

3.0 CORRECTIONS AND ADDITIONS TO THE DRAFT EIR

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

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

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

As demonstrated in this Final EIR, the changes presented in this Chapter do not constitute new significant information warranting recirculation of the Draft EIR as set forth in CEQA Guidelines Section 15088.5. Rather, the Draft EIR is comprehensive and has been prepared in accordance with CEQA.

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

1. CORRECTIONS AND ADDITIONS TO THE DRAFT EIR

Executive Summary

1. Page ES-1, the first paragraph is revised as follows:

The Project would subdivide the portion of the Project Site in the unincorporated County into three parcels. Parcel 1 (8.75 gross acres/8.18 net acres), comprising the eastern portion of the Project Site, would be developed with approximately 129,926 gross square feet (gsf) of retail, restaurant, and commercial uses (Commercial Center). As part of the Vesting Tentative Parcel Map filed for the Project, 155 commercial condominium units would be created on Parcel 1, the Commercial Center. Parcel 2 (3.38 gross acres/3.22 net acres) would be developed with a full-service hotel with ~~275~~ 270 guestrooms and suites, meeting rooms, and a restaurant, totaling approximately 189,950 gsf. Parcel 3 (1.93 gross and net acres) would be developed with an extended-stay hotel with 202 guestrooms and suites and totaling 130,930 gsf. The developed square footage for the three parcels would total approximately 450,806 gsf. The average floor-area ratio (FAR) on the portion of the Project Site in the unincorporated County is 0.74:1.

2. Page ES-2, the first partial paragraph is revised as follows:

The Project Site would front onto Gale Avenue, with primary vehicular access to be provided by a new shared driveway on Gale Avenue between the commercial uses on Parcel 1 and the hotels on Parcel 2 and 3. A secondary new driveway on Gale Avenue near the western Project Site boundary would provide access to the hotels on Parcels 2 and 3. An additional driveway entrance to Parcel 1 would be also provided from the existing Gale Avenue driveway shared with the Rowland Heights Plaza Shopping Center, along the eastern Project Site boundary; the Project Applicant has designed this road to meet public standards in the event it is dedicated as public in the future at the recommendation of the County. Anticipated parking demand would be accommodated on the Project Site, with ~~1,161 spaces~~ 1,203 spaces to be provided on existing parcels in both the County and City of Industry through a combination of subterranean structured parking and surface parking.

3. Page ES-35, the second column (Project Design Features) for the last row (Impact Statement WATER-2) is revised to include an additional PDF as follows:

PDF-WATER-1: The Project will use drought-tolerant and water efficient landscaping in accordance with the County's Green Building Standards and the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED®) Program, and will use low-flow fixtures (e.g., toilets, urinals, faucets, showerheads, etc.) and smart irrigation controls in accordance with the LEED® Program and Titles 20 and 24 of the CCR.

PDF-WATER-2: Because existing recycled water pipelines are located in the Project vicinity, the Project Applicant will consult with the Rowland Water District regarding potential use of recycled water for Project Site landscape and irrigation as required by RWD's Mandatory Recycled Water Connection Policy (Ordinance No. 0-7-2005 as updated by Ordinance No. 0-9-2010).

PDF-WATER-3: The Project Applicant will coordinate with RWD to fund an expansion of RWD's existing recycled water infrastructure that will enable RWD to provide a minimum of 95

acre-feet per year of additional recycled water service, thereby offsetting the Project's potable water demand at time of buildout.

1.0 Introduction

1. Page 1-1, the second paragraph is revised as follows:

The Project would subdivide the portion of the Project Site in the unincorporated County into three parcels. Parcel 1 (8.75 gross acres/8.18 net acres), comprising the eastern portion of the Project Site, would be developed with approximately 129,926 gross square feet (gsf) of retail, restaurant, and commercial uses (Commercial Center). As part of the Vesting Tentative Parcel Map filed for the Project, 155 commercial condominium units would be created on Parcel 1, the Commercial Center. Parcel 2 (3.38 gross acres/3.22 net acres) would be developed with a full-service hotel with ~~275~~ 270 guestrooms and suites, meeting rooms, and a restaurant, totaling approximately 189,950 gsf. Parcel 3 (1.93 gross and net acres) would be developed with an extended-stay hotel with 202 guestrooms and suites and totaling 130,930 gsf. The developed square footage for the three parcels would total approximately 450,806 gsf. The average floor-area ratio (FAR) on the portion of the Project Site in the unincorporated County is 0.74:1.

2. Page 1-1, the last paragraph is revised as follows:

The Project Site would front onto Gale Avenue, with primary vehicular access to be provided by a new shared driveway on Gale Avenue between the commercial uses on Parcel 1 and the hotels on Parcel 2 and 3. A secondary new driveway on Gale Avenue near the western Project Site boundary would provide access to the hotels on Parcels 2 and 3. An additional driveway entrance to Parcel 1 would be also provided from the existing Gale Avenue driveway shared with the Rowland Heights Plaza Shopping Center, along the eastern Project Site boundary. Anticipated parking demand would be accommodated on the Project Site, with ~~1,161 spaces~~ 1,203 spaces to be provided on existing parcels in both the County and City of Industry through a combination of subterranean structured parking and surface parking.

2.0 Project Description

1. Page 2-1, the second paragraph is revised as follows:

The Project would subdivide the portion of the Project Site in the unincorporated County into three parcels. Parcel 1 (8.75 gross acres/8.18 net acres), comprising the eastern portion of the Project Site, would be developed with approximately 129,926 gross square feet (gsf) of retail, restaurant, and commercial uses (Commercial Center). As part of the Vesting Tentative Parcel Map filed for the Project, 155 commercial condominium units would be created on Parcel 1, the Commercial Center. Parcel 2 (3.38 gross acres/3.22 net acres) would be developed with a full-service hotel with ~~275~~ 270 guestrooms and suites, meeting rooms, and a restaurant, totaling approximately 189,950 gsf. Parcel 3 (1.93 gross and net acres) would be developed with an extended-stay hotel with 202 guestrooms and suites and totaling 130,930 gsf. The developed square footage for the three parcels would total approximately 450,806 gsf. The average floor-area ratio (FAR) on the portion of the Project Site in the unincorporated County is 0.74:1.

2. Page 2-1, the last paragraph is revised as follows:

The Project Site would front onto Gale Avenue, with primary vehicular access to be provided by a new shared driveway on Gale Avenue between the commercial uses on Parcel 1 and the hotels on Parcel 2 and 3.

A secondary new driveway on Gale Avenue near the western Project Site boundary would provide access to the hotels on Parcels 2 and 3. An additional driveway entrance to Parcel 1 would be also provided from the existing Gale Avenue driveway shared with the Rowland Heights Plaza Shopping Center, along the eastern Project Site boundary. Anticipated parking demand would be accommodated on the Project Site, with ~~1,161 spaces~~ 1,203 spaces to be provided on existing parcels in both the County and City of Industry through a combination of subterranean structured parking and surface parking.

3. Page 2-11, the second and third bullets under Description of Proposed Project is revised as follows:

Key Project components include the following:

- **Full Service Hotel A (Parcel 2):** This parcel, also fronting on Gale Avenue, totals 3.22 net acres and would be developed with a ~~275~~ 270-room full-service hotel. Amenities would include ballrooms/banquet space, meeting rooms, a restaurant and bar, and an outdoor pool and lounge area. Hotel A would be approximately 189,950 gsf and six stories tall (72 feet in height above finished grade to the rooftop parapet, plus an additional eight feet for ~~with~~ rooftop mechanical equipment ~~up to 80 feet in height~~).
- **Full Service Hotel B (Parcel 3):** This parcel, totaling 1.93 net acres, would be north of Parcel 2, the full-service Hotel A, at the rear of the Project Site. It would be developed with an extended-stay hotel encompassing 202 rooms. Amenities would include 202 guestrooms, meeting rooms, a breakfast lounge, and an outdoor pool and lounge area. Hotel B would be approximately 130,930 gsf and six stories tall (72 feet in height above finished grade to the rooftop parapet, plus an additional eight feet for ~~with~~ rooftop mechanical equipment ~~up to 80 feet in height~~).

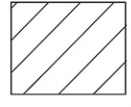


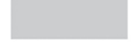
4. Page 2-12, Table 2-1 is revised as follows:

