

COMMENTS RECEIVED VIA EMAIL

Julia Gonzalez

From: Lisa Brehove Roy [redacted]
Sent: Monday, November 21, 2022 7:41 PM
To: Julia Gonzalez
Subject: 8825 Washington Development Support

CAUTION: This email originated externally from the City of Pico Rivera email system. **DO NOT** click links or open attachments unless you recognize the sender and know the content is safe.

Dear Julia Gonzalez,

I was unable to make it to tonight's meeting, but I wanted to voice my support for the development at 8825 Washington Blvd. I am a Pico Rivera resident - I actually live a few blocks away from the proposed development, and would benefit from the new businesses that would be in walking distance from my apartment.

Development and neighborhood change is hard, but I want to encourage my city to approve and encourage the housing development LA needs to start to combat the housing shortage we are suffering under. This building alone will not fix things, but we cannot meet California's ambitious housing goals without approving projects like this, and we cannot avoid consequences from the state without following through on the housing goals set in our housing element.

I also want to put in that I would greatly appreciate it if any of these units could be affordable housing, or be encouraged to take applicants with Section 8 vouchers. We definitely need more affordable housing units in our city.

Thank you for your time and consideration,

Sincerely

Lisa Brehove Roy
[redacted]
Pico Rivera CA 90660
[redacted]

Julia Gonzalez

From: emmanuel sandoval <emansan24@gmail.com>
Sent: Friday, August 12, 2022 2:06 PM
To: Julia Gonzalez
Subject: 8825 Washington Blvd - 255 unit Project

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION: This email originated externally from the City of Pico Rivera email system. **DO NOT** click links or open attachments unless you recognize the sender and know the content is safe.

Hi Julia,

It was a pleasure meeting you yesterday at the community meeting for the proposed 255 unit project. As discussed, myself and others would like to express our concerns for this project.

Density

- The current municipal code for M-U zones allow for 30 Dwelling Units per Acre by right, additionally note #14 states ..."shall not be developed with more than one dwelling unit for each one thousand four hundred fifty square feet of lot area.
- This project is asking for a zone code / specific plan amendment to allow **91 DU per Acre**, this equates to almost a **300% increase** in the allowable density per the zoning code.

My question is, Under what pretense is the city considering allowing such an extreme increase in allowable density? Especially given the fact that this project is only proposing 5% of the 255 units to be designated as affordable.

-There is currently no state or assembly bill that allows this extreme increase in density for projects that are not 100% affordable. I would ask that the city council provide the city of Pico Rivera residents with a justification as to why this is even being considered knowing fully that this is not a 100% affordable project.

-Please review AB 2345 in its entirety and outline how this proposed 255 unit market rate project complies with government land regulations.

Traffic

- This project will provide 464 parking stalls for the residents and the only entrance off Washington blvd to the parking structure is near the McDonalds. Please justify how traffic will not be impacted especially when traveling east on Washington Blvd to the proposed site.
- There is only one left turn lane between Rosemead and Crossway Dr that is not on a signal.** This will gravely impact traffic along Washington Blvd especially during rush hours.
- Additionally when the Metro Gold Line Eastside extension is built, it will eliminate all non-signal left turn lanes as you head east on Washington Blvd. This development in addition to the 255 unit development will gravely impact our community, the city needs to conduct an independent traffic analysis of this area that is not paid for by the developer in order to understand fully and unbiasedly the traffic impacts.

Town Hall

- We the residents deserve a town hall on this matter in the same light as Metro conducted the town hall on the eastside extension of the Gold Line before any vote is cast.**
- What benefits are the residents of this community receiving from this development?

-We much rather see town homes being constructed rather than apartment units, the former brings far greater value to our community as a whole.

-If this project is approved it will provide the framework for future developers to build far greater density in our community that no state or assembly bill can back up.

-We strongly discourage such an egregious diversion from the allowable limits set forth in the zoning code and recommend that this developer either provides a 100% affordable project or builds within the 30 DU per Acre framework.

--

Emmanuel Sandoval

Julia Gonzalez

From: [REDACTED]
Sent: Tuesday, August 16, 2022 6:44 PM
To: Julia Gonzalez
Subject: OPPOSED TO MERCURY PROJECT

<p>CAUTION: This email originated externally from the City of Pico Rivera email system. DO NOT click links or open attachments unless you recognize the sender and know the content is safe.</p>

Hi Julia

I'm opposed for the following reasons and concerns.

1. By the way the sofa was still there as of this afternoon today 8/17/2022. 6740 Keltonview. This is just a taste of what's to come. the city doesn't do anything about the people living like pack rats in front of their homes with out someone filing a complaint. That's BS the city should patrol and take action! If the city can't check a homeowner what can we expect them to do about a renter no one sees?
2. Washington Blvd is an artery in our city we already deal with the disruption of inner city traffic with all the school traffic we are already over crowded as it is.
3. Our city is labeled as low income because that is what it draws in. We have the same vendors on all four corners but. New business struggle because rent is so expensive and leave. What do you think will happen in time with a renter?
4. If the property owner fails to rent all the units they will be forced to section apartment's off and in time will become the like the building on Rosemead and CoffmanPico and others not to mention.
4. Property value in Pico Rivera is extremely high for a city that is considered low income. the average household income will have to be in the 80-90k to realistically live in comfort.
5. Will water be a separate utility bill? I ask because most renters don't care how much water they need to use.
6. There maybe enough parking for the single renter but realistically parking needs to be multiplied by 3. In a city that is considered low income renters live in packs.
6. If the city needs to make money there should be a house hold cap on cars per dwelling.
7. Build something that brings in revenue while being a resource to the community so that its a win win both side.

The developer can careless the engineers and analysts they don't know what it's really like to live in our world here in Pico Rivera. Immediately you can tell they are all from mars lol. Take the 6th Street bridge for example did all the high level educated developers and scientists, planners with their master degrees plan ahead and foresee the idiots climbing the bridge and bring risk to the city? NO because they had no clue about the real world we live in. They can measure and analyze all they want unless they live in it they won't get it.

Anywho it was great talking with you the other night thanks for your support.

Julia Gonzalez

From: Brad Morgan <bradmorgan3@gmail.com>
Sent: Friday, August 19, 2022 3:15 PM
To: Julia Gonzalez
Subject: 8828 Washington Blvd, 255 unit project

CAUTION: This email originated externally from the City of Pico Rivera email system. **DO NOT** click links or open attachments unless you recognize the sender and know the content is safe.

Hi Julia,

This 255 unit project was recently brought to my attention and I strongly oppose it. If this developer gets a special permission i fear it will open the floodgates to developers wanting special zoning. This will bring more apartments that people can't afford and fewer resources for people that actually live in this area, eventually pushing some out as has happens in DTLA.

Thanks for hearing me out.
Brad Morgan

Julia Gonzalez

From: NATALIE OCHOA [REDACTED]
Sent: Friday, July 29, 2022 2:23 PM
To: Julia Gonzalez
Subject: I OBJECT To The Mercury Project

<p>CAUTION: This email originated externally from the City of Pico Rivera email system. DO NOT click links or open attachments unless you recognize the sender and know the content is safe.</p>

I strongly OBJECT The Mercury Projects proposed project, change of use is incompatible with the unique character of the local area. Such a massive and enormous building will drastically increase traffic, impact on local air quality, safety of pedestrians, etc... The increased high volume of car traffic will impede local residents ability to visit and shop at the local shopping centers. The residents of Crossway Drive and Goodbee Street already have to deal with speeding cars, non residents driving through the streets to use as a short cut, non residents parking on residential streets, or cars making multiple u-turns putting the safety of pedestrians and residents at risk. Pico Rivera needs to think about the residents of the city and take them into consideration. I hope the city votes NO on this project.

