical/telecommunication services.

**RECOMMENDATION:** Coordinate with Metro Real Estate during project design to gauge temporary and permanent utility impacts and avoid conflicts during construction.

The contractor shall protect existing above-ground and underground Metro utilities during construction and coordinate with Metro to receive written approval for any utilities pertinent to Metro facilities that may be used, interrupted, or disturbed.

When electrical power outages or support functions are required, approval must be obtained through Metro Track Allocation in coordination with Metro Real Estate for a Right of Entry Permit.

To begin coordination with Metro Real Estate, visit [www.metro.net/devreview](http://www.metro.net/devreview) and select the drop-down “Utility Project Coordination.”



*Coordination of underground utilities is critical to safely and efficiently operate Metro service.*



### 3.10 Air Quality & Ventilation Protection

Hot or foul air, fumes, smoke, steam, and dust from adjacent construction activities can negatively impact Metro facilities, service, and users.

**RECOMMENDATION:** Ensure that hot or foul air, fumes, smoke, and steam from adjacent facilities are discharged beyond 40 feet from existing Metro facilities, including but not limited to ventilation system intake shafts and station entrances. Should fumes be discharged within 40 feet of Metro intake shafts, a protection panel around each shaft shall be required.



*A worker breaks up concrete creating a cloud of silica dust.*



# Glossary

## **Cone of Visibility**

A conical space at the front of moving transit vehicles allowing for clear visibility of travel way and/or conflicts.

## **Construction Work Plan (CWP)**

Project management document outlining the definition of work tasks, choice of technology, estimation of required resources and duration of individual tasks, and identification of interactions among the different work tasks.

## **Flagger/Flagman**

Person who controls traffic on and through a construction project. Flaggers must be trained and certified by Metro Rail Operations prior to any work commencing in or adjacent to Metro ROW.

## **Geotechnical Foul Zone**

Area below a track-way as measured from a 45-degree angle from the edge of the rail track ballast.

## **Guideway**

A channel, track, or structure along which a transit vehicle moves.

## **Heavy Rail Transit (HRT)**

Metro HRT systems include exclusive ROW (mostly subway) trains up to six (6) cars long (450') and utilize a contact rail for traction power distribution (e.g. Metro Red Line).

## **Joint Development (JD)**

JD is the asset management and real estate development program through which Metro collaborates with developers to build housing, retail, and other amenities on Metro properties near transit, typically through ground lease. JD projects directly link transit riders with destinations and services throughout LA County.

## **Light Rail Transit (LRT)**

Metro LRT systems include exclusive, semi-exclusive, or street ROW trains up to three (3) cars long (270') and utilize OCS for traction power distribution (e.g. Metro Blue Line).

## **Measure R**

Half-cent sales tax for LA County approved in November 2008 to finance new transportation projects and programs. The tax expires in 2039.

## **Measure M**

Half-cent sales tax for LA County approved in November 2016 to fund transportation improvements, operations and programs, and accelerate projects already in the pipeline. The tax will increase to one percent in 2039 when Measure R expires.

## **Metrolink**

A commuter rail system with seven lines throughout Los Angeles, Orange, Riverside, San Bernardino, Ventura, and North San Diego counties governed by the Southern California Regional Rail Authority (SCRRA).

## **Metro Adjacent Construction Design Manual**

Volume III of the Metro Design Criteria & Standards, which outlines the Metro adjacent review procedure as well as operational requirements when constructing over, under, or adjacent to Metro facilities, structures, and property.

## **Metro Bus**

Metro "Local" and "Rapid" bus service runs within the street, typically alongside vehicular traffic, though occasionally in "bus-only" lanes.

## **Metro Bus Rapid Transit (BRT)**

High quality bus service that provides faster and convenient service through the use of dedicated ROW, branded vehicles and stations, high frequency and intelligent transportation systems, all-door boarding, and intersection crossing priority. Metro BRT may run within dedicated ROW or in mixed flow traffic on streets.

**Metro Design Criteria and Standards**

A compilation of documents that govern how Metro transit service and facilities are designed, constructed, operated, and maintained.

**Metro Rail**

Urban rail system serving LA County consisting of six lines, including two subway lines and four light rail lines.

**Metro Rail Design Criteria (MRDC)**

Volume IV of the Metro Design Criteria & Standards which establishes design criteria for preliminary engineering and final design of a Metro Rail Project.