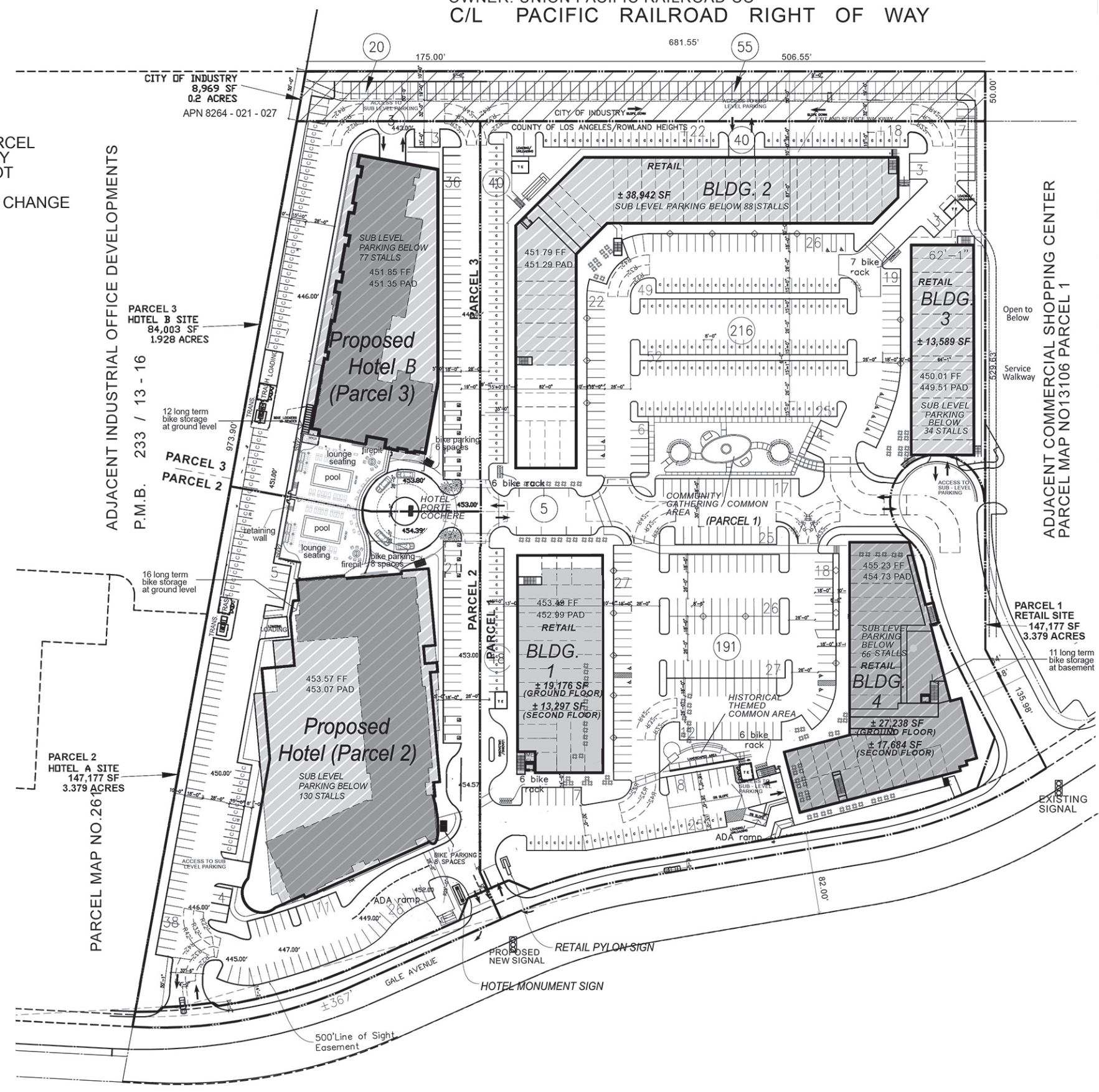
Table 2-1

Project Development Summary

Proposed Use	Square Feet nsf = net square feet gsf = gross square feet
<u>Parcel 1, Commercial Center (8.18 net acres/356,387 nsf)</u>	
Retail Building No. 1 (two stories)	32,473 gsf
Retail Building No. 2 (one story)	38,942 gsf
Retail Building No. 3 (one story)	13,589 gsf
Retail Building No. 4 (two stories)	44,922 gsf
Parcel 1, Commercial Center Total	129,926 gsf (125,820 nsf)
Retail Floor Area (66 <u>64</u> % of Parcel 1, Commercial Center net floor area)	83,707 nsf
Restaurant Floor Area (32 <u>31</u> % of Parcel 1, Commercial Center net floor area) ^b	40,113 nsf
Office Floor Area (2 <u>5</u> % of Parcel 1, Commercial Center net floor area)	2,000 <u>6,106</u> nsf
<u>Parcel 2, Full-Service Hotel A (3.22 net acres/140,260 nsf)</u>	
275 <u>270</u> Guestrooms and Suites	157,250 <u>157,520</u> gsf
Ballrooms/Banquet Rooms	10,000 <u>8,000</u> gsf
Meeting Rooms	2,000 <u>4,000</u> gsf
Restaurant	3,600 gsf
Bar	600 gsf
Kitchen	1,800 gsf
Storage, Office, and Other Space	14,430 gsf
Parcel 2, Full-Service Hotel A Total	189,950 gsf
<u>Parcel 3, Extended-Stay Hotel B (1.93 net acres/84,003 nsf)</u>	
202 Guestrooms and Suites; Ancillary Function Space; Storage, Office, and Other Space	130,930 gsf
Parcel 3, Extended-Stay Hotel B Total	130,930 gsf
<u>Northern Parcel (0.79 acres/34,307sf)</u>	
Parking Stalls	75
Sitewide Total Floor Area	450,806 gsf
<u>Parking Summary</u>	
Parcel 1	689 <u>699</u> spaces
Parcel 2, Full-Service Hotel A	260 <u>273</u> spaces
Parcel 3, Extended-Stay Hotel B	137 <u>156</u> spaces
Northern Parcel (City of Industry)	75 spaces
Parking Total	1,161 spaces <u>1,203</u> spaces

5. Page 2-13, Figure 2-4, Conceptual Site Plan, has been updated as shown on the following page.

-  ADJACENT PROJECT PARCEL IN THE CITY OF INDUSTRY (APN 8264-021-027) IS NOT A PART OF PROPOSED LAND DIVISION OR ZONE CHANGE
-  SUB-LEVEL PARKING (WITH ONE STORY ABOVE)
-  SUB-LEVEL PARKING (WITH TWO STORY ABOVE)
-  SECOND / UPPER FLOOR AREAS



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6. Page 2-21, the first bullet is revised as follows:

The Applicant is also requesting Conditional Use Permits (CUPs) to authorize:

- A Development Program associated with a proposed Zone Change on Parcels 2 and 3 for hotel uses and to allow structures to exceed the maximum height of 45 feet above grade by ~~35~~ 27 feet (for a total of ~~80~~ 72 feet ~~to the rooftop parapet~~) for Hotel A and by ~~approximately 27 feet (for a total height of 72 feet)~~ for and Hotel B;

7. Page 2-21, the third paragraph is revised as follows:

Additional approvals sought by the Project Applicant include a Vesting Tentative Tract Parcel Map to create three parcels and 155 commercial condominium units in conjunction with the proposed retail shopping center and a Parking Permit to allow approximately ~~1,161~~ 1,203 ~~on-site~~ parking spaces, ~~and~~ inclusive of 75 ~~off-site~~ parking spaces on a the contiguous 0.79-acre parcel that is part of the Project Site but located in the adjacent City of Industry.

8. Page 2-22, the first and second paragraphs are revised as follows:

Parcel 2 (3.38 gross acres/3.22 net acres), located on the southwest portion of the Project Site adjacent to Gale Avenue, would be developed with a full-service hotel (Hotel A). Hotel A is generally intended for business travelers and families, totaling ~~275~~ 270 guestrooms and suites. Amenities would include a restaurant, bar, ballrooms/banquet facility, meeting rooms, business center, and fitness center, as well as a pool and lounge area. The hotel restaurant hours of operation would be from 6:00 A.M. to ~~10:00~~ 11:00 P.M., while the bar would operate from 12:00 P.M. to 12:00 A.M. Banquet and meeting room hours of operation would extend to 12:00 A.M. Hotel A would be six stories and approximately 72 feet in height ~~above finished grade (to top of the rooftop parapet), with rooftop mechanical equipment up to 80 feet above grade.~~ Developed square footage on Parcel 2 would total approximately 189,950 gsf, with lot coverage of approximately 36.62 percent.

Parcel 3 (1.93 gross and net acres), located in the northwest portion of the Project Site, would be developed with an extended-stay hotel (Hotel B). Hotel B is generally intended for business travelers, totaling 202 guestrooms and suites. Rooms would incorporate fully equipped kitchenettes and common area amenities. These amenities would include a breakfast lounge, meeting rooms with hours of operation from 9:00 A.M. to 10:00 P.M., and a fitness center. The extended-stay hotel would be six stories high and approximately 72 feet in height ~~above finished grade (to top of the rooftop parapet), with rooftop mechanical equipment up to 80 feet above grade.~~ Developed square footage on Parcel 3 would total approximately 130,930 gsf, with coverage of approximately 37.19 percent.

9. Page 2-23 and 2-24, the last and first partial paragraph, respectively, is revised as follows:

The County's Parking Code requires ~~1,503~~ 1,509 parking stalls for the Project, based on rates calculated for the disaggregated proposed uses.⁴ A parking permit is requested to allow fewer than the number of spaces required. The parking permit procedure is established to provide an alternative to the County's Parking Code requirements in the event that a particular use does not have the need for all of the required parking. Since peak parking demand for the commercial and hotel uses on the three proposed parcels would not be coincidental, shared parking is proposed to accommodate the peak overlap. Within the Commercial Center square footage total, no less than 40,133 square feet and no more than 47,000 square feet of restaurant

space accommodating up to 1,561 patrons is proposed to limit associated parking demand (see PDF-TRAF-3 in Section 4.K, Transportation and Parking, of this Draft EIR). The Project would provide a total of ~~1,161~~ 1,203 parking spaces, which would meet and exceed the maximum forecasted shared demand of ~~1,143~~ 1,130 spaces (i.e., on Saturday evening), as determined by the Shared Parking Study prepared for the Project (see Section 4.K, Transportation and Parking, and Appendix I-2 of this Draft EIR). See also the Revised Parking Assessment provided in Appendix B of this Final EIR.

10. Page 2-24, the second paragraph, respectively, is revised as follows:

A total of ~~689~~ 699 parking spaces would be provided on Parcel 1 for the Commercial Center, including ~~506~~ 511 surface parking spaces and ~~183~~ 188 spaces in single-level subterranean structures beneath Building Nos. 2, 3, and 4. A total of ~~260~~ 273 parking spaces would be provided on Parcel 2 for Hotel A, including ~~137~~ 133 surface parking spaces and ~~123~~ 130 structured and 10 tandem spaces within a single subterranean level. A total of ~~137~~ 156 parking spaces would be provided on Parcel 3 for Hotel B, including ~~74~~ 79 surface parking spaces and ~~63~~ 77 spaces within a single subterranean level (see Figure 2-4 for proposed parking locations). An additional 75 surface parking spaces would be provided on the parcel in the City of Industry. These spaces would be counted toward fulfillment of the County's Parking Code requirement for the Project, with 55 spaces allocated to the Commercial Center on Parcel 1 and 20 allocated spaces to Hotel B on Parcel 3. All surface and subterranean parking spaces will be full size, with no compact spaces planned.

4.0 ENVIRONMENTAL IMPACT ANALYSIS

4.A Aesthetics

1. Page 4.A-17, the second to last paragraph is revised as follows:

The Project consists of the development of four commercial/retail buildings on the eastern portion of the Project Site and two hotels on the western portion. The commercial/retail buildings would be one and two stories in height, rising to a maximum height of approximately 35 feet. The two hotels (Hotel A on Parcel 2 and Hotel B on Parcel 3) would each be six stories tall and rise to a maximum height of ~~approximately 80 feet (Hotel A on Parcel 2) and 73~~ 72 feet above grade to the rooftop parapet for (Hotel B on Parcel 3). Surface parking would be minimized with the development of a combination surface, structured, and subterranean parking spaces. Approximately ~~506~~ 511 surface parking spaces and ~~183~~ 188 subterranean parking spaces would be provided for the commercial/retail component. Approximately ~~137~~ 133 surface parking spaces and ~~123~~ 130 structured and 10 tandem subterranean spaces would be provided for Hotel A and approximately ~~74~~ 79 surface parking spaces and ~~63~~ 77 subterranean parking spaces would be provided for Hotel B. Approximately 75 spaces would be provided at the north edge of the Project Site in the City of Industry. Surface parking would be provided on Parcel 3 until construction for Phase 2 (on Parcel 3) commences. Of the total ~~1,161~~ 1,203 spaces provided, 269 spaces would be contained within subterranean structures.