Thank you,
Natalie

Sent from my iPhone

Julia Gonzalez

From: DARLENE OCHOA <[REDACTED]>
Sent: Friday, July 29, 2022 1:43 PM
To: Julia Gonzalez
Subject: NO NO NO NO Mercury Project

<p>CAUTION: This email originated externally from the City of Pico Rivera email system. DO NOT click links or open attachments unless you recognize the sender and know the content is safe.</p>

STOP The Mercury Project.

Problems this project will cause:

- Traffic generation
- Adequacy (not enough) of parking / loading / turning •Highway safety •Noise and disturbance •Hazardous materials / 5G •Increase of transients •Increase of littering •Crime / burglary
- Overlooking / loss of privacy for surrounding homes
- Loss of light or overshadowing for surrounding homes

As a long time resident of Pico Rivera, I hope the city council would not move forward with this project. Keep the residents of this city your the top priority.

Thank you,
Darlene

Sent from my iPhone

Julia Gonzalez

From: Magdalena Ochoa [REDACTED]
Sent: Friday, July 29, 2022 12:33 PM
To: Julia Gonzalez
Subject: Objection to new proposed site

<p>CAUTION: This email originated externally from the City of Pico Rivera email system. DO NOT click links or open attachments unless you recognize the sender and know the content is safe.</p>

I wish to OBJECT to the new construction planned for the old Rodeo Nightclub sight. The proposal will not respect the character and appearance of the wider area. It has been designed as a huge monstrosity merely to only accommodate and benefit the investors pockets. Pico Rivera needs to think of the community and it's resident, this is not Downtown Los Angeles. The traffic alone would be insane, as it is the LA Fitness takes up all the parking spots at that shopping center. I really hope Pico Rivera reconsiders this project it would be a huge mistake for the city.

Thank you
Maggie

Sent from my iPhone

Julia Gonzalez

From: Ciara Ochoa [REDACTED]
Sent: Friday, July 29, 2022 1:12 PM
To: Julia Gonzalez
Subject: STOP The Mercury Project

<p>CAUTION: This email originated externally from the City of Pico Rivera email system. DO NOT click links or open attachments unless you recognize the sender and know the content is safe.</p>

I DO NOT AGREE with the new proposed construction site at the old Rodeo Nightclub. Such a large building would not be aesthetically pleasing to the neighborhood or city. The traffic is already inconvenient on Washington Blvd as it is, this project will make it worse. The additional traffic would cause an increase of on-street / curbside parking for the surrounding homes in the area. LA Fitness at the proposed site already takes up the majority of the parking spaces at the shopping center. I hope the city council really takes the residents of Pico Rivera into consideration and Stops this proposed project.

Thank you,
Ciara

Sent from my iPhone



Jeffrey M. Axtell
Executive Vice President & Regional
Manager

October 28, 2020

Via Email: psingerman@pico-rivera.org

Planning Division
6615 Passons Boulevard
Pico Rivera, CA 90660
Attn: Perry Singerman

***Re: Potential Development of Site at 8825 Washington Boulevard ("Subject Property")
being developed by Mercury Bowl, LLC and Green Rivera, LLC***

Dear Mr. Singerman:

On behalf of Vestar California XXVI LLC and its affiliates, the owner of the Pico Rivera Towne Centre Shopping Center located on Washington Boulevard, across the street from the Subject Property, I am pleased to inform you of Vestar's enthusiastic support for the proposed entitlement of the multi-family development of the Subject Property. We believe that the creation of approximately 255 new housing units at this location will bolster retail activity at our center, and revitalize and create economic benefits by integrating living, working and shopping within the Washington Boulevard and Rosemead Boulevard core area and larger Pico Rivera community.

Sincerely,

A handwritten signature in blue ink, appearing to be 'JA', written over a faint circular stamp or watermark.

Jeffrey M. Axtell
Executive Vice President & Regional Manager

cc: *Steve Carmona* Scarmona@pico-rivera.org, *Michael L. Garcia* mgarcia@pico-rivera.org, *Julia Gonzalez* juliagonzalez@pico-rivera.org

7575 Carson Boulevard
Long Beach, California 90808
phone 562.938.1722
fax 562.938.1744



January 7, 2021

Planning Division
6615 Passons Boulevard
Pico Rivera, CA 90660
Attn: Perry Singerman
psingerman@pico-rivera.org

Via Electronic Mail

Re: Development of 8825 Washington Boulevard ("Subject Property")
as a multi-family complex

Dear Mr. Singerman:

This letter is written in support of the development of an approximately 255 unit multi-family residential complex located at the site formerly occupied by the defunct El Rodeo nightclub. In addition to eradicating this nuisance, the proposed development would be a great boon to restaurants in the immediate vicinity, such as Wingstop, located in the shopping center next-door, creating a self-contained community, including dining options such as our restaurant.

Yours Very Truly,

A handwritten signature in black ink, appearing to read "Daniel Carmona".

cc: Steve Carmona Scarmona@pico-rivera.org

Michael L. Garcia mgarcia@pico-rivera.org

Julia Gonzalez juliagonzalez@pico-rivera.org

January 22, 2021

Planning Division
6615 Passons Boulevard
Pico Rivera, CA 90660
Attn: Perry Singerman
psingerman@pico-rivera.org


Via Electronic Mail

Re: Development of 8825 Washington Boulevard (“Subject Property”)
as a multi-family complex

Dear Mr. Singerman:

This letter is written in support of the development of an approximately 255 unit multi-family residential complex located at the site formerly occupied by the defunct El Rodeo nightclub. In addition to eradicating this nuisance, the proposed development would be a great boon to restaurants in the immediate vicinity, such as It’s Boba Time, located in the shopping center next-door, creating a self-contained community, including dining options such as our restaurant.

Yours Very Truly,

DocuSigned by:

Julie Lee
ID: 4B10EAF5D454F9...

cc: Steve Carmona Scarmona@pico-rivera.org

Michael L. Garcia mgarcia@pico-rivera.org

Julia Gonzalez juliagonzalez@pico-rivera.org

February 26, 2021

Planning Division
6615 Passons Boulevard
Pico Rivera, CA 90660
Attn: Perry Singerman
psingerman@pico-rivera.org

Via Electronic Mail

Re: Development of 8825 Washington Boulevard (“Subject Property”)
as a multi-family complex

Dear Mr. Singerman:

This letter is written in support of the development of an approximately 255 unit multi-family residential complex located at the site formerly occupied by the defunct El Rodeo nightclub. In addition to eradicating this nuisance, the proposed development would be a great boon to restaurants in the immediate vicinity, such as Jersey Mike’s, located in the shopping center next-door, creating a self-contained community, including dining options such as our restaurant.

Yours Very Truly,



cc: Steve Carmona Scarmona@pico-rivera.org

Michael L. Garcia mgarcia@pico-rivera.org

Julia Gonzalez juliagonzalez@pico-rivera.org

February 26, 2021

Planning Division
6615 Passons Boulevard
Pico Rivera, CA 90660
Attn: Perry Singerman
psingerman@pico-rivera.org


Via Electronic Mail

Re: Development of 8825 Washington Boulevard (“Subject Property”)
as a multi-family complex

Dear Mr. Singerman:

This letter is written in support of the development of an approximately 255 unit multi-family residential complex located at the site formerly occupied by the defunct El Rodeo nightclub. In addition to eradicating this nuisance, the proposed development would be a great boon to restaurants in the immediate vicinity, such as La Carniceria, located in the shopping center next-door, creating a self-contained community, including dining options such as our restaurant.