**Metro Transit Oriented Communities**

Land use planning and community development program that seeks to maximize access to transportation as a key organizing principle and promote equity and sustainable living by offering a mix of uses close to transit to support households at all income levels, as well as building densities, parking policies, urban design elements, and first/last mile facilities that support ridership and reduce auto dependency.

**Noise Easement Deed**

Easement granted by property owners abutting Metro ROW acknowledging noise due to transit operations and maintenance.

**Overhead Catenary System (OCS)**

One or more electrified wires situated over a transit ROW that transmit power to light rail trains via pantograph, a current collector mounted on the roof of an electric vehicle. Metro OCS is supported by hollow poles placed between tracks or on the outer edge of parallel tracks.

**Right of Entry Permit**

Written approval granted by Metro Real Estate to enter Metro ROW and property.

**Right of Way (ROW)**

Legal right over property reserved for transportation purposes to construct, protect, maintain and operate transit services.

**Southern California Regional Rail Authority (SCRRA)**

A joint powers authority made up of an 11-member board representing the transportation commissions of Los Angeles, Orange, Riverside, San Bernardino and Ventura counties. SCRRA governs and operates Metrolink service.

**Threat Assessment and Blast/Explosion Study**

Analysis performed when adjacent developments are proposed within twenty (20) feet from an existing Metro tunnel or facility.

**Track Allocation/Work Permit**

Permit granted by Metro Rail Operations Control to allocate a section of track and perform work on or adjacent to Metro Rail ROW. This permit should be submitted for any work that could potentially foul the envelope of a train.

**Wayfinding**

Signs, maps, and other graphic or audible methods used to convey location and directions to travelers.

[metro.net/projects/devreview/](https://metro.net/projects/devreview/)



**APPENDIX B**

**CERTIFIED ARBORIST RESUME (DAVID T. HUGHES)**

# David Hughes

Senior Project Manager/Certified Arborist



## EDUCATION

2003/MS/Ecological Restoration and Management/University of Wisconsin, Madison

1991/BS/Ecology, Behavior and Evolution/University of California, San Diego

## CERTIFICATIONS

Certified Arborist/WE-7752A/International Society of Arboriculture

Certified Ecological Restoration Practitioner/No. 243/Society for Ecological Restoration

Trained Practitioner, California Rapid Assessment Method, Riverine and Depressional Wetland Modules/

U.S. Army Corps of Engineers Jurisdictional Delineation Training/Richard Chinn Environmental Training, Inc.

## PROFESSIONAL AFFILIATIONS

Western Chapter, International Society of Arboriculture

California Society for Ecological Restoration

## EXPERIENCE

With Psomas: 19 years  
With Other Firms: 1 year

David Hughes is a Senior Project Manager and Certified Arborist with 19 years of experience in environmental consulting, specifically, mitigation planning, restoration monitoring, wetland delineations, and regulatory permitting. David has been a Certified Arborist by the International Society of Arboriculture since 2006 with expertise in tree inventories, appraisals, construction protection plans, tree replacement plans, and construction monitoring. He has extensive experience working with assisting both private and public entities with obtaining regulatory authorizations from a variety of city, county, state, and federal agencies.

## Experience

**On-call Arborist Consulting Services, Pasadena, CA:** Mr. Hughes has served as Senior Arborist to support the Pasadena Planning Department with tree assessment services on an on-call basis. Since 2019, Mr. Hughes has provided assistance to the City by evaluating tree removal permit applications that are submitted by private homeowners to help staff determine if tree removal is warranted. Review of tree removal applications consist of reading the applicant materials provided, performing a site visit to the subject residence, and preparing a summary report to staff.

**Affordable Housing Development, 690 North Orange Grove Boulevard, Pasadena, CA:** Mr. Hughes performed an inventory of trees on the project site located at 690 North Orange Grove Boulevard for the project applicant, Haven Ponderosa, LLC. The purpose of the tree survey was to map and identify all trees that were subject to regulation by the City of Pasadena Tree Ordinance to assist the applicant acquire a tree removal permit from the City. In addition to the tree inventory and report, Mr. Hughes prepared all the application materials for a private tree removal request and assisted the applicant to prepare the City's Environmental Assessment Form.

**University of California, Los Angeles, On-Call Contract Tree Inventory Studies, Los Angeles, CA:** Mr. Hughes has performed tree inventory studies as part of an On-Call Contract. Projects for which tree studies have been performed include: the Pauley Pavilion Expansion Project, the Northwest Housing Infill Project, the Weyburn Terrace Housing Project, and the Wasserman Eye Research Center Project, all of which are located on the University of California, Los Angeles (UCLA) campus. Tree inventory methods followed requirements set forth in the UCLA Long Range Development Plan, a programmatic Environmental Impact Report that addresses all campus projects and the City of Los Angeles Tree Protection Ordinance.