2. Page 4.A-19, Figure 4.A-6, Landscape Site Plan, has been updated as shown on the following page.

The Landscape Site Plan has been revised to correct the calculated landscaped area and to update the estimated landscaping water demand. The calculations provided on the Landscape Site Plan represent conservative assumptions concerning the applicable plant factors and irrigation efficiency.



PARCEL 1 - RETAIL

NET LAND AREA (NOT INCLUDING ADJACENT CITY OF INDUSTRY LAND)	353,730 SF	
LESS GROUND FLOOR BUILDINGS AREA	- 98,945 SF	
LAND AREA FOR LANDSCAPE COVERAGE CALCULATION	254,785 SF	
PARKING LOT LANDSCAPE AREA (5% REQUIRED)	12,739 SF	(5%)
PERIMETER LANDSCAPE AREA (10% REQUIRED)	25,479 SF	(10%)
TOTAL LANDSCAPE AREA	38,218 SF	(15%)

PARCEL 2 - HOTEL A

NET LAND AREA	140,081 SF	
LESS GROUND FLOOR BUILDINGS AREA	- 53,281 SF	
LAND AREA FOR LANDSCAPE COVERAGE CALCULATION	86,460 SF	
PARKING LOT LANDSCAPE AREA (5% REQUIRED)	4,462 SF	(5.1%)
PERIMETER LANDSCAPE AREA (10% REQUIRED)	11,186 SF	(12.9%)
TOTAL LANDSCAPE AREA	15,648 SF	(18%)

PARCEL 3 - HOTEL B

NET LAND AREA (NOT INCLUDING ADJACENT CITY OF INDUSTRY LAND)	84,003 SF	
LESS GROUND FLOOR BUILDINGS AREA	- 37,600 SF	
LAND AREA FOR LANDSCAPE COVERAGE CALCULATION	46,403 SF	
PARKING LOT LANDSCAPE AREA (5% REQUIRED)	6,774 SF	(14.6%)
PERIMETER LANDSCAPE AREA (10% REQUIRED)	5,198 SF	(11.2%)
TOTAL LANDSCAPE AREA	11,972 SF	(25.8%)

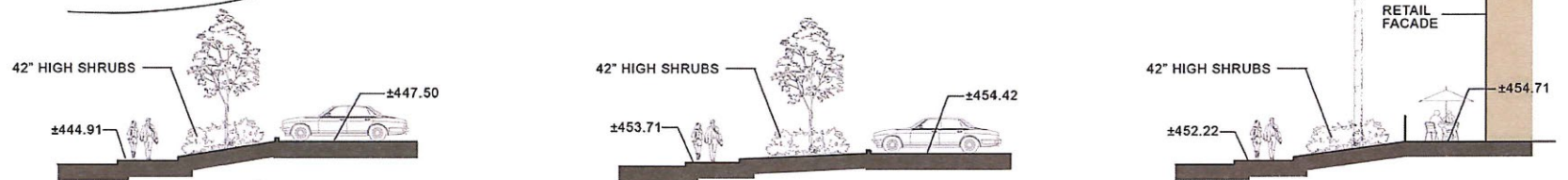
GRAND TOTAL 65,838 SF 1.51 ACRES

PLANT PALETTE

Symbol	Botanical Name	Common Name	WCOLS Region 4
TREES			
	<i>Pinus sp.</i>	Pine	Mod
	<i>Populus sp.</i>	Poplar	Mod
	<i>Lagerstroemia indica</i>	Grape Myrtle	Mod
	<i>Lophostemon confertus</i>	Brisbane Box	Mod
PALMS			
	<i>Phoenix dactylifera</i> 'Deglet Noor'	Date Palm	Low

Symbol	Botanical Name	Common Name	WCOLS
	<i>Anigozanthus flavidus</i> 'Red Cross'	Kangaroo Paw	Low
	<i>Callistemon v. 'Little John'</i>	Dwarf Bottlebrush	Low
	<i>Dianella t. 'Variegata'</i>	Variegated Dianella	Low
	<i>Elaeagnus pungens</i>	Silverberry	Low
	<i>Echeveria 'Afterglow'</i>	Echeveria	Low
	<i>Grevillea lanigera</i> 'Mt. Tambaritha'	Woolly Grevillea	Low
	<i>Grevillea 'Noellii'</i>	Grevillea	Low
	<i>Aloe striata</i>	Coral Aloe	Low
	<i>Hemerocallis hybrids</i>	Daylily	Mod
	<i>Hesperaloe parviflora</i>	Red Yucca	Low
	<i>Penstemon h. 'Margarita Bop'</i>	Blue Bedder Penstemon	Low
	<i>Leucophyllum frutescens</i> 'White Cloud'	Texas Ranger	Low
	<i>Muhlenbergia rigens</i>	Deer Grass	Mod
	<i>Westringia f. 'Morning Light'</i>	Coast Rosemary	Low
	<i>Phormium 'Yellow Wave'</i>	New Zealand Flax	Mod
	<i>Berberis 'Crimson Pigma'</i>	Dwarf Japanese Barberry	Low
	<i>Rhus integrifolia</i>	Lemonade Berry	Low
	<i>Myrtus c. 'Compacta'</i>	Dwarf Myrtle	Low
	<i>Rosmarinus o. 'Huntington Carpet'</i>	Rosemary	Low
	<i>Rosa 'Flower Carpet Pink'</i>	Groundcover Rose	Mod
	<i>Rosa 'Flower Carpet White'</i>	Groundcover Rose	Mod
	<i>Pennisetum orientale</i>	Fountain Grass	Low
	<i>Salvia greggii</i> 'Flame'	Furman's Red Autumn Sage	Low

NOTES:
 PLANT MATERIAL NOT LISTED MAY BE USED, SUBJECT TO APPROVAL BY THE CITY.
 ALL LANDSCAPE PLANS AND INSTALLATIONS SHALL ADHERE TO CITY DESIGN GUIDELINES, CODES AND REGULATIONS.
 ALL LANDSCAPE AREAS SHALL RECEIVE AUTOMATIC IRRIGATION SYSTEM.
 ALL LANDSCAPE INSTALLATION SHALL BE PERMANENTLY MAINTAINED.
 A MINIMUM OF SEVENTY-FIVE (75) PERCENT OF THE TOTAL LANDSCAPE AREA SHALL CONTAIN PLANTS FROM COUNTY OF LA APPROVED DROUGHT TOLERANT PLANT LIST.
 TREES TO HAVE A BOX SIZE OF 24" AND 36". GROUND COVER AND SHRUBS TO BE A MIXTURE OF 5 AND 15 GALLON SIZE. FINAL LOCATIONS OF SPECIFIC BOX/GALLON SIZED TREES, SHRUBS/GROUND COVERS TBD WITH PERMIT DWG. PACKAGES



Pomona California Irrigation Management Information System (CIMIS) Station #78 ETo = 59.7 inches
 Using a Plant Factor of 0.5 for bushes, groundcover and trees proposed and an overall irrigation efficiency of 0.75 (some drip, some bubblers and some micro-spray), the total irrigation system demand would be:

$(59.7 \times 0.5 \times 0.62 \times 65,838) / 0.75 = 1,624,618 \text{ gallons/year} = 4,451 \text{ gpd} = 4.99 \text{ AFY}$

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3. Page 4.A-31, the first full paragraph is revised as follows:

The six-story hotels on Parcels 2 and 3 would have a maximum height of ~~80~~ 72 feet above ~~ground level grade (including rooftop features) to the rooftop parapet~~; ~~the six-story hotel on Parcel 3 would have a maximum height of 72 feet 4 inches to the rooftop parapet~~. Currently, the tallest structures in the area are highway-oriented pole signs at the Nogales Street/SR-60 interchange, which do not exceed 45 feet above ~~ground level grade~~. Buildings in the immediately adjacent area are primarily two and three stories high. Because the hotels would be taller than existing buildings and signs, they could be considered out of scale with existing development in the area. While the Project Site is separated from the nearest residential use by a distance of more than 300 feet, the two proposed hotels would be visible from residential neighborhoods south of SR-60. These views, however, would not be considered to be adversely impacted by the Project since SR-60 would be the most immediately visible feature. Also, because the Project would consist of a high-quality architectural design, it would not substantially degrade the aesthetic character of the Site and surroundings because of the scale of the development.

4. Page 4.A-35, the third row and second column cell is revised as follows:

Consistent with Approval of the CUP. Hotel A would be six stories and reach a height of ~~80~~ 72 feet above grade ~~to the rooftop parapet~~. Hotel B would reach a height of 72 feet, ~~four inches~~ above grade ~~to the rooftop parapet~~. The four Commercial Center buildings would be two stories and reach a maximum height of 35 feet. As noted, the Program would require a CUP for the approval of a Development Program, which, if approved by the County's land use decision-making bodies, would allow the proposed hotel structures to exceed the maximum 45 feet above grade. As discussed above, the SD's building height restrictions are intended to protect any adjacent residential uses, which do not occur in the Project Site vicinity.

5. Page 4.A-35, the final partial paragraph is revised as follows:

...height requirement of 45 feet. As discussed in Table 4.A-3, the six-story hotels would be ~~80~~ 72 feet above grade ~~and 72 feet, four inches above grade, respectively to the rooftop parapet~~. However, the four buildings in the Commercial Center would be two stories and reach a maximum height of 35 feet. As discussed in Chapter 2.0, Project Description, of this Draft EIR, the Project would require a discretionary Conditional Use Permit (CUP) for approval of a Development Program, which, if approved by the County's land use decision-making bodies, would allow structures to exceed the maximum height of 45 feet above grade. As discussed above, building height restrictions are indented to protect any adjacent residential uses, which do not occur in the Project Site vicinity. Also, subject to the County's approval of the requested CUP, the Project would be in compliance with all applicable requirements of the CSD, and impacts would be less than significant.