Yours Very Truly,

DocuSigned by:

2AF39457C1AF4E1...

cc: Steve Carmona Scarmona@pico-rivera.org

Michael L. Garcia mgarcia@pico-rivera.org

Julia Gonzalez juliagonzalez@pico-rivera.org

February 26, 2021

Planning Division
6615 Passons Boulevard
Pico Rivera, CA 90660
Attn: Perry Singerman
psingerman@pico-rivera.org

Via Electronic Mail

Re: Development of 8825 Washington Boulevard ("Subject Property")
as an apartment complex

Dear Mr. Singerman:

I am a local business owner of Sexy Nails in Pico Rivera, and I would like to see a 255 unit apartment complex at the corner of Washington and Rosemead built. I consider the apartments to be good for business and good for Pico Rivera.

Yours Very Truly,

Ngoc Hue T. Tran



cc: Steve Carmona Scarmona@pico-rivera.org

Michael L. Garcia mgarcia@pico-rivera.org

Julia Gonzalez juliagonzalez@pico-rivera.org

January 7, 2021

Planning Division
6615 Passons Boulevard
Pico Rivera, CA 90660
Attn: Perry Singerman
psingerman@pico-rivera.org

Via Electronic Mail

Re: Development of 8825 Washington Boulevard ("Subject Property")
as a multi-family complex

Dear Mr. Singerman:

This letter is written in support of the development of an approximately 255 unit multi-family residential complex located at the site formerly occupied by the defunct El Rodeo nightclub. In addition to eradicating this nuisance, the proposed development would be a great boon to restaurants in the immediate vicinity, such as Star Crab, located in the shopping center next-door, creating a self-contained community, including dining options such as our restaurant.

Yours Very Truly,



cc: Steve Carmona Scarmona@pico-rivera.org

Michael L. Garcia mgarcia@pico-rivera.org

Julia Gonzalez juliagonzalez@pico-rivera.org



RESPONSE TO COMMENTS MEMORANDUM

DATE January 17, 2023

TO City of Pico Rivera
Community and Economic Development Department

ADDRESS 6615 Passons Blvd
Pico Rivera, CA 90660

CONTACT Julia Gonzalez, Deputy Director

FROM Addie Farrell, Principal in Charge
Mariana Zimmermann, Project Manager

SUBJECT Response to Comments to SAFER Supplemental Comment Letter (dated November 21, 2022)

PROJECT NUMBER OPL-01

PlaceWorks reviewed the comment letter submitted by Lozeau Drury LLP on behalf of the Supporters Alliance for Environmental Responsibility (“SAFER”) dated November 21, 2022 (Attachment A). As demonstrated below, the Initial Study/Mitigated Negative Declaration adequately analyzes the proposed project and an EIR is not warranted for the proposed project.

AIR QUALITY

The comments raised in Section I.A. of the comment letter related to air quality were addressed in the Response to Comments memo dated November 3, 2022, under Response O1-10 (Attachment B). No further response is necessary. As demonstrated in response to comments O1-10, the assumptions used for input into the modeling are well supported, and no revisions to the IS/MND are warranted. The changes to the model were based on information provided by the applicant and noted under Section 1.3, User Entered Comments & Non-Default, of the CalEEMod outputs for construction, mitigated construction, and operational models. Please see Response O1-10 for the explanation of changes to architectural coating, import or export material, number of gas fireplaces, operational fleet mix percentages, solid waste generation, indoor and outdoor water use, and wastewater treatment percentages.

This comment does not present new information. The IS/MND adequately analyzes air quality impacts of the proposed project and no further analysis is warranted.

HEALTH RISK ASSESSMENT

The comments raised in Section I.B. of the comment letter were addressed in Response O1-11 (see Attachment B). The project is not anticipated to generate significant diesel particulate matter (DPM) or toxic air contaminants (TAC). The project does not propose uses that would produce these contaminants, which include manufacturing processes, automotive repair, dry cleaning facilities, and other facilities that process

toxic materials. Furthermore, the use of the localized significance thresholds (LSTs) for the air quality analysis to assess potential construction emissions risks was appropriate and consistent with South Coast AQMD Methodology. In addition, it should also be noted that South Coast AQMD rules impose specific emissions reduction measures that target TACs and DPM, such as Rule 2305, Warehouse Indirect Source Review.

This comment does not present new information. The IS/MND adequately analyzes health risk impacts of the proposed project, and no further analysis is warranted.

GREENHOUSE GAS EMISSIONS

The comments raised in Section I.C. of the comment letter were addressed in Responses O1-15, O1-16, and O1-17 (see Attachment B). Changes to the default information are based on information from the Applicant and have been noted under Section 1.3, User Entered Comments & Non-Default, of the CalEEMod outputs for construction, mitigated construction, and operational models. In addition, the analysis relies on the South Coast AQMD Working Group GHG threshold, which remains unchanged and is 3,000 MTCO₂e/year for all land use types. Furthermore, the IS/MND would not be required to use a performance-based standard to demonstrate consistency with the Scoping Plan because it does not specifically identify separate targets for existing versus new sources of emissions, targets for individual regions within the state, or targets for individual project types. Therefore, a quantitative threshold cannot be derived from the Scoping Plan until the California Air Resources Board (CARB) can provide additional data on a quantitative analysis for emissions forecast. Consistency with the Scoping Plan must rely on the policies and measures for individual sectors of the Scoping Plan.

The IS/MND would also not be required to use a performance-based standard to demonstrate consistency with the Southern California Association of Governments (SCAG) Connect SoCal Plan. As stated on page 73 of the IS/MND, Connect SoCal does not require that local general plans, specific plans, or zoning be consistent with the Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS), but provides incentives for consistency for governments and developers. However, as provided in the IS/MND on page 73, the proposed project would result in a reduction in vehicle miles traveled (VMT) within the city and the VMT per capita of 12.21 residential VMT would be below the City's calculated significance threshold of 12.23 VMT per capita. Because the proposed project would not generate emissions greater than the applicable South Coast AQMD Working Group threshold, the IS/MND would not require additional mitigation. Furthermore, the GHG emissions shown in the IS/MND only show the emissions from the proposed project and has not subtracted baseline emissions from former uses on the project site.

This comment does not present new information. The IS/MND adequately analyzes greenhouse gas emission impacts of the proposed project, and no further analysis is warranted.

ENERGY

The comments raised in Section II. of the comment letter are discussed on page 66 of the IS/MND. While the statewide Renewable Portfolio Standard (RPS) requirements do not directly apply to individual development projects, these requirements do apply to utilities and energy providers such as Southern California Edison (SCE) and Pico Rivera Innovative Municipal Energy (PRIME), which would provide electricity for the proposed project, whose compliance to RPS requirements would contribute to the state objective of transitioning to renewable energy. In addition, as noted in the project description and in Response O2-18 (see Attachment B), in accordance with the Specific Plan and the Building Energy Efficiency Standards, development of the proposed project would also include a photovoltaic system. However, specific reductions from renewable energy were not considered as part of the proposed project, as this information was not available at the time the proposed project was modeled. Furthermore, construction activities would

be conducted in compliance with California Code of Regulations (CCR) Section 2499, which would require non-essential idling of construction equipment to be restricted to five minutes or less.

The proposed project would also provide 47 electric vehicle charging station ready spaces as well as bicycle parking spaces and would make improvements to pedestrian and bicycle access. Furthermore, the proposed project would provide more opportunities for new residents to reside closer to nearby amenities and public transit options. All of these project features would promote increasing reliance on renewable energy resources and decreasing reliance on fossil fuels such as coal, natural gas and oil.