**Oak Grove Park Habitat Restoration Project, Pasadena, CA:** Mr. Hughes assisted the Parks and Natural Resources Division of Pasadena Department of Public Works to plan and implement a habitat restoration project in Oak Grove Park, west of Devil's Gate Reservoir in the City of Pasadena. The restoration planning consisted of identifying over 100 non-native trees to provide possible areas for conversion to native habitat. The list of non-native trees was provided to the Pasadena Urban Forest Advisory Council to facilitate their removal as part of the overall restoration program.

**Upper Arroyo Seco Bridge Replacement, Oak Tree Protection and Monitoring, Hahamongna Watershed Park, Pasadena, CA:** Mr. Hughes provided tree monitoring services to assist Pasadena Water and Power replace a damaged wood bridge over the Upper Arroyo Seco. Mr. Hughes identified all trees in the vicinity of the project site and provided monitoring services to ensure the bridge construction contractor did not damage any adjacent trees and to ensure that all conditions of their environmental permits were followed. Mr. Hughes also prepared a mitigation plan to offset temporary impacts that occurred to the banks of the Arroyo Seco during construction.

**Sterling Development Project, Restoration and Regulatory Services, West Hills, CA.** The project consists of an approximate 200-home residential development along with associated infrastructure. Mr. Hughes serves as the Project Manager for this project and has provided regulatory permitting and mitigation planning services; and performed a delineation of jurisdictional waters. As Project Arborist, Mr. Hughes prepared a tree protection and mitigation plan to minimize construction impacts and provided monitoring services during construction to minimize tree impacts. Mr. Hughes also prepared a tree mitigation plan to meet the requirements of the City of Los Angeles.

**Alamo Heights Development Project, Oak Tree Replacement Planning and Monitoring, Glendora, CA:** As a consultant to the City of Diamond Bar, Mr. Hughes assisted Horizon Pacific Construction to comply with the requirements of their resource agency permits and the requirements of the City of Diamond Bar Tree Ordinance by preparing a tree mitigation plan and overseeing its implementation. Mr. Hughes identified a local land conservancy as a partner to the project, helped the developer to hire a reputable landscape contractor, and worked to successfully implement the tree mitigation plan. The mitigation program consisted of the establishment of over 400 coast live oak, scrub oak, and Southern California black walnut trees and is on track to successfully meet all plan requirements within the long-term maintenance period.

**Tesoro del Valle Residential Development Project, Restoration and Regulatory Services, Los Angeles County:** Mr. Hughes surveyed the 800-acre Tesoro del Valle project site to document all oak trees subject to the Los Angeles County Oak Tree Ordinance and all oak woodlands as defined by the Los Angeles County Oak Woodlands Conservation Plan. Mr. Hughes prepared an oak tree survey report that documented the results of the survey and prepared an oak tree Burden of Proof to assist the client to receive an oak tree permit from the County of Los Angeles. Mr. Hughes also performed a delineation of jurisdictional waters on the project site for the purpose of extending the existing USACE permit for the project.

## ERRATA ON THE FINAL EIR JULY 2022

This errata sheet presents the revisions to the Final Environmental Impact Report (Final EIR) prepared for the Affinity Project (SCH No. 2021080103) and dated May 2022.

This errata is provided to clarify. None of the revisions contained in this errata constitutes significant new information or changes to the analysis or conclusions of the EIR. Changes in text are signified by strikeouts (~~strikeouts~~) where text has been removed and by bold underlining (**underline**) where text has been added.

### ***Section 2.0, Environmental Setting and Project Description***

**2.7.2 RESPONSIBLE AND TRUSTEE AGENCIES** State law requires that all EIRs be reviewed by trustee and responsible agencies. A "Trustee Agency" is defined in Section 15386 of the State CEQA Guidelines as "a State agency having jurisdiction by law over natural resources affected by a project, which are held in trust for the people of the State of California". Per Section 15381 of the State CEQA Guidelines, "the term 'Responsible Agency' includes all public agencies other than the Lead Agency which have discretionary approval power over the project".

The EIR also provides environmental information to responsible agencies, trustee agencies, and other public agencies that may be required to **review**, grant ~~approvals and~~ permits or coordinate with the City as part of Project implementation. These agencies include, but are not limited to, those listed in Table 2-6, Other Agency **Review** ~~Approvals~~ and Requirements.