

## **III. Corrections and Additions**

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## A. Introduction

The following corrections and additions are set forth to update the 100 W. Walnut Planned Development Draft Environmental Impact Report (Draft EIR) in response to the comments received during the public review period. Changes to the Draft EIR are listed by section and page number and new text is provided in underline with strikeout of deleted text. These corrections and additions are in addition to any changes to the mitigation measures which are included in Section I, Introduction and Summary, and any changes to the Draft EIR that are set forth in Section II, Analysis of the Refined Project, of this Final EIR.

The following additions and corrections have been reviewed in relation to the standards in Section 15088.5(a) and (b) of the California Environmental Quality Act (CEQA) Guidelines on when recirculation of a Draft EIR is required prior to certification. The additions and corrections to the Draft EIR document do not constitute new significant information requiring recirculation of the Draft EIR.

Sections 15088.5(a) and (b) of the State CEQA Guidelines state,

- (a) A lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review under Section 15087 but before certification. As used in this section, the term “information” can include changes in the project or environmental setting as well as additional data or other information. New information added to an EIR is not “significant” unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project’s proponents have declined to implement. “Significant new information” requiring recirculation include, for example, a disclosure showing that:
  - (1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.

- (2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.
- (3) A feasible project alternative or mitigation measure considerably different from other previously analyzed would clearly lessen the significant environmental impacts of the project, but the project's proponent decline to adopt it.
- (4) The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.
- (b) Recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR.

## B. Corrections and Additions

Changes to the Draft EIR are identified below by the corresponding Draft EIR section and subsection, if applicable, and the page number. Additions are in underline and deletions are shown in ~~striketrough~~ format.

### Summary

The Summary of the Draft EIR is replaced by Section I, Introduction and Summary, of this Final EIR.

### IV.B.1 Transportation

- Section IV.B.1.5, page IV.B.1-55, replace Mitigation Measure B.1-6 with the following:

**Mitigation Measure B.1-6:** The Project Applicant, or successor in interest, shall provide pedestrian lighting on both sides of the street along Holly Street from the Project Site to the Memorial Park Metro Gold Line Station (Arroyo Parkway) in accordance to the extent such lighting complies with the provisions of the Old Pasadena Streetscapes and Alley Walkways Plan and Elements. The location of this improvement is identified in Figure IV.B.1-20 on page V.B.1-82.

- Section IV.B.1.5, page IV.B.1-58, replace Mitigation Measure B.1-17 with the following:

**Mitigation Measure B.1-17:** The Project Applicant, or its successor in interest, shall prepare a Construction Traffic Management Plan to the satisfaction of the City of Pasadena Department of Transportation at the time of final design. This Construction Traffic Management Plan shall include, at a minimum, the following key elements:

- Final haul routes, dust control, noise control and the methods demonstrating compliance with City regulations;
- Measures to be used to ensure that the construction activities and workers follow the provisions of the Project's Construction Traffic Management Plan; ~~and~~
- Provide details of activities planned on-site at the time of final design, prior to commencement of construction; ~~and~~
- Provide temporary traffic controls such as a flag person, during all phases of construction to maintain smooth traffic flow;
- Provide dedicated turn lanes for movement of construction trucks and equipment on-and off-site; and
- Reroute construction trucks away from congested streets or sensitive receptor areas.

## IV.E.2 Cultural Resources—Archaeological and Paleontological Resources

- Section IV.E.2.5, page IV.E.2-19, replace Mitigation Measure D.2-12 with the following:

**Mitigation Measure E.2-12:** Within three months following completion of excavation, a final report of findings that summarizes the results of the work conducted under these mitigation measures shall be prepared by the Principal Archaeologist and the Principal Paleontologist and with regard to archaeological and paleontological resources respectively. These reports shall be submitted to the City of Pasadena.

With regard to archaeological resources, the final report shall contain site forms, as needed, site significance, and mitigation measures. Any information regarding site locations, Native American human remains, and associated funerary objects shall be in a confidential addendum, and not made available for public disclosure pursuant to California Government Code Section 6254.10.

~~A~~With regard to paleontological resources, a copy of the final report shall be filed at the museum repository.

Submission of the reports as outlined above shall signify completion of the mitigation program.

## IV.F Air Quality

- Section IV.F.5, page IV.F-55-56, replace Mitigation Measure F-1 with the following:

**Mitigation Measure F-1:** All off-road construction equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during any portion of Phase 1 or Phase 2 construction activities for the proposed Project shall meet Tier 3 standards where commercially available per SCAQMD. In addition, after January 1, 2015, all construction equipment subject to this mitigation measure shall meet Tier 4 standards, where available, and be outfitted with CARB-certified BACT devices, to the extent feasible and commercially available(e.g., void the manufacturer's engine warranty or create workplace conditions that are not consistent with OSHA requirements.

The Project Applicant shall make available to the lead agency and the South Coast Air Quality Management District a comprehensive inventory of equipment subject to this mitigation measure. The inventory shall include the horsepower rating, engine production year, and certification of the specified Tier standard. A copy of each unit's certified tier specification, Best Available Control Technology documentation, and California Air Resources Board or Air Quality Management District operating permit shall be available onsite at the time of mobilization of each applicable unit of equipment.

The Project shall use as many haul trucks for soil export/import that meet 2010 NO<sub>x</sub> emission levels as are commercially available. In the event that a sufficient number of haul trucks that meet 2010 NO<sub>x</sub> emission levels are not commercially available to meet the Project's requirements, then the Project shall use as many haul trucks for soil export/import that meet 2007 NO<sub>x</sub> emission levels as are commercially available. The Project Applicant shall make available to the City of Pasadena a comprehensive inventory of the haul trucks subject to this mitigation measure."

- Section IV.F.5, page IV.F-56, replace Mitigation Measure F-4 with the following:

**Mitigation Measure F-4:** Architectural coatings for interiors shall meet super-compliant architectural coating requirements as identified by the SCAQMD ([www.aqmd.gov/prdas/brochures/Super-Compliant\\_AIM.pdf](http://www.aqmd.gov/prdas/brochures/Super-Compliant_AIM.pdf)), and where practical, the use of materials that do not require painting or the use of pre-painted construction materials shall be encouraged.

- Section IV.F.5, page IV.F-56, add Mitigation Measure F-5 as follows:

**Mitigation Measure F-5:** Maximum daily soil disturbance during Phase 1 shall not exceed 6.66 acres of active grading area and 3,400 cubic yards of export of earth materials per day. Maximum daily soil disturbance during Phase 2 shall not exceed 5.6 acres of active grading area and 3,400 cubic yards of export of earth materials per day.

## IV.L.2 Utilities—Sewer

- Section IV.L.2.2.b.(3), page IV.L.2-3, second paragraph, third and fourth sentences, are revised to read as follows:

According to the Project's Engineering Analysis, the Whittier Narrows WRP has a design capacity of 15.0 million gallons per day and, ~~as of 2010 (the most recent year for which data are available), it processed based on~~ data from the County Sanitation Districts, currently processes an average flow of approximately ~~7.1~~ 8.3 million gallons per day. The Los Coyotes WRP has a design capacity of 37.5 million gallons per day and, ~~as of 2010 (the most recent year for which data are available), it processed based on data~~

from the County Sanitation Districts, currently processes an average flow of approximately ~~26.8~~ 21.7 million gallons per day.