Furthermore, as seen in Section 3.14, *Population and Housing*, of the IS/MND based on growth projections in SCAG's Connect SoCal plan, the City is anticipated to experience growth of 6.14 percent, 11.44 percent, and 9.24 percent in population, housing, and employment respectively, by 2045 based on 2016 levels. The proposed project supports the City's General Plan Housing Element by accommodating housing needs under the Regional Housing Needs Assessment, as determined in Section 3.11, *Land Use and Planning*. The proposed project is intended to meet the existing need for additional housing within the City, compliance with the Building Energy Efficiency Standards and the California Green Building Standards Code (CALGreen) would only further ensure that the proposed project would not generate unnecessary energy demands.

Furthermore, as substantiated in Response O2-18, because the proposed project would have an energy demand of 2,176,599 kWh/year, or approximately 5,963 kWh/day, the overall impact on peak period and base period energy demands would be negligible in comparison to the PRIME peak load of 59 megawatts and total energy usage of 212 gigawatts in 2019. The proposed project would not require new or expanded electric power facilities other than connections to the existing electricity grid. In addition, the proposed project would comply with regulations and standards pertaining to natural gas and would connect to the existing natural gas infrastructure. Based on these project features; including use of renewable resources by providing a solar photovoltaic system, promotion of active modes transportation, reduction of VMT by providing housing closer to amenities and public transport options; the IS/MND has determined that the proposed project would not generate unnecessary energy demands that would result in wasteful, inefficient, or unnecessary consumption of energy resources.

This comment does not present new information. The IS/MND adequately analyzes energy impacts of the proposed project, and no further analysis is warranted.

This page intentionally left blank.

Attachment A



T 510.836.4200
F 510.836.4205

1939 Harrison Street, Ste. 150
Oakland, CA 94612

www.lozeaudrury.com
victoria@lozeaudrury.com

November 21, 2022

Via E-mail

John Garcia, Chairperson
Aric Martinez, Vice Chairperson
Esther Celiz, Commissioner
Edgar Estrada, Commissioner
Vanessa Martinez, Commissioner
Planning Commission
City of Pico Rivera
6615 Passons Boulevard
Pico Rivera, CA 90660

Julia Gonzalez, Deputy Director
Community & Economic Development
Department, Planning Division
City of Pico Rivera
6615 Passons Boulevard
Pico Rivera, CA 90660
juliagonzalez@pico-rivera.org

Re: SAFER Supplemental Comment on the Initial Study and Mitigated Negative Declaration for the Mercury Mixed-Use Development Project at 8825 Washington Boulevard; November 21, 2022 Planning Commission Meeting Agenda Item No. 1

Dear Chairperson Garcia, Vice Chairperson Martinez, Commissioners Celiz, Estrada, and Martinez, and Deputy Director Gonzalez:

I am writing on behalf of Supporters Alliance for Environmental Responsibility (“SAFER”) regarding the Initial Study and Mitigated Negative Declaration (“IS/MND”) prepared for the Mercury Mixed-Use Development project, including all actions related or referring to the proposed construction of a six-story mixed-use development building with 255 residential units, approximately 5,730 square feet of commercial space, and a “wrap” style internal parking structure with 464 parking spaces, located at 8825 Washington Boulevard in Pico Rivera, California (“Project”).

SAFER submitted comments on the IS/MND on August 5, 2022. SAFER’s August comment was prepared with the assistance of expert review by Certified Industrial Hygienist Francis “Bud” Offerman, PE, CIH. Based on these expert reviews, we concluded that the IS/MND failed as an informational document, and that there was a fair argument that the Project may have adverse environmental impacts. Therefore, we requested that the City of Pico Rivera (“City”) prepare an environmental impact report (“EIR”) for the Project pursuant to the California Environmental Quality Act (“CEQA”), Public Resources Code (“PRC”) section 21000, et seq.

SAFER submits the following supplemental comment and related exhibits to inform the Planning Commission of the new, significant impacts that the proposed Project will have on individuals living and working in the City of Pico Rivera that were neither addressed in the IS/MND, nor adequately mitigated. Specifically, the comment and related exhibits address the Project's potentially significant air quality, health risk, greenhouse gas, and energy impacts. As evidenced by the expert comments submitted by environmental consulting firm Soil/Water/Air Protection Enterprise ("SWAPE"), CEQA requires that an EIR, rather than an MND, be prepared for the Project. SWAPE's comment and curriculum vitae are attached as Exhibit 1 hereto and is incorporated herein by reference in its entirety. SAFER's August 5, 2022 comment, which includes Mr. Offermann's expert comments on the Project's significant indoor air quality and health risk impacts, are also attached as Exhibit 2 hereto and is incorporated herein by reference in its entirety.

As discussed below, SWAPE reported several issues related to the IS/MND requiring that the City prepare an EIR for the proposed Project.

DISCUSSION

I. THE IS/MND FAILED TO ADEQUATELY ANALYZE AND MITIGATE THE PROJECT'S AIR QUALITY AND GREENHOUSE GAS IMPACTS.

A. The IS/MND Relied on Unsubstantiated Input Parameters to Estimate Project Emissions and Thus the Project May Result in Significant Air Quality Impacts.

After reviewing the IS/MND and the Air Quality and Greenhouse Gas Analyses' CalEEMod output files, included as Appendix A to the IS/MND, SWAPE found that several model inputs used to generate a project's construction and operation emissions were found to not be consistent with information disclosed in the IS/MND. (See, Ex. 1, pp. 1-10.) As a result, SWAPE concluded that the Project's construction and operational emissions are underestimated. An EIR should be prepared to include an updated air quality analysis that adequately evaluates the impacts that Project construction and operation will have on local and regional air quality.

Specifically, SWAPE found several values used in the IS/MND and the Air Quality and Greenhouse Gas Analyses were found to be either inconsistent with information provided in the IS/MND or otherwise unjustified (Ex. 1, pp. 2-10), including:

1. Unsubstantiated Reduction to Architectural Coating Emission Factor (Ex. 1, pp. 2-3);
2. Failure to Substantiate Amount of Material Import or Export (Ex. 1, pp. 3-4);
3. Unsubstantiated Reduction to Number of Gas Fireplaces (Ex. 1, pp. 4-5);
4. Unsubstantiated Changes to Operational Vehicle Fleet Mix Percentages (Ex. 1, pp. 5-7);
5. Underestimated Solid Waste Generation Rates (Ex. 1, pp. 7-8);

6. Unsubstantiated Changes to Indoor and Outdoor Water Use Rates (Ex. 1, pp. 8-9); and
7. Unsubstantiated Changes to Wastewater Treatment System Percentages (Ex. 1, pp. 9-10).

As a result of these errors in the IS/MND, the Project's construction and operational emissions were underestimated and cannot be relied upon to determine the significance of the Project's air quality impacts. Thus, an EIR is needed to adequately address the air quality impacts of the proposed Project, and to mitigate those impacts accordingly.

B. There is Substantial Evidence of a Fair Argument that the Project May Have Significant Health Impacts as a Result of Diesel Particulate Emissions.

An EIR is required to evaluate the significant health impacts to individuals and workers from the Project's operational and construction-related diesel particulate matter ("DPM") emissions as a result of the Project. SWAPE's analysis of health risks related to the Project concluded that the IS/MND failed to adequately analyze the health impacts related to the Project's operational and construction DPM emissions, and provides substantial evidence of a fair argument that the Project will have significant health impacts as a result of such emissions. (See, Ex. 1, pp. 10-17.)

1. The IS/MND fails to adequately evaluate health risks from DPM emissions.

An EIR should be prepared to evaluate the significant health impacts to individuals and workers from the Project's operational and construction-related DPM emissions. According to SWAPE, the IS/MND incorrectly concluded that the Project would have a less-than-significant health risk impact without conducting a quantified construction or operational health risk analysis ("HRA"). (Ex. 1, pp. 10-12 (citing IS/MND, pp. 56-57).) However, the IS/MND fails to mention or evaluate the toxic air contaminant ("TAC") emissions associated with Project construction or operation whatsoever. As such, the IS/MND's evaluation of the Project's potential health risk impacts, as well as the subsequent less-than-significant impact conclusion, is incorrect for several reasons.