6. Page 4.A-42, the second paragraph is revised as follows:

Daytime glare can result from sunlight reflecting from a shiny surface that would interfere with the performance of an off-site activity, such as the operation of a motor vehicle. Sun glare occurs when the sun is behind the viewer and reflected back. Reflective surfaces can be associated with window glass and polished surfaces, such as metallic or glass curtain walls and trim. The proposed buildings would be visible from eastbound and westbound Gale Avenue and SR-60. The size and height of the two hotel buildings (~~80~~ 72 feet ~~maximum height above grade to the rooftop parapet~~) could potentially create a daytime glare source. However, the intensity of glare and reflectivity from any structure would depend on the types of building materials, articulation of design, and the orientation of the buildings in relation to the direction of the sun and viewer.

7. Page 4.A-42, the final paragraph is revised as follows:

(b) Project Shade/Shadow

The Project would introduce two six-story buildings and four two-story buildings on the Project Site. The maximum height of the six-story buildings would be ~~80~~ 72 feet above grade to the rooftop parapet. To determine the extent of the shading from these buildings, shading diagrams were prepared to indicate the shading patterns that would occur during the times that shadow-sensitive uses would be shaded more than three hours between 9:00 A.M. and 3:00 P.M. PST (between early November and mid-March), or for more than four hours between 9:00 A.M. and 5:00 P.M. PDT (between mid-March and early November). Uses that would be sensitive to shading impacts include outdoor areas associated with single and multifamily residences, schools, parks, pedestrian plazas, outdoor dining areas, golf courses, swimming pools and recreation areas, and solar collectors. These uses are considered sensitive because sunlight is important to function, physical comfort, or commerce.

4.H Land Use And Planning

1. Page 4.H-15, the third full paragraph and fourth paragraph are revised as follows:

(b) Parcel 2, Hotel A

Parcel 2 (3.38 gross acres), located in the southwest portion of the County portion of the Project Site adjacent to Gale Avenue, would be developed with a full-service hotel (Hotel A). Hotel A is generally intended for business travelers and families, totaling ~~275~~ 270 guest rooms and suites. Amenities would include a restaurant, bar, ball-rooms/banquet facility, meeting rooms, business center, and a fitness center, as well as a pool and lounge area. The hotel restaurant hours of operation would be from 6:00 A.M. to ~~10:00~~ 11:00 P.M., while the bar would operate from 12:00 P.M. to 12:00 A.M. Banquet and meeting room hours of operation would extend to 12:00 A.M. Hotel A would be six stories and approximately 72 feet in height above grade (~~to top of parapet~~), ~~with rooftop mechanical equipment up to 80 feet above grade~~ to the rooftop parapet. Developed square footage on Parcel 2 would total approximately 189,950 gsf, with lot coverage of approximately 36.62 percent.

(c) Parcel 3, Hotel B

Parcel 3 (1.93 gross acres), located in the northwest portion of the Project Site, would be developed with an extended-stay hotel (Hotel B). Hotel B is generally intended for business travelers, totaling 202 guest rooms and suites. Rooms would incorporate fully equipped kitchenettes, and common area amenities. These amenities would include a breakfast lounge, meeting rooms with hours of operation from 9:00 A.M. to 10:00 P.M., and a fitness center. The extended-stay hotel would be six stories high and approximately 72 feet in height above grade (~~to top of parapet~~), ~~with rooftop mechanical equipment extending up to 80 feet above grade~~ to the rooftop parapet. Developed square footage on Parcel 3 would total approximately 130,930 gsf, with lot coverage of approximately 37.19 percent.

2. Page 4.H-16, the first item in the list is revised as follows:

1) a Development Program associated with a proposed Zone Change on Parcels 2 and 3 for hotel uses, including authorization to allow the hotel buildings to exceed a height of 45 feet above grade (a maximum height of ~~80~~ 72 feet to the rooftop parapet is being sought for Hotel A on Parcel 2 and ~~a maximum height of 72'-4"~~ is being sought for Hotel B on Parcel 3);

3. Page 4.H-37, the second paragraph is revised as follows:

Height limitations in the C-3 zone in the Rowland Heights CSD are the same as those for the M-1.5 discussed above. However, the Project Applicant is seeking a Development Program CUP in conjunction with the proposed Zone Change for Parcels 2 and 3. Per LACC Section 22.56.200, the development parameters of the underlying zoning shall not apply to uses permitted by a CUP; rather, the County's land use decision-making body—in this case, the Regional Planning Commission—is authorized to prescribe the height limit and maximum lot coverage or FAR for the conditionally approved use. Because a Development Program CUP is being requested in association with the Zone Change to C-3-DP for Parcels 2 and 3, the requested Development Program CUP would set the development parameters for these two parcels, in accordance with LACC Section 22.40.050. As proposed, the Project's Development Program, if approved by the Planning Commission, would permit the hotel buildings to be six stories and 72 feet above grade, ~~with rooftop mechanical equipment up to 80 feet above grade to the rooftop parapet.~~ to the rooftop parapet. The Development Program would establish an FAR for the full-service hotel (Hotel A) on Parcel 2 at 1.35:1, while the FAR for the extended stay hotel (Hotel B) on Parcel 3 would be 1.55:1. Therefore, with County approval of the Development Program CUP in association with the proposed Zone Change for Parcels 2 and 3, the proposed hotel uses would be consistent with the height and FAR requirements for Parcels 2 and 3.

4.J.1 Fire Protection and Emergency Services

1. Page 4.J.1-6, the first partial paragraph is revised as follows:

The Project Site currently is undeveloped except for a temporary detour road and related temporary construction staging and surface parking construction by the ACE in conjunction with the Nogales Street Grade Separation Project. All ACE improvements on the Project Site would be removed by ACE prior to commencement of Project construction. The Project would intensify use of the Site compared to existing conditions. The proposed uses would introduce structure and daytime and 24-hour population to the Project Site. Parcel 1, the Commercial Center, would be developed with four commercial-occupancy buildings proposed to be one story and two stories tall, rising to a maximum height of approximately 35 feet. Parcel 2 would be developed with a full-service hotel (Hotel A) with ~~275~~ 270 keys, meeting rooms, and a restaurant. Hotel A would be six stories and approximately ~~80~~ 72 feet in height above grade to the rooftop parapet. Parcel 3 would be developed with an extended-stay hotel (Hotel B) that would be six stories and approximately ~~73~~ 72 feet in height above grade to the rooftop parapet. Developed square footage for the three parcels would total approximately 450,806 square feet.

4.J.2 Sheriff Protection

1. Page 4.J.2-3 the second to last paragraph, is revised as follows:

The Project Site currently is undeveloped except for a temporary detour road and related temporary construction staging and surface parking construction for the Alameda Corridor Extension (ACE) Nogales Street Grade Separation Project. All ACE improvements on the Project Site would be removed by ACE prior to commencement of Project construction. The proposed uses would introduce structure and daytime and 24-hour population to the Project Site. Parcel 1, the Commercial Center, would be developed with approximately 129,926 square feet of retail, restaurant, and commercial uses. Parcel 2 would be developed with ~~275~~ 270 keys, meeting rooms, and a restaurant; Parcel 3 would be developed with an extended-stay hotel (Hotel B) with 202 guest suites.

4.K Transportation and Parking

- 1. Page 4.K-1, the second paragraph is revised as shown below. This section is updated to show the receipt of a new Parking Assessment from Linscott, Law & Greenspan, received on May 10, 2016. The updated Parking Assessment is provided in Appendix B of this Final EIR.**

The traffic impact analysis in this section is based on the *Rowland Heights Plaza Traffic Impact Analysis* (Traffic Impact Analysis).¹ The Traffic Impact Analysis is contained in Appendix I-1 of this EIR. The Traffic Impact Analysis has been prepared in consultation with the Los Angeles County Department of Public Works, Traffic and Lighting Division (LACDPW Traffic and Lighting). The parking impact analysis in this section is based on the Revised Parking Assessment for the Proposed Rowland Heights Plaza and Hotel Project (Parking Assessment).² The Parking Assessment is contained in Appendix I-2 of this Draft EIR; see also the Revised Parking Assessment provided in Appendix B of this Final EIR. Technical information has been summarized. For additional details regarding the traffic methodology, see Appendix I-1, Traffic Impact Analysis, of the Draft EIR.

- 2. Page 4.K-14, the first paragraph is revised as follows:**

The traffic impact analysis in this section is based on the Traffic Impact Analysis prepared by Kunzman Associates, Inc. and dated May 29, 2015, and contained in Appendix I-1 of this EIR. The Traffic Impact Analysis and the roadway infrastructure analyzed within were prepared in consultation with LACDPW Traffic and Lighting. The parking impact analysis is based on the Parking Assessment prepared by Linscott Law & Greenspan and dated May 14, 2015 and included in Appendix I-2 of this Draft EIR. See also the Revised Parking Assessment provided in Appendix B of this Final EIR.

- 3. Page 4.K-17, the first paragraph is revised as follows:**

The adequacy of on-site parking was evaluated in a Revised Parking Assessment prepared by Linscott Law & Greenspan in May ~~2015~~ 2016 and based on the requirements of the County Parking Code (Section 22.52 of the Los Angeles County Code [LACC]) and procedures outlined by the Urban Land Institute (ULI) in the technical document *Shared Parking* (2005).

- 4. Page 4.K-20, the final paragraph is revised as shown below. It should be noted that Section 4.K of the Draft EIR, as well as the Parking Assessment provided in Appendix I-2 of the Draft EIR, identified the proposed number of parking spaces as 1,161, whereas the finalized site plan accepted by the Los Angeles County Department of Regional Planning identified a proposed 1,156 parking spaces. Because the Project's peak parking demand has been reduced from 1,143 in the Draft EIR to 1,130 spaces, as the result of the minor Project modifications previously discussed in corrections and additions to 2.0, Project Description, earlier in this chapter, there would be a parking surplus of 73 spaces, representing a 6.4 percent buffer, above and beyond the calculated peak demand at buildout.**

The Project would provide a total of ~~1,161~~ 1,203 spaces. On Parcel 1 for the Commercial Center, ~~689~~ 699 parking spaces would be provided, including ~~506~~ 511 surface parking spaces and ~~183~~ 188 spaces in single-level subterranean structures beneath Building Nos. 2, 3, and 4. On Parcel 2 for Hotel A, ~~260~~ 273 parking spaces would be provided, including ~~137~~ 133 surface parking spaces and ~~123~~ 130 structured and 10 tandem spaces within a single subterranean level. On Parcel 3 for Hotel B, ~~137~~ 156 parking spaces would be

provided, including ~~74~~ 79 surface parking spaces and ~~63~~ 77 spaces within a single subterranean level. (See Figure 2-4 for proposed parking locations.) An additional 75 surface parking spaces would be provided on the parcel in the City of Industry and would be counted towards fulfillment of the County’s Parking Code requirement for the Project, with 55 spaces allocated to the Commercial Center and 20 spaces assigned to Hotel B. The Parcel in the City of Industry would also provide a private drive aisle to allow private and emergency response vehicle access between Parcel 1 and Parcels 2 and 3. (The Project Applicant will own and control the parcel in the City of Industry.)