First, the IS/MND's use of a screening-level localized significance threshold ("LST") analysis to determine the health risk impacts posed to nearby, existing sensitive receptors as a result of the Project's construction-related TAC emissions is incorrect. (Ex. 1, p. 11.) SWAPE points out that the IS/MND's LST analysis only evaluates impacts from criteria pollutants. (*Id.*) Because the LST method cannot be used to determine whether emissions from TACs, specifically DPM, a known human carcinogen, would result in a significant health risk impact to nearby sensitive receptors, the IS/MND fails to analyze the health impacts from exposure to TACs, such as DPM, from the Project. (*Id.*)

Second, by failing to prepare a quantified construction and operational HRA, the IS/MND fails to quantitatively evaluate construction and operational-related TACs, or make a reasonable effort to connect emissions to health impacts posed to nearby existing sensitive receptors from the Project. (Ex. 1, p. 11.) SWAPE identifies potential emissions from both the exhaust stacks of construction equipment and daily vehicle trips. (*Id.* (citing IS/MND, pp. 16, 52).) As such, the IS/MND fails to meet the CEQA requirement that projects correlate increases in project-generated emissions to adverse impacts on human health caused by those emissions.

Third, the IS/MND's conclusion is also inconsistent with the most recent guidance published by the Office of Health Hazard Assessment ("OEHHA"), the organization responsible for providing guidance on conducting HRAs in California, as well as local air district guidelines.¹ (Ex. 1, p. 12.) OEHHA recommends that projects lasting at least 2 months be evaluated for cancer risks to nearby sensitive receptors, a time period which this Project easily exceeds. (*Id.*) The OEHHA document also recommends that if a project is expected to last over 6 months, the exposure should be evaluated throughout the project using a 30-year exposure duration to estimate individual cancer risks. (*Id.*) Based on its extensive experience, SWAPE reasonably assumes that the Project will last at least 30 years, and therefore recommends that health risk impacts from the Project be evaluated. (*Id.*) An EIR is therefore required to analyze these impacts. (*Id.*)

Fourth, by failing to prepare a quantified construction and operational HRA for nearby, existing sensitive receptors, the IS/MND fails to compare the excess health risk impact of the Project to the SCAQMD's specific numeric threshold of 10 in one million. (Ex. 1, p. 12.) Without conducting a quantified construction and operational HRA, the IS/MND also fails to evaluate the cumulative lifetime cancer risk to nearby, existing receptors from the Project's construction and operation together. This is incorrect, and as a result, the IS/MND's evaluation cannot be relied upon to determine Project significance. OEHHA guidance requires that the excess cancer risk be calculated separately for all sensitive receptor age bins, then summed to evaluate the total cancer risk posed by all Project activities. Therefore, in accordance with the most relevant guidance, an assessment of the health risk posed to nearby, existing receptors from Project construction and operation should have been conducted and compared to the SCAQMD threshold of 10 in one million.

Thus, to more accurately determine the health risks associated with the Project's operational and construction-related DPM emissions, an EIR should be prepared that includes updated health risk calculations using correct guidance.

2. There is substantial evidence that the Project may have a significant health risk impact.

Correcting the above errors, SWAPE prepared a screening-level HRA to evaluate potential impacts from the construction and operation of the Project. (Ex. 1, pp. 12-17.) SWAPE

¹ "Risk Assessment Guidelines: Guidance Manual for Preparation of Health Risk Assessments." OEHHA, February 2015, available at: <https://oehha.ca.gov/media/downloads/crn/2015guidancemanual.pdf>.

prepared a screening-level HRA to evaluate potential health risk impacts posed to residential sensitive receptors as a result of the Project's construction and operational TAC emissions. SWAPE used AERSCREEN, the leading screening-level air quality dispersion model. SWAPE applied a sensitive receptor distance of 75 meters and analyzed impacts to individuals at different stages of life based on OEHHA and SCAQMD guidance utilizing age sensitivity factors.

While utilizing the recommended age sensitivity factors, SWAPE found that the excess cancer risks at a sensitive receptor located approximately 75 meters away over the course of Project construction and operation is approximately 212 in one million for infants, 118 in one million for children, and 13.1 in one million for adults. (*Id.*, p. 16.) SWAPE also concluded that the total excess lifetime cancer risk over the course of project construction and operation is approximately 352 in one million. (*Id.*) Therefore, the cancer risk for infants, children, adults, and lifetime residents exceeds the SCAQMD's threshold of 10 in one million, thus resulting in a potentially significant impact not previously addressed or identified by the IS/MND. Hence, an EIR is required for the Project.

CEQA requires an agency to include an analysis of health risks that connects the Project's air emissions with the health risk posed by those emissions. SWAPE's screening-level HRA demonstrates that the Project's construction and operation may have a significant health risk impact, when correct exposure assumptions and up-to-date, applicable guidance are used. Because SWAPE's screening-level HRA indicates a potentially significant impact, the City must prepare an EIR. This EIR should also include a construction and operational HRA which makes a reasonable effort to connect the Project's air quality emissions and the potential health risks posed to nearby receptors. Thus, as SWAPE recommends, "an EIR should be prepared to include a refined health risk analysis which adequately and accurately evaluates health risk impacts associated with both Project construction and operation." (*Id.*, p. 17.)

C. The IS/MND Failed to Adequately Analyze Greenhouse Gas Impacts and Thus the Project May Result in Significant Greenhouse Gas Emissions Requiring an EIR.

SWAPE's review of the IS/MND and Air Quality and Greenhouse Gas Analyses (included at Appendix A), found that the City failed to adequately evaluate the Project's greenhouse gas ("GHG") impacts. (Ex. 1, pp. 17-22.) The IS/MND estimates that the Project would generate net annual GHG emissions of 2,958 metric tons of carbon dioxide equivalents per year ("MT CO₂e/year"), which would not exceed the SCAQMD threshold of 3,000 MT CO₂e/year. (IS/MND, p. 72, Table 13.) Furthermore, the IS/MND's analysis relies upon the Project's consistency with the CARB 2017 Scoping Plan and SCAG 2020-2045 RTP/SCS to conclude that the Project would result in a less-than-significant GHG impact. (*Id.*, pp. 72-73.) However, the IS/MND's analysis, as well as the subsequent less-than-significant impact conclusion, is incorrect for six reasons:

1. The IS/MND's quantitative GHG analysis relies upon an incorrect and unsubstantiated air model;

2. The IS/MND's quantitative GHG analysis relies upon an outdated threshold;
3. The IS/MND fails to identify a potentially significant impact;
4. SWAPE's updated model indicates a potentially significant GHG impact;
5. The IS/MND fails to consider the performance-based standard under CARB's Scoping Plan; and
6. The IS/MND fails to consider the performance-based standard under SCAG's RTP/SCS.

First, the IS/MND's analysis relies upon a flawed air model, as discussed above. As a result, GHG emissions are underestimated and the IS/MND's quantitative GHG analysis should not be relied upon to determine Project significance. (*Id.*, p. 18.) An EIR should be prepared and emissions remodeled and compared to the applicable thresholds.

Second, the IS/MND utilizes an outdated GHG threshold. (*Id.*, pp. 18-19.) When compared to the correct quantitative threshold, SWAPE found the Project's GHG emissions are demonstrably significant. (*Id.*)

Third, the IS/MND's unsubstantiated air model indicates a potentially significant impact. (Ex. 1, p. 19.) Specifically, SWAPE found that the Project's service population efficiency value, as estimated by the IS/MND's asserted net annual GHG emissions (IS/MND, p. 72, Table 13), and service population (i.e. the number of residents and employees supported by the Project, 823 people) (*id.*), exceed the SCAQMD 2035 efficiency target of 3.0 MT CO₂e/SP/year, indicating a potentially significant impact not previously addressed by the IS/MND. (Ex. 1, p. 19.) Consequently, the IS/MND's less-than-significant GHG impact conclusion is incorrect and should not be relied upon. Thus, an EIR must be prepared and should include an updated GHG analysis and incorporate mitigation measures intended to reduce GHG emissions to less-than-significant levels.

Fourth, the IS/MND's unsubstantiated air model indicates a potentially significant GHG impact. (Ex. 1, pp. 19-20.) Specifically, SWAPE found that the Project's total net annual GHG emissions, when amortizing the Project's construction-related GHG emissions over a period of 30 years and summing them with the Project's operational GHG emissions, were approximately 3,264 MT CO₂e/year, exceeding the SCAQMD threshold of 3,000 MT CO₂e/year. (*Id.*, p. 20.) Consequently, the IS/MND's less-than-significant GHG impact conclusion is incorrect and should not be relied upon. (*Id.*) Thus, SWAPE concluded that an EIR must be prepared and should include an updated GHG analysis and incorporate mitigation measures intended to reduce GHG emissions to less-than-significant levels. (*Id.*)

Fifth, the IS/MND fails to consider the performance-based standards underlying CARB's Scoping Plan. (Ex. 1, pp. 20-21.) Based on SWAPE's quantitative consistency evaluation utilizing these standards, SWAPE concluded that the IS/MND's GHG significance determination regarding the Project's consistency with applicable plans and policies should not be relied upon. (*Id.*) Instead, an EIR should be prepared that includes a quantitative consistency evaluation utilizing the appropriate standards, as well as mitigation measures to reduce GHG emissions to less-than-significant levels. (*Id.*, p. 21.)

Sixth, the IS/MND fails to consider the performance-based standards underlying SCAG's RTP/SCS. (Ex. 1, pp. 21-22.) Based on SWAPE's quantitative consistency evaluation utilizing these standards, SWAPE concluded that the IS/MND's GHG significance determination regarding the Project's consistency with applicable plans and policies should not be relied upon. (*Id.*) Instead, an EIR should be prepared that includes a quantitative consistency evaluation utilizing the appropriate standards, as well as mitigation measures to reduce GHG emissions to less-than-significant levels. (*Id.*, p. 22.)

Lastly, since the IS/MND's analysis demonstrates that the Project would result in potentially significant air quality, health risk, and GHG impacts that should be mitigated further in an effort to reduce emissions, SWAPE identified several feasible mitigation measures that are applicable to the Project. (See, e.g., Ex. 1, pp 22-28.) In conclusion, an EIR should be prepared to include all feasible mitigation measures, as well as an updated air quality and health risk analyses to ensure that the necessary mitigation measures are implemented to reduce emissions to below significance thresholds. (*Id.*, p. 28.)

II. THE IS/MND'S ANALYSIS OF ENERGY IMPACTS IS CONCLUSORY AND FAILS TO PROVIDE SUBSTANTIAL EVIDENCE THAT THE PROJECT'S ENERGY IMPACTS ARE LESS THAN SIGNIFICANT.

Contrary to the IS/MND, the construction and operation of the Project could potentially cause wasteful, inefficient, and unnecessary consumption of energy. (See, e.g., IS/MND, pp. 62-66.)

Regarding the Project's impacts related to electricity demand, the IS/MND concludes that the impacts will be less than significant because:

While the proposed project would result in a higher electricity demand than existing conditions, it would be consistent with the requirements of the [2019] Building Energy Efficiency Standards [i.e. Title 24]. Additionally, the proposed project would also be required to comply with CALGreen. Therefore, operation of the proposed project would not result in wasteful or unnecessary electricity demands and would not result in a significant impact related to electricity.

(IS/MND, p. 64 (emphasis added).)

Turning to the Project's natural gas energy impacts, IS/MND concludes that the impacts will be less than significant, stating:

While the proposed project would result in a higher natural gas demand than existing conditions, it would be consistent with the requirements of the Building Energy Efficiency Standards, including requirements for natural gas consumption, which would ensure that the proposed project would not result in wasteful or unnecessary natural gas demands. Therefore, operation of the

proposed project would result in less than significant impacts with respect to natural gas usage.

(*Id.*, pp. 64-65 (emphasis added).)

Lastly, concerning whether or not the Project would “[c]onflict with or obstruct a state or local plan for renewable energy or energy efficiency,” the IS/MND concludes:

The Statewide [renewable portfolios standard or] RPS goal is not directly applicable to individual development projects, but to utilities and energy providers such as [Pico Rivera Innovative Municipal Energy or] PRIME, which is the utility that would provide all of electricity needs for the proposed project. Compliance of PRIME in meeting the RPS goals would ensure the State meets its objective in transitioning to renewable energy. ***The proposed project also would comply with the latest 2019 Building Energy Efficiency Standards and CALGreen.*** Therefore, implementation of the proposed project would not conflict or obstruct plans for renewable energy and energy efficiency, and no impact would occur.

(*Id.*, p. 66 (emphasis added).)

The standard under CEQA is whether the Project would result in wasteful, inefficient, or unnecessary consumption of energy resources. Failing to undertake “an investigation into renewable energy options that might be available or appropriate for a project” violates CEQA. (*California Clean Energy Committee v. City of Woodland* (2014) 225 Cal.App.4th 173, 213; see also, *League to Save Lake Tahoe Mountain etc. v. County of Placer* (“*League to Save Lake Tahoe*”) (2022) 75 Cal.App.5th 63, 164-168.)

Energy conservation under CEQA is defined as the “wise and efficient use of energy.” (CEQA Guidelines, app. F, § I.) The “wise and efficient use of energy” is achieved by “(1) decreasing overall per capita energy consumption, (2) decreasing reliance on fossil fuels such as coal, natural gas and oil, and (3) increasing reliance on renewable energy resources.” (*Id.*)

Noting compliance with the California Building Energy Efficiency Standards (Cal. Code Regs., tit. 24, part 6 (Title 24)) does not constitute an adequate analysis of energy. (*Ukiah Citizens for Safety First v. City of Ukiah* (2016) 248 Cal.App.4th 256, 264-65.) Similarly, the court in *City of Woodland* held unlawful an energy analysis that relied on compliance with Title 24, that failed to assess transportation energy impacts, and that failed to address renewable energy impacts. (25 Cal.App.4th at pp. 209-13.) As such, the IS/MND’s reliance on Title 24’s 2019 Building Energy Efficiency Standards and CalGreen Building Code compliance does not satisfy the requirements for an adequate discussion of the Project’s energy impacts.

The IS/MND summarily concludes that the Project would not result in the inefficient, wasteful, and unnecessary consumption of energy. There is no discussion of the Project’s cost effectiveness in terms of energy requirements. There is no adequate discussion of energy

consuming equipment and processes that will be used during the construction or operation of the Project, including, *inter alia*, the energy necessary for heating, cooling, and ventilation of buildings; water heating; operation of electrical systems, use of on-site equipment and appliances; and indoor, outdoor, and perimeter lighting. The Project's energy use efficiencies by amount and fuel type for each stage of the project including construction, operation, and maintenance were also not identified.