5. Page 4.K-23, the third full paragraph is revised as follows:

Trip generation represents the amount of traffic that is both attracted to and produced by a development. Trip generation rates used to estimate Project traffic and a summary of the Project’s trip generation are shown on **Table 4.K-4, Project Trip Generation**. As shown in Table 4.K-4, the Project would generate 10,357 average daily trips, including ~~541~~ 539 trips (312 inbound/~~229~~ 227 outbound) during the weekday morning peak hour, ~~846~~ 843 trips (~~449~~ 447 inbound/~~397~~ 396 outbound) during the afternoon weekday peak hour, and ~~1,092~~ 1,088 trips (~~566~~ 564 inbound/~~526~~ 524 outbound) during the Saturday mid-day peak hour.

6. Page 4.K-24, Table 4.K-4 is revised as follows:

Table 4.K-4

Project Trip Generation

Land Use	Size	Estimated Trip Generation ^a									
		Average Daily Trips ^a	Weekday AM Peak Hour Trips			Weekday PM Peak Hour Trips			Sat Mid-Day Peak Hour Trips		
			In	Out	Total	In	Out	Total	In	Out	Total
Shopping Center	83,707 sf	3,574	50	30	80	149	162	311	210	193	403
High-Turnover Restaurant	20,056 sf	2,550	119	97	216	119	79	198	121	133	254
Quality Restaurant	20,057 sf	1,804	8	8	16	101	50	151	128	89	217
Hotel	477 472 rm	4,255 4,210	186 <u>184</u>	134 <u>132</u>	320 <u>316</u>	162 <u>160</u>	172 <u>170</u>	334 <u>330</u>	210 <u>208</u>	205 <u>203</u>	415 <u>411</u>
Office	2,000 <u>6,106</u> sf	720 <u>720</u>	13 <u>13</u>	0	13 <u>13</u>	0	12 <u>12</u>	12 <u>12</u>	0	0	0
Total Vehicle Trips		12,190 <u>12,158</u>	364	269 <u>267</u>	633 <u>631</u>	531 <u>529</u>	464	995 <u>992</u>	669 <u>667</u>	620 <u>618</u>	1,289 <u>1,285</u>
Pass-By (10%)		(1,219) <u>(1,216)</u>	(36)	(27)	(63)	(53)	(46)	(99)	(67)	(62)	(129)
Commercial Internal Capture (5%)		(179)	(3)	(2)	(5)	(7)	(8)	(15)	(11)	(10)	(21)
Restaurant Internal Capture (10%)		(435)	(13)	(11)	(24)	(22)	(13)	(35)	(25)	(22)	(47)
Total Project Trips		10,357 <u>10,328</u>	312	229 <u>227</u>	541 <u>539</u>	449 <u>447</u>	397 <u>396</u>	846 <u>843</u>	566 <u>564</u>	526 <u>524</u>	1,092 <u>1,088</u>

^a Source for trip generation rates: Trip Generation, 9th Edition, Institute of Transportation Engineers (ITE), 2012, Land Use Categories 310,710,820, and 932.

Source: Kunzman Associates, Inc., December 2015 and April 2016

7. Page 4.K-40, the description of impacts at Intersection No. 3 during the Saturday mid-day peak hour is revised as follows:

- 3. Fullerton Road & SR-60 Freeway EB Ramps
 - LOS B (0.663) to LOS C (0.713), an increase in the V/C ratio of 0.530, during the weekday a.m. peak hour
 - LOS B (0.657) to LOS C (0.732), an increase in the V/C ratio of 0.075, during the weekday p.m. peak hour
 - LOS D (0.847) to LOS E (0.931), an increase in the V/C ratio of 0.084, during the Saturday mid-day peak hour

8. Page 4.K-45, the second to last paragraph is revised as follows:

As discussed above, the adequacy of on-site parking was evaluated in a Revised Parking Assessment prepared for the Project by Linscott Law & Greenspan in May ~~2015~~ 2016, based on the requirements of the County Parking Code and procedures outlined by the ULI. As discussed in Chapter 2.0, Project Description, of this Draft EIR and detailed in **Table 4.K-8, Project Parking Summary**, below, the Project would provide ~~1,161~~ 1,203 parking spaces.

9. Page 4.K-46, Table 4.K-8 is revised as follows:

Table 4.K-8

Project Parking Summary	
Proposed Use	Parking Spaces
Commercial Parcel (Parcel 1)	689 <u>699</u> spaces
Full-Service Hotel A Parcel (Parcel 2)	260 <u>273</u> spaces
Extended-Stay Hotel B Parcel (Parcel 3)	137 <u>156</u> spaces
Parking Subtotal	1,086 <u>1,128</u> spaces
Northern Parcel	75 spaces
Parking Total	1,161 <u>1,203</u> spaces

Source: Parallax Investment Corp., Architects Orange, Gene Fong Associates, June 2015.

10. Page 4.K-45, the last partial paragraph, and page 4.K-46, the first partial paragraph, are revised as follows:

As shown in **Table 4.K-9, County Parking Code Requirements**, when the proposed uses are considered individually, the County Parking Code requires ~~1,503~~ 1,509 parking spaces. However, this represents a conservative calculation because, as previously stated, peak parking demand for each of the proposed uses would not occur simultaneously, and the Project as a whole would benefit from the variations in parking demand that occur throughout the day, as well as during the week, allowing the sharing of parking spaces between uses. Shared parking requirements are based on ULI parking ratios for weekdays and weekends for each of the individual uses. Based on these parking ratios, the Parking Assessment states that the weekday peak parking demand is forecast to occur at ~~6:00~~ 12:00 P.M., when ~~1,138~~ 1,037 spaces would be required. Similarly, the Parking Assessment found that the weekend peak parking demand is forecast to occur on

Saturday at ~~8:00~~ 12:00 P.M., when ~~1,143~~ 1,130 parking spaces would be needed. As a result, the Project, the proposed on-site parking supply of ~~1,161~~ 1,203 parking spaces would adequately accommodate the peak parking demand of the Project for both a weekday and Saturday condition, with a surplus of ~~23~~ 93 and ~~18~~ 166 parking spaces, respectively. This forecast demand is highly conservative (worst case), as it assumes 100 percent utilization of the Project’s hotel banquet floor area and Commercial Center restaurants during the evening hours on weekdays and Saturdays. It is rare, for example, that all function space within a hotel is used simultaneously. Also, some restaurants may focus to a dinner service while other food-serving tenants (e.g., many quick-serve-type restaurants) have their peak activity during the lunch period.⁴ Therefore, it is likely that the parking demand would be substantially less (and the resultant surpluses of unused parking spaces higher) than the “worst case” forecast provided.

11. Page 4.K-47, Table 4.K-9 is revised as follows:

Table 4.K-9

County Parking Code Requirements

<u>Land Use</u>	<u>Quantity</u>	<u>Code Parking Rate</u>	<u>Required Parking</u>
<u>Hotel A</u>			
Rooms	261 rms	0.5/rm	131
Suites	14 <u>9</u> suites	1.0/suite	14 <u>9</u>
Banquet Room	10,000 <u>8,000</u> sf	1.0/3 occupants ^a	222 <u>178</u>
Meeting Room	2,000 <u>4,000</u> sf	1.0/3 occupants ^a	44 <u>89</u>
Restaurant	6,000 sf		
Customer Area	4,200 sf	1.0/3 occupants ^a	93
Kitchen Area	1,800 sf	1/3 occupants ^a	<u>3</u>
Subtotal Hotel A			<u>507</u> <u>503</u>
<u>Hotel B</u>			
Rooms	132 rms	0.5/room	66
Suites	70 suites	1.0/suite	<u>70</u>
Subtotal Hotel B			<u>136</u>
<u>Commercial Center</u>			
Restaurant	40,113 sf	1/3 occupants ^b	
Customer Area ^c	22,062 sf	1/3 occupants ^b	490
Kitchen Area ^c	18,051 sf	1/3 occupants ^b	30
Retail	63,707 sf	4/1,000 sf	255
Medical Office or Retail	20,000 sf	4/1,000 sf	80
General Office	2,000 <u>6,106</u> sf	2.5/1,000 sf	5 <u>15</u>
Subtotal Commercial Center			<u>860</u> <u>870</u>
Total			<u>1,503</u> <u>1,509</u>
Project Parking			<u>1,161</u> <u>1,203</u>
Surplus Shortfall			<u>342</u> <u>306</u>

^a Meeting and Banquet Room parking rate assumes 1 occupant per 15 square feet.

^b Restaurant parking rate assumes 1 occupant per 15 square feet of customer area or 1 occupant per 200 square feet of kitchen area.

^c Restaurant floor area in Commercial Center assumed to average 55 percent customer area and 45 percent kitchen on an aggregate basis.

Source: Linscott Law & Greenspan, May 2015.

12. Page 4.K-48, Table 4.K-10 is revised as follows:**Table 4.K-10****Parking Demand
For Project Phasing Scenarios**

Project Phasing Scenario	Parking Supply	Peak Parking Demand (time of day/week)	Parking Surplus
Hotel A Only	330 <u>343</u> spaces ^a	327 <u>305</u> spaces (8:00 <u>5:00</u> p.m. weekday)	3 <u>38</u> spaces
Hotel A & B	445 <u>477</u> spaces ^b	442 <u>412</u> spaces (9:00 <u>8:00</u> p.m. weekday)	3 <u>65</u> spaces
Commercial Center Only	810 <u>830</u> spaces ^c	789 <u>790</u> spaces (12:00 p.m. Saturday)	21 <u>40</u> spaces
Hotel A & Commercial Center	1,075 <u>1,120</u> spaces ^d	1,057 <u>1,066</u> spaces (12:00 p.m. Saturday)	18 <u>54</u> spaces

^a For the Hotel A scenario, ~~260~~ 273 parking spaces would be provided on Parcel 2 (Hotel A) and 70 temporary parking spaces on Parcel 3 (Hotel B).