In addition, the effect of the Project on peak and base period demands for electricity has not been addressed. This is of particular concern given that California's electric grid has recently been significantly impacted by an unprecedented high energy demand as a result of a prolonged, record-breaking heat wave that affected the entire State of California for multiple days. For example, at the start of September 2022, California experienced extreme heat, with temperatures across the state 10 to 20 degrees hotter than normal, driving up energy demand and straining power generation equipment as people ran their air conditioning. On September 6, 2022, as a result of electricity supplies running low in the face of record heat and demand, the California Independent System Operator (Cal-ISO) issued an Energy Emergency Alert (EEA) 3, the highest energy alert, authorizing the grid operator to order rotating power outages to lower demand and stabilize the system if necessary.² As grid conditions worsened, energy supplies were determined to be insufficient to cover demand and reserves, and an EEA 3 was declared, meaning controlled power outages were imminent or in process according to each utility's emergency plan. The EEA 3 was in response to an evening peak electricity demand that was forecasted at more than 52,000 megawatts, which Cal-ISO stated was "a new historic all-time high for the grid, as the state endured the hottest day in this prolonged, record-breaking heat wave."³ Here, the IS/MND fails to adequately analyze energy conservation. As such, the IS/MND's conclusions are unsupported by the necessary discussions of the Project's energy impacts under CEQA.

In addition, under *League to Save Lake Tahoe*, the agency has to implement all feasible energy mitigation measures unless it has substantial evidence to show that the proposed measures are infeasible. (*Save Lake Tahoe*, 75 Cal.App.5th at 166-168; see also, *id.*, pp. 159-163.) An example of a feasible mitigation measure, which has recently been adopted as a new ordinance in San Francisco, is the requirement that 100% of parking spaces have electric vehicle charging stations. According to the IS/MND, of the 464 parking spaces included in the Project, only "47 electric vehicle charging station (EVCS) ready spaces would be provided." (See, e.g., IS/MND, pp. 17, 83.) Since requiring all parking spaces to have EVCS is likely feasible, the IS/MND must implement it as an energy efficient mitigation measure, or at minimum, provide substantial evidence that implementing the mitigation measure is unfeasible. As such, the IS/MND's conclusions are unsupported by the necessary discussions of the Project's energy impacts under CEQA.

² Cal-ISO. News Release. Rotating power outages are now possible to protect grid Energy Emergency Alert (EEA) 3 declared; next step is to begin outages." September 6, 2022. Available at: <http://www.caiso.com/Documents/rotating-power-outages-are-now-possible-to-protect-grid.pdf>.

³ Cal-ISO. News Release. Rotating power outages are now possible to protect grid Energy Emergency Alert (EEA) 3 declared; next step is to begin outages." September 6, 2022. Available at: <http://www.caiso.com/Documents/rotating-power-outages-are-now-possible-to-protect-grid.pdf>.

In conclusion, because the IS/MND failed to adequately analyze and mitigate the Project's potentially wasteful, inefficient, and unnecessary consumption of energy, an EIR should be prepared to address the Project's potential significant energy impacts, and to mitigate those impacts accordingly.

CONCLUSION

For the foregoing reasons, the IS/MND for the Project is in violation of CEQA. Thus, an EIR must be prepared for the proposed Project and should be circulated for public review and comment in accordance with CEQA. SAFER reserves the right to supplement these comments in advance of and during public hearings concerning the Project. (*Galante Vineyards v. Monterey Peninsula Water Management Dist.*, 60 Cal. App. 4th 1109, 1121 (1997).) Thank you for considering these comments.

Sincerely,



Victoria Yundt
LOZEAU | DRURY LLP

RESPONSE TO LETTER RECEIVED ON NOVEMBER
21, 2022. A FULL COPY MAY BE FOUND UNDER
ENCLOSURE 16.

**COMMENT CARDS RECEIVED ON AUGUST 11, 2022-
COMMUNITY MEETING**



THE MERCURY PROJECT - 8825 WASHINGTON BLVD.
PUBLIC MEETING COMMENT CARD
THURSDAY, AUGUST 11, 2022

NAME/NOMBRE: Maria Susana Carcedo

EMAIL/CORREO ELECTRÓNICO: [REDACTED]

CITY/CIUDAD: Pico Rivera, CA ZIP CODE/CÓDIGO POSTAL: 90660

If you have any questions please contact Julia Gonzalez at (562) 801-4447 or email at juliagonzalez@pico-rivera.org.
If you would like to leave your comments by email, please send to juliagonzalez@pico-rivera.org or mail to Planning Division, City of Pico Rivera 6615 Passons Boulevard, Pico Rivera, CA 90270.

Si tiene alguna pregunta, comuníquese con Julia González al (562) 801-4447 o envíe un correo electrónico a juliagonzalez@pico-rivera.org.
Si desea dejar sus comentarios por correo electrónico, envíelos a juliagonzalez@pico-rivera.org o envíelos por correo a la División de Planificación, Ciudad de Pico Rivera 6615 Passons Boulevard, Pico Rivera, CA 90270.

COMMENTS/COMENTARIOS

DON'T WANT ANY MORE PEOPLE

- Pico Rivera is a familiar city, Not convenient,
- We Don't need more people, more traffic,
- the powerpoint it's different from the real people that walk in the Shopping Center
- Who's going to fix the damage of our houses during construct
- Fix the homeless streets, Avenues,
- the sign in Rosemead and ~~with~~ it's the same 67,000



THE MERCURY PROJECT - 8825 WASHINGTON BLVD.
PUBLIC MEETING COMMENT CARD
THURSDAY, AUGUST 11, 2022

NAME/NOMBRE: Julia Sinter

EMAIL/CORREO ELECTRÓNICO: [REDACTED]

CITY/CIUDAD: Pico Rivera ZIP CODE/CÓDIGO POSTAL: 90660

If you have any questions please contact Julia Gonzalez at (562) 801-4447 or email at juliagonzalez@pico-rivera.org.
If you would like to leave your comments by email, please send to juliagonzalez@pico-rivera.org or mail to Planning Division, City of Pico Rivera
6615 Passons Boulevard, Pico Rivera, CA 90270.

Si tiene alguna pregunta, comuníquese con Julia González al (562) 801-4447 o envíe un correo electrónico a juliagonzalez@pico-rivera.org.
Si desea dejar sus comentarios por correo electrónico, envíelos a juliagonzalez@pico-rivera.org o envíelos por correo a la División de Planificación,
Ciudad de Pico Rivera 6615 Passons Boulevard, Pico Rivera, CA 90270.

COMMENTS/COMENTARIOS

We just dont need this in our neighborhood
because five the way we are.



THE MERCURY PROJECT - 8825 WASHINGTON BLVD.
PUBLIC MEETING COMMENT CARD
THURSDAY, AUGUST 11, 2022

NAME/NOMBRE: Elia Alvarado

EMAIL/CORREO ELECTRÓNICO: No Email

CITY/CIUDAD: Pico Rivera

ZIP CODE/CÓDIGO POSTAL: 90660

If you have any questions please contact Julia Gonzalez at (562) 801-4447 or email at juliagonzalez@pico-rivera.org.
If you would like to leave your comments by email, please send to juliagonzalez@pico-rivera.org or mail to Planning Division, City of Pico Rivera
6615 Passons Boulevard, Pico Rivera, CA 90270.

Si tiene alguna pregunta, comuníquese con Julia González al (562) 801-4447 o envíe un correo electrónico a juliagonzalez@pico-rivera.org.
Si desea dejar sus comentarios por correo electrónico, envíelos a juliagonzalez@pico-rivera.org o envíelos por correo a la División de Planificación,
Ciudad de Pico Rivera 6615 Passons Boulevard, Pico Rivera, CA 90270.

COMMENTS/COMENTARIOS

I have lived in my home 8744 Woodlee St Pico Rivera 90660 since 1975. I don't submit this Mercury Project next door to me it would take away my view and privacy to our family. My wife would see higher I can not have this making family live next door to her or me. To many people, Car's, noise ~~at~~ It would take away the family's privacy.