^b For the Hotel A & B scenario, ~~417~~ 449 spaces would be provided on combined Parcels 2 and 3 (Hotels A & B) (inclusive of the 20 spaces on the City of Industry parcel), and 28 temporary parking spaces provided on Parcel 1 (Commercial Center).

^c For the Commercial Center only scenario, ~~746~~ 754 parking spaces would be provided on Parcel 1 (inclusive of the 55 spaces on the City of Industry parcel) and ~~66~~ 76 temporary parking spaces provided on either Parcel 2 (Hotel A) or Parcel 3 (Hotel B).

^d For the Hotel A & Commercial Center scenario, ~~1,004~~ 1,027 parking spaces would be provided on Parcel 2 (Hotel A) and Parcel 1 (the Commercial Center) (inclusive of the 55 spaces on the City of Industry parcel) and ~~71~~ 93 temporary parking spaces on Parcel 3 (Hotel B).

Source: Parallax Investment Corp., Architects Orange, Gene Fong Associates, June 2015.

13. Page 4.K-48, the paragraph preceding bulleted Mitigation Measure MM-TRAF-1 is revised as follows:

Mitigation Measure MM-TRAF-1, below, identifies the Project Applicant's fair-share contributions toward the physical mitigation measures required to reduce impacts at two of the potentially significantly impacted intersections to a less than significant level. The Project Applicant will coordinate with the City of Industry prior to this contribution to determine the necessity of the physical improvements required by mitigation measure MM-TRAF-1, in light of the Alameda Corridor East (ACE) Construction Authority's now-planned Gale Avenue underpass at this intersection as part of the Fullerton Road Grade Separation Project. According to ACE, commencement of the Fullerton Road Grade Separation Project is planned for Fall 2016 with completion in 2018 or at the end of 2018. The Applicant will confirm the timing of the Grade Separation Project improvements to ensure that the improvement of this intersection is completed before the Project is operational.

MM-TRAF-1: The Project Applicant shall pay a fair-share contribution to LACDPW or the City of Industry, as appropriate, to implement the following physical improvements identified at two intersections that would be significantly impacted by the Project under Future (2020) With Project Plus Cumulative Traffic conditions:

- **Intersection No. 1 (Fullerton Road & Gale Avenue):** The Project Applicant shall coordinate with the City of Industry to arrange a fair-share contribution towards the construction of an additional westbound left-turn lane at this intersection. The fair-share contribution shall be made in accordance with Table 8, Project Fair Share Contributions, of the approved Rowland Heights Plaza Traffic Impact Analysis, which requires the Project Applicant to contribute 97.9 percent of the estimated City of Industry cost to implement this improvement.

4.L.2 Water Supply

The following corrections and additions were made to Section 4.L.2, Water Supply, to reflect the Metropolitan Water District's adoption of both its Integrated Water Resources Plan 2015 Update in January 2016 and its 2015 Urban Water Management Plan in June 2016; the Rowland Water District's adoption of its 2015 Urban Water Management Plan in June 2016; and the Rowland Water District's review and approval of the Project's revised reduced water demands, and issuance of a new corresponding will-serve letter (dated July 6, 2016) for the Project, as a result of minor changes made to the Project.

1. Page 4.L.2-1, the first paragraph and associated footnotes, as well as an additional footnote referenced under Existing Conditions, are revised as follows:

This section identifies the water purveyor responsible for providing water to the Project, and analyzes whether this water purveyor has adequate water supplies to serve the proposed Project. This section also describes the existing and proposed water distribution infrastructure in the Project area, and evaluates whether this infrastructure has sufficient capacity to serve the proposed Project. This section is based on several information sources, including but not limited to a will-serve letter¹ and a letter determining that no Water Supply Assessment (WSA) is required for the Project² from the Rowland Water District (RWD), together provided as Appendix J-2, Water Supply Availability Supporting Information, of this Draft EIR, and the RWD's 2010~~5~~ Urban Water Management Plan (2015 UWMP). The latter is available on the ~~California Department of Water Resources~~ RWD website.³

Footnotes:

- ¹ Tom Coleman, General Manager, Rowland Water District, letter dated ~~September~~ July 6, 2016 (provided in Appendix C-1, 2015, of this Final EIR).
- ² Dave Warren, Director of Operations, Rowland Water District, ~~email~~ letter dated October 7, 2015 (provided in Appendix J-2 of this Draft EIR). Note that updated water demand calculations were subsequently prepared and approved for the Project, and are reflected in RWD's July 6, 2016 will-serve letter, provided in Appendix C-1 of this Final EIR.
- ³ Rowland Water District, 2010~~5~~ Urban Water Management Plan, adopted ~~July 2011~~ June 2016, <http://www.rowlandwater.com/urban-water.ca.gov/urbanwatermanagement/2010uwmps/Rowland%20Water%20District/Rowland2010%20UWMP.pdf-management-plan/>.
- ⁴ Rowland Water District, 2010~~5~~ Urban Water Management Plan, op. cit., ~~pages 2-1 through 4-1~~ Chapters 3 and 6.

2. Page 4.L.2-2, the first and final paragraphs are revised as follows:

RWD obtains its potable water from the Metropolitan Water District (MWD) through the Three Valleys Water District (MWD's local wholesale supplier), which MWD imports via the California and Colorado River Aqueducts. Because the underlying groundwater basin (Puente Basin) is contaminated, basin groundwater does not currently serve as a potable water supply for RWD. RWD's potable water is treated by MWD at its Weymouth Treatment Plant (WTP) in La Verne, which treats up to 520 million gallons per day (mgd), and by

Three Valleys (for MWD) at its Miramar WTP in Claremont, which has a capacity of 25 mgd. RWD provides an average of ~~18~~ 14 mgd of potable water to its customers ~~during summer and 10 mgd during winter (fiscal year 2014/15).~~ [...]]

Table 4.L.2-1, Past and Current RWD Service Population, Water Demand and Water Supply, summarizes the past and current service population, water demand, and water supply in the RWD service area, as identified in the ~~RWD 2010 Urban Water Management Plan (2015 UWMP)~~. As indicated, the current (2015) service population is ~~70,005~~ 55,038 residents, the current water demand is ~~15,727~~ 12,352 acre-feet per year (AFY) ~~with supply basically matching demand, and the current water supply is 17,000 AFY, with approximately two-thirds of both the current demand and supply coming from potable water and the remaining one-third from nonpotable water (recycled water and groundwater).~~ As indicated in the 2015 UWMP, past and current water supply was either at or above demand. Although the number of water connections in the RWD has increased in recent years, per capita water demand has decreased as a result of mandatory water reductions and the water conservation measures currently being implemented within the RWD (both discussed below).

3. Page 4.L.2-3, Table 4.L.2-1 is revised as follows:

Table 4.L.2-1

Past and Current RWD Service Population, Water Demand and Water Supply

Service Population		
Service Population	2010	2015
Service Area Population	62,106 <u>55,147</u>	70,005 <u>55,038</u>
Water Demand (AFY)		
Water Demand Source	2010 ^a	2015 ^b
Potable Water	10,990 <u>11,414</u>	12,727 <u>11,277</u>
Nonpotable Water	523 <u>535</u>	3,000 <u>1,075</u>
Total	11,513 <u>11,949</u>	15,727 <u>12,352</u>
Water Supply (AFY) ^c		
Water Supply Source	2010	2015
Potable Imported Water	10,990 <u>11,282</u>	12,800 <u>10,495</u>
Nonpotable Water Groundwater (Nonpotable)	523 <u>411</u>	4,200 <u>755</u>
<u>Recycled Water</u>	<u>124</u>	<u>781</u>
Total	11,513 <u>11,817</u>	17,000 <u>12,031</u>

AFY = acre-feet per year.

^a ~~Based on actual water used. Total volumes reported for 2010 and 2015 supply may not align with total volumes reported for demand due to potential errors in estimating losses.~~

^b ~~Based on a projection using a per capita water use factor tied to service population.~~

Source: Rowland Water District, 2010 Urban Water Management Plan, Tables ~~2-3-2, 3-3-1, and 4-12, and 6-1,~~ adopted ~~July 2011-June 2016.~~

4. Page 4.L.2-5, the MWD (California and Colorado River Aqueducts) section is revised as follows:

RWD purchases a large amount of its water supply from MWD. MWD consists of 26 member agencies including RWD. MWD is the largest water wholesaler for domestic and municipal uses in Southern California. All 26 member agencies have preferential rights to purchase water from MWD. In 2015, RWD

received ~~12,800~~ 10,495 acre-feet of potable water from MWD.

MWD meets the demand for water through assessments of future supply and demand, which are presented in the MWD's Regional 2015 Urban Water Management Plan (2015 MWD UWMP), adopted in June 2016 (RUWMP), the most recent prepared in 2010. The RUWMP 2015 MWD UWMP addresses the future of MWD's water supplies and demand through the year 203540. Evaluations are prepared for average year conditions, single dry-year conditions, and multiple dry-year conditions. The analysis for multiple-dry year conditions, (under the most challenging drought conditions) is presented in Table 2-105 of the RUWMP 2015 MWD UWMP. That analysis indicates that reliable water sources are available to meet demand through 203540. The estimated demand for 203540 is ~~2,399,000~~ 2,258,000 AFY. The expected water supply, based on current programs, is ~~2,415,000~~ 2,260,000 AFY, or a surplus of ~~16,000~~ 12,000 AFY. With implementation of programs under development, the supply should increase by ~~755,000~~ 286,000 AFY, resulting in a potential surplus of ~~771,000~~ 288,000 AFY.

MWD also prepares an Integrated Water Resources Plan (IRP). The IRP provides a water management framework, including plans and programs for meeting future water needs. It addresses issues that can affect future water supply such as changes in climate and environmental regulations. MWD first adopted its IRP in 1996. The most recent IRP ~~was completed in October 2010, document is the Integrated Water Resources Plan 2015 Update (Report No. 1518) dated July 2016 (2015 IRP Update),~~ and it established a water supply reliability policy of having the full capability to meet full-service demands at the retail level at all times for the MWD and its member agencies. Among other topics, the IRP discusses local water supply initiatives (e.g., local groundwater conjunctive use programs) and establishes a buffer supply to mitigate against the risks associated with implementation of local and imported water supply programs.