THE MERCURY PROJECT - 8825 WASHINGTON BLVD.
PUBLIC MEETING COMMENT CARD
THURSDAY, AUGUST 11, 2022

NAME/NOMBRE: Miguel Saathlan

EMAIL/CORREO ELECTRÓNICO: [REDACTED]

CITY/CIUDAD: Pico Rivera ZIP CODE/CÓDIGO POSTAL: 98660

If you have any questions please contact Julia Gonzalez at (562) 801-4447 or email at juliagonzalez@pico-rivera.org.
If you would like to leave your comments by email, please send to juliagonzalez@pico-rivera.org or mail to Planning Division, City of Pico Rivera
6615 Passons Boulevard, Pico Rivera, CA 90270.

Si tiene alguna pregunta, comuníquese con Julia González al (562) 801-4447 o envíe un correo electrónico a juliagonzalez@pico-rivera.org.
Si desea dejar sus comentarios por correo electrónico, envíelos a juliagonzalez@pico-rivera.org o envíelos por correo a la División de Planificación,
Ciudad de Pico Rivera 6615 Passons Boulevard, Pico Rivera, CA 90270.

COMMENTS/COMENTARIOS

Don't Build in our City this will bring the worst
of traffic and vandals with 255 pets

Mercury Bowl Project

Attn: Julia Gonzalez

8-11-27

- 1) Is this the original # of 255 mixed use apts? What is the legal occupancy of a studio, one bedroom, two bedroom and 3 bedroom?
- 2) Will each apt have their own water meter? The state of California is in a drought situation with mandatory water restrictions. Apartment complexes use endless water. Is a pool still planned on the top of building?
- 3) Has an environmental impact study been done?
- 4) What security will be on the premises of this complex?
- 5) With the potential of the metro coming to Rio River, this complex will increase the traffic onto Washington Blvd and the residential streets. The metro will only leave 2 lanes on each side of Washington Blvd.



THE MERCURY PROJECT - 8825 WASHINGTON BLVD.
PUBLIC MEETING COMMENT CARD
THURSDAY, AUGUST 11, 2022

NAME/NOMBRE: Maricela Lizarraga

EMAIL/CORREO ELECTRÓNICO: Mcasillas022@gmail.com

CITY/CIUDAD: Pico Rivera ZIP CODE/CÓDIGO POSTAL: 90660

If you have any questions please contact Julia Gonzalez at (562) 801-4447 or email at juliagonzalez@pico-rivera.org.
If you would like to leave your comments by email, please send to juliagonzalez@pico-rivera.org or mail to Planning Division, City of Pico Rivera 6615 Passons Boulevard, Pico Rivera, CA 90270.

Si tiene alguna pregunta, comuníquese con Julia González al (562) 801-4447 o envíe un correo electrónico a juliagonzalez@pico-rivera.org.
Si desea dejar sus comentarios por correo electrónico, envíelos a juliagonzalez@pico-rivera.org o envíelos por correo a la División de Planificación, Ciudad de Pico Rivera 6615 Passons Boulevard, Pico Rivera, CA 90270.

COMMENTS/COMENTARIOS

Project does not make sense.
Not enough parking

traffic is already bad, I currently experience it.
We voted city council in and none are here

Very disrespectful they should hear our concerns

**COMMENT CARDS RECEIVED ON NOVEMBER 18,
2021- COMMUNITY MEETING**



THE MERCURY

COMMENT CARD

PUBLIC MEETING: NOVEMBER 18, 2021 | 6-7 P.M.

Name/Nombre Jayro Quieme

Email/Correo electrónico [REDACTED]

City/Ciudad Pico Rivera Zip/Código Postal 90660

If you have any questions, contact us at (562) 414-6820 or email at info@transorpico.com
Si tiene preguntas contactanos al (562) 414-6820 o por correo electronico info@transorpico.com

Comments/Comentarios

This project is important.

Pico Rivera started as grove's farms and grew to city.

It needs to keep growing.

Can you prioritize local residents/employers?

How can the # of affordable units increase?



OPTIMUS



THE MERCURY

COMMENT CARD

PUBLIC MEETING: NOVEMBER 18, 2021 | 6-7 P.M.

Name/Nombre KATH 112

Email/Correo electrónico _____

City/Ciudad Pico Rivera Zip/Código Postal _____

If you have any questions, contact us at (562) 414-6820 or email at info@transormpico.com

Si tiene preguntas contactanos al (562) 414-6820 o por correo electronico info@transormpico.com

Comments/Comentarios

*I HOPE THIS DOES NOT GO THERE.
IT'S A NICE LOOKING BUILDING, BUT TO MUCH TRAFFIC
Now.*





THE MERCURY

COMMENT CARD

PUBLIC MEETING: NOVEMBER 18, 2021 | 6-7 P.M.

Name/Nombre Russell Faulkenberry

Email/Correo electrónico [REDACTED]

City/Ciudad Pico Rivera Zip/Código Postal 90660

If you have any questions, contact us at (562) 414-6820 or email at info@transormpico.com

Si tiene preguntas contactanos al (562) 414-6820 o por correo electronico info@transormpico.com

Comments/Comentarios

Apartmentes Yes

Condos No

I feel the parking for this project is going to be a MAJOR problem!





THE MERCURY

COMMENT CARD

PUBLIC MEETING: NOVEMBER 18, 2021 | 6-7 P.M.

Name/Nombre Sanhlan Lechia

Email/Correo electrónico ~~sanhlanlechia@ya~~ ~~sanhlanlechia10@yahoo~~

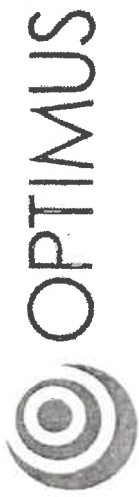
City/Ciudad Pico Rivera Zip/Código Postal 90660

If you have any questions, contact us at (562) 414-6820 or email at info@transormpico.com

Si tiene preguntas contactanos al (562) 414-6820 o por correo electronico info@transormpico.com

Comments/Comentarios

We want homeownership not rental units





THE MERCURY

COMMENT CARD

PUBLIC MEETING: NOVEMBER 18, 2021 | 6-7 P.M.

Name/Nombre Ryszalda Martinez

Email/Correo electrónico _____

City/Ciudad Pico Rueda

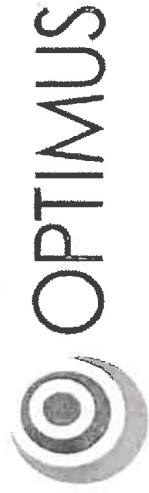
Zip/Código Postal 90660

If you have any questions, contact us at (562) 414-6820 or email at info@transormpico.com

Si tiene preguntas contactanos al (562) 414-6820 o por correo electronico info@transormpico.com

Comments/Comentarios

No Rentals





THE MERCURY

COMMENT CARD

PUBLIC MEETING: NOVEMBER 18, 2021 | 6-7 P.M.

Name/Nombre John Brown

Email/Correo electrónico John.Brown@DUNNFIELD.COM

City/Ciudad Victorville Zip/Código Postal 92395

If you have any questions, contact us at (562) 414-6820 or email at info@transormpico.com
Si tiene preguntas contactanos al (562) 414-6820 o por correo electronico info@transormpico.com

Comments/Comentarios

NO ONE INCORPORATED IS AN I.T. CONSULTING GROUP THAT SPECIALIZES IN AIDING DEVELOPERS, ARCHITECTS AND IT DESIGNERS WITH LOW VOLTAGE INFRASTRUCTURE AND CUTTING EDGE IT CONCEPTS. PLEASE FEEL FREE TO CONTACT ME WITH ANY QUESTIONS YOU MAY HAVE. WE WILL CONTINUE TO FOLLOW YOUR PROGRESS AND WISH YOU THE BEST!