~~In October 2012, MWD released an IRP Implementation Report to report on progress toward implementing the targets from the 2010 IRP Update. The Implementation Report included a summary of foundational actions for MWD's water resource development categories: 1) State Water Project (SWP) supplies; 2) Colorado River Aqueduct; 3) storage and transfers; and 4) managing demands. This most recent report concluded that MWD continues to take actions and develop programs in support of achieving the long-term goals of the 2010 IRP update.⁵~~

The 2015 IRP Update focuses on ascertaining how conditions have changed in the region since the last IRP update in 2010. This involved developing new reliability targets to meet the evolving outlook of the region's reliability needs, assessing strategies for managing short and long-term uncertainty, and communicating technical findings. The 2015 IRP Update also identifies areas where policy development and implementation approaches are needed. The IRP process embodies adaptive water management, as opposed to a rigid set of planned actions over the coming decades, and is the most nimble and cost-effective manner for MWD and local water agencies throughout Southern California to effectively prepare for the future.

5. Page 4.L.2-6, the Groundwater section and associated footnote are revised as follows:

RWD lies over the Puente Basin. The overlying land use characteristics of the basin create a situation whereby natural and/or artificial replenishment is virtually nonexistent. Consequently, the aquifer experiences minimal "freshening," and the water quality of the relatively stagnant water within the basin suffers over time. Also, historical contamination by industrial and manufacturing companies has contributed to water quality degradation. The groundwater quality of the basin does not meet ~~California Department of Public Health~~

~~(CDPH) State Water Resources Control Board Division of Drinking Water's (DDW) potable water criteria due to volatile organic compounds (VOCs), including trichloroethylene (TCE) and perchloroethylene (PCE), high nitrate concentrations, and high levels of total dissolved solids (TDSs). [...]~~

The Puente Basin was adjudicated in 1986 among the RWD, Walnut Valley Water District, City of Industry, and City of Industry Urban Development Agency (former redevelopment agency), and Los Angeles Royal Vista Gold Course. [...]

According to the Judgment, the declared safe yield of the basin is 4,400 AFY. However, the basin is managed on the basis of safe operating yield determined annually by the Puente Basin Watermaster. A safe operating yield of ~~1,706~~ 1,530 AFY was adopted in April 2010⁵ for each of the next four subsequent years. RWD's portion of this operating safe yield is 306 AFY.

In fiscal year 2014/15, RWD had an annual pumping right allocation of 1,271 AFY. On average, RWD's pumping right is approximately 1,000 AFY, despite an operating safe yield allocation of only 306 AFY due to factors above. Pumping rights allocated to RWD varied from 1,104 AFY to 1,307 AFY between 2004 and 2010. The amount of groundwater pumped by RWD from the basin during that period has been far less than allocated, ranging between 0 and 417 AFY and making up between 0 percent and 79.8 percent of RWD's nonpotable water supply. The RWD's 2010⁵ UWMP conservatively projects that approximately 1,200 only 306 AFY will be pumped from the basin by RWD between 2015²⁰ and 2035⁴⁰ (subject to the RWD's annual allotment from the Watermaster), making up between 15.6 3.8 percent and 28.6 4.6 percent of RWD's nonpotable water supply.

Footnotes:

⁶ Rowland Water District, 2010⁵ Urban Water Management Plan, *op. cit.*, pages 46-2 through 4-96-8.

6. Pages 4.L.2-6 and -7, the Recycled Water section and associated footnote are revised as follows:

The primary source of RWD recycled water is treated effluent from LACSD's San Jose Creek WRP to the City of Industry's facilities. [...]

The San Jose Creek WRP provides primary, secondary, and tertiary treatment. ~~In 2010, the WRP treated 77,954 AFY of wastewater, and this is projected to increase to approximately 95,027 AFY by 2020 and 120,636 by 2035. On average, approximately 43 mgd (47,040 AFY) of recycled water produced at the San Jose WRP is used at over 130 different reuse sites.~~ Recycled water from the WRP is used by RWD and other water districts; treated effluent that is not reused is discharged to the San Gabriel River.

In 2010⁵, RWD obtained an estimated ~~417~~ 718 AFY of recycled water from the San Jose Creek WRP, all of which was used for landscape irrigation. This is projected to increase to approximately ~~1,200~~ 2,050 AFY by 2020; 2,550 AFY by 2025; 3,300 AFY by 2030; 3,350 AFY by 2035; and ~~to remain constant thereafter through at least 2035~~ 3,400 AFY by 2040. RWD encourages recycled water use by providing financial incentives for such use, and requires such use where RWD recycled water pipelines are in the vicinity and the use of recycled water is both financially feasible and safe to human health.

Footnote:

⁷ Rowland Water District, 2010⁵ Urban Water Management Plan, *op. cit.*, pages 46-9 through 4-96-14.

7. Page 4.L.2-7, the Future Water Supply Projects section and associated footnote are revised as follows:

~~In 2010, RWD purchased water rights for one AFY within the Central Basin, which gives RWD an option to purchase or lease additional water rights. RWD intends on leasing or purchasing additional rights of approximately 1,500 to 2,500 AFY in the future. RWD is also working with the Main San Gabriel Basin Watermaster to develop a storage agreement that would give RWD the ability to store water in the groundwater basin when supplies are plentiful. In addition, RWD, in partnership with the Walnut Valley Water District and the cities of Azusa and Glendora, has completed a feasibility study looking at refurbishing groundwater production facilities and constructing a water treatment plant in the Puente Basin which could produce as much as 20,000 AFY.~~

RWD is currently working with several of its neighboring water agencies to develop new water projects that will enhance water supply and reliability. These projects include Cal Domestic Water Company (Phases 1 and 2), Puente Valley Operable Unit (PVOU) and Six Basins (Phases 1, 2, 3, and 4). These projects are being developed through RWD's joint powers authority (JPA) partnership with Walnut Valley Water District (WVWD) and Puente Basin Water Agency (PBWA). The planned supplies are described in detail in Section 6.9 and summarized in Table 6-10 of RWD's 2015 UWMP.

Footnote:

⁸ *Rowland Water District, 2010~~5~~ Urban Water Management Plan, op. cit., pages 4-166-14 through 6-18.*

8. Page 4.L.2-8, the second paragraph is revised as follows:

Also in response to the current drought, Governor Brown signed Executive Order B-29-15 in April, 2015. The Order requires an immediate 25 percent mandatory reduction in overall potable urban water use Statewide, from 2013 levels, through at least the end of February 2016.⁴ This is applicable to all cities, towns, and urban water supplies in California (such as the RWD).¹² Most recently in June 2016, the State Water Resources Control Board adopted an ordinance allowing water agencies to set their own conservation goals based on local water supply conditions with the assumption there are three more years of drought conditions. The monthly reporting to the State would still be required comparing the individual agency's goal against 2013 demand levels.

9. Page 4.L.2-9, the second to last paragraph is revised as follows:

In response to these recent developments in the Delta, MWD is engaged in planning processes that will identify local solutions that, when combined with the rest of its supply portfolio, will ensure a reliable long-term water supply for its member agencies. In the near-term, MWD will continue to rely on the plans and policies outlined in its ~~RUWMP~~ 2015 UWMP and IRP Update to address water supply shortages and interruptions (including potential shut downs of SWP pumps) to meet water demands.

10. Page 4.L.2-11, the first partial paragraph and associated footnotes are revised as follows:

[...]As a result, in March 2002, MWD adopted climate change policy principles that relate to water resources that are reflected in MWD's 2010~~5~~ IRP Update.²² Further, in response to climate change and its associated

⁴ *State of California, Executive Department, Executive Order B-29-15, signed April 1, 2015.*

uncertainty, MWD's ~~2010 RUWMP~~ 2015 UWMP incorporated three basic elements to promote adaptability and flexibility, important in addressing impacts of climate change: conservation, groundwater recharge, and water recycling.²³

Footnotes:

²² ~~Metropolitan Water District of Southern California, Integrated Water Resources Plan, 2010⁵ Update, Report No. 1373, October 2010,~~
~~http://www.mwdh2o.com/PDF_About_Your_Water/2.4.1_Integrated_Resources_Plan.pdf#search=report%20no.%201373~~
~~1518, June 2016,~~
~~[http://www.mwdh2o.com/PDF_About_Your_Water/2015%20IRP%20Update%20Report%20\(web\).pdf](http://www.mwdh2o.com/PDF_About_Your_Water/2015%20IRP%20Update%20Report%20(web).pdf)~~
~~September 2014 July 2016.~~

²³ ~~Metropolitan Water District of Southern California, The Regional Urban Water Management Plan, November 2010 June 2016,~~
~~http://www.mwdh2o.com/PDF_About_Your_Water/2.4.2_Regional_Urban_Water_Management_Plan.pdf#search=regional%20urban%20water%20management%20plan~~
~~http://www.mwdh2o.com/PDF_About_Your_Water/2.4.2_Regional_Urban_Water_Management_Plan.pdf~~
~~September 2014 July 2016.~~

11. Page 4.L.2-11, the Water Conservation section and associated footnotes are revised as follows:

(d) Water Conservation²⁵

In addition to the primary RWD water sources discussed above, water conservation and recycling will play an increasing role in meeting future water demands. RWD has implemented programs to address these issues, with efforts underway to further promote and increase the level of these programs. In 2005, RWD adopted a Mandatory Recycled Water Connection Policy (Ordinance No. 0-7-2005), updated in 2010 (Ordinance No. 0-9-2010), which provides recycled water at 50 percent of the cost of potable water to encourage recycled water use, requires customers to connect to RWD's recycled water system, and to use recycled water for irrigation and other appropriate purposes, where such connection and use could be done in a manner safe to public health at a reasonable cost to the customer.²⁶ In 2009, RWD adopted a Water Use Reduction Plan which discourages the waste of potable water by charging higher prices for excessive water use. In 2009, RWD also adopted a Water Conservation and Water Shortage Contingency Plan (Ordinance No. 0-5-2009), which encourages customers to use water efficiently by recommending conservation practices set forth in the Plan.²⁷ RWD's 2010⁵ UWMP concludes that, with the its conservation measures set forth in the efforts, the 2015 interim target of 195 gallons per capita per day (gpcd) was achieved by a large margin based on actual potable water use of 178 gpcd. Additionally, the above policy and plans, the UWMP's 2015 and District is well on its way to achieving its 2020 water use reduction targets will be achieved goal of 174 gpcd.²⁸

Footnotes:

²⁵ ~~Rowland Water District, 2010 Urban Water Management Plan, op. cit., page 3-11.~~

²⁶ ~~Rowland Water District, 2015 Urban Water Management Plan, op. cit., page 6-13.~~

²⁷ ~~Ibid.~~

²⁸ ~~Rowland Water District, 2015 Urban Water Management Plan, op. cit., pages 5-4 and 5-5.~~

12. Pages 4.L.2-11 and -12, the Water Infrastructure section and associated footnote are revised as follows:

The Project Site is located within the service area of RWD, which is responsible for constructing, operating,

and maintaining the water conveyance and treatment infrastructure serving the Project Site and the surrounding area (including but not limited to the unincorporated community of Rowland Heights and the southern portion of the City of Industry). RWD owns, operates, and maintains approximately 150 miles of water distribution mains, 3,020 fire hydrants, and ~~13,978~~ 13,794 customer service connections.²⁶⁹

No domestic water lines currently serve the Project Site.²⁷³⁰ Existing water lines in the vicinity include a 12-inch line located within the UPRR/Metrolink railroad track right-of-way and a 12-inch line in the Gale Avenue right-of-way.²⁸³¹ ~~Recycled water infrastructure exists in the Project vicinity.~~

Recycled water service is available to the Project Site from the existing 8-inch pipeline running along the site's entire northern boundary along Railroad Street. As noted below, RWD has adopted a Recycled Water Master Plan, which identifies various contemplated future recycling water projects.

Footnotes:

²⁹ *Rowland Water District, 20105 Urban Water Management Plan, op. cit., page 23-1.*

13. Page 4.L.2-15, the RWD Urban Water Management Plan section and associated footnotes are revised as follows:

(a) RWD Urban Water Management Plan³⁴

In accordance with the California Urban Water Management Planning Act, RWD adopted its 20105 UWMP in ~~2014~~ June of 2016. The 2015 UWMP details RWD's efforts to promote the efficient use and management of its water resources, and incorporates the water conservation mandates of SB 7. The 2015 UWMP used a ~~service areawide method in developing its water demand projections. This methodology does not rely on individual development demands to determine areawide growth. Rather, the growth in water use for the entire service area was considered in developing long-term water projections for the RWD service area for growth rate of one percent per year over the next 25 years based on resident per~~ for redevelopment and infill along with per capita water use demand factors within the RWD and a one percent annual growth rate, plus the development projections from the proposed Aera master planned community development project based on phasing and water demand projections provided in the Water Supply Assessment for the Proposed Aera Master Planned Community (Rowland Water District, 2007).³⁵ The 20105 UWMP addresses priorities and water supply and demand forecasts through ~~2035~~ 40.

UWMPs are updated on five-year intervals, each updated UWMP incorporating the most recent Southern California Association of Governments (SCAG) projections and findings of recent WSAs for new development projects as required by California law. This process entails, among other requirements, an update of water supply and water demand projections for water agencies. Therefore, the next RWD UWMP will be prepared in ~~mid-2015~~ 20 (adopted in ~~mid-2016~~ December 2020), and will evaluate the status of water supply and demand in light of recent drought conditions and weather conditions occurring at the time of its preparation.

Footnotes:

³⁴ *Rowland Water District, 20105 Urban Water Management Plan, op. cit.,*

³⁵ *Rowland Water District, 2015 Urban Water Management Plan, op. cit. page 3-3.*

14. Page 4.L.2-16, an additional section, RWD Recycled Water Master Plan, and associated footnote are added as follows:

(e) RWD Recycled Water Master Plan³⁸

In 2008, RWD adopted a Master Plan for its Recycled Water System (Recycled Water Master Plan), which analyzes ways of increasing and diversifying recycled water use in RWD's service area. It contains facility planning criteria (including design criteria and basic cost data applicable to conceptual design or planning-level layout of recycled water system components), demand criteria, and pressure/hydraulic criteria for RWD to utilize when planning the expansion and operation of its recycled water system. The Recycled Water Master Plan also identifies multiple future recycled water projects that RWD may elect to undertake to connect future recycled water customers to existing infrastructure. RWD updated the Recycled Water Master Plan in 2012 to reflect the significant expansion of RWD's recycled water infrastructure, including the completion of seven infrastructure projects that were completed between 2010 and 2012, at a total capital cost of over \$12 million.³⁹

Footnotes:

³⁸ HDR Engineering, Inc., Rowland Water District Recycled Water System 2012 Master Plan Update, Final Report, June 2013.

³⁹ Ibid., at page 6-16.

15. Page 4.L.2-17, the Water Supply section and associated footnote are revised as follows:

The RWD has determined that the Project does not meet the SB 610 thresholds for preparing a WSA and that a WSA therefore is not required for the Project.⁴⁰ ~~In place of summarizing WSA results, the water supply analysis in this section determines whether water supply is adequate to serve the Proposed Project by supply to Project plus RWD's 2020 projected water demand. Year-potable water demand estimate for the proposed Project at the anticipated buildout year of 2020 was calculated by the Project's civil engineer using current standard demand rates for hotel, restaurant, and retail uses, incorporating typical water conserving water fixtures and appliances required by Titles 20 and 24 of the CCR. These potable water demand figures, presented in **Table 4.L.2-2, Estimated Project Water Demand**, were reviewed and approved by RWD's water consultant, and reflected in RWD's updated will-serve letter for the Project.⁴¹ 2020 is used as the analysis year because it represents the anticipated buildout year of the Project, while the RWD's 2020 water supply and water demand estimates used are those from the RWD 2010 UWMP. This analysis methodology accounts for cumulative water demand because it utilizes 2020 rather than existing (2015) RWD demand, and because the RWD 2020 demand estimate used is a district-wide estimate.~~

Pursuant to the Project's will-serve letter and Project Design Feature PDF-WATER-3, the Project's potable water demand estimate for the proposed Project was assumed will be offset by the RWD to be equivalent to Project wastewater generation, while the nonpotable water demand estimate for the proposed Project was assumed to be 20 percent of Project Applicant's funding of an expansion of RWD's existing recycled water infrastructure, which will enable RWD to provide a minimum of 95 AFY of additional recycled water service within its service area, thereby replacing 95 AFY of existing potable water demand. This is a

Nonpotable water demand (for irrigation purposes) was estimated utilizing the Project's proposed amount of landscaping (approximately 66,000 square feet), evapotranspiration data from the California Irrigation Management Information System (CIMIS) (Pomona Station #78), and conservative analysis because credit

~~was not given for the water savings to be realized associated with the use of the water-conserving plant and irrigation efficiency factors (0.5 and 0.75, respectively). Nonpotable water fixtures and appliances required by Titles 20 and 24 of the CCR, will be served from the adjacent recycled water system.~~

Footnotes:

⁴⁰ *Dave Warren, Director of Operations, Rowland Water District, email letter dated October 7, 2015 (provided in Appendix I-2 of this Draft EIR). Note that updated water demand calculations were subsequently prepared and approved for the Project, and are reflected in RWD's July 6, 2016 will-serve letter, also provided in Appendix C-1 of this Final EIR.*

⁴¹ *Chris Hewes, RMC Water and Environment, memorandum dated June 15, 2016 (provided in Appendix C-3 of this Final EIR); Tom Coleman, General Manager, Rowland Water District, letter dated July 6, 2016 (provided in Appendix C-1 of this Final EIR). Please note that these demand figures are conservative, as they account for approximately 87,635 sf of retail uses, as compared to the Project's proposed 83,707 sf of retail uses.*

16. Page 4.L.2-17, Table 4.L.2-2, Estimated Project Water Demand, has been added in the Water Supply section as follows:

Table 4.L.2-2
Estimated Project Water Demand

<u>Project Component</u>	<u>Quantity</u>	<u>Unit</u>	<u>Flow (gpd)</u>	<u>Unit of Measure</u>	<u>Water Use</u>	
					<u>gpd</u>	<u>AFY</u>
<u>Hotel A</u>	<u>270</u>	<u>rooms</u>	<u>75</u>	<u>per room</u>	<u>20,250</u>	<u>22.7</u>
<u>Restaurant/Bar</u>	<u>96</u>	<u>seats</u>	<u>35</u>	<u>per seat</u>	<u>3,360</u>	<u>3.8</u>
<u>Meeting rooms/Ballroom</u>	<u>799</u>	<u>seats</u>	<u>5</u>	<u>per seat</u>	<u>3,995</u>	<u>4.5</u>
<u>Hotel B</u>	<u>202</u>	<u>rooms</u>	<u>75</u>	<u>per room</u>	<u>15,150</u>	<u>17.0</u>
<u>Building 1</u>						
<u>Restaurant</u>	<u>251</u>	<u>seats</u>	<u>35</u>	<u>per seat</u>	<u>8,785</u>	<u>9.8</u>
<u>Retail</u>	<u>21,548</u>	<u>sf</u>	<u>100</u>	<u>per ksf</u>	<u>2,155</u>	<u>2.4</u>
<u>Building 2</u>						
<u>Restaurant</u>	<u>269</u>	<u>seats</u>	<u>35</u>	<u>per seat</u>	<u>9,415</u>	<u>10.5</u>
<u>Retail</u>	<u>26,582</u>	<u>sf</u>	<u>100</u>	<u>per ksf</u>	<u>2,658</u>	<u>3.0</u>
<u>Building 3</u>						
<u>Restaurant</u>	<u>99</u>	<u>seats</u>	<u>35</u>	<u>per seat</u>	<u>3,465</u>	<u>3.9</u>
<u>Retail</u>	<u>13,589</u>	<u>sf</u>	<u>100</u>	<u>per ksf</u>	<u>1,359</u>	<u>1.5</u>
<u>Building 4</u>						
<u>Restaurant</u>	<u>305</u>	<u>seats</u>	<u>35</u>	<u>per seat</u>	<u>10,675</u>	<u>12.0</u>
<u>Retail</u>	<u>25,916</u>	<u>sf</u>	<u>100</u>	<u>per ksf</u>	<u>2,592</u>	<u>2.9</u>
<u>Office</u>	<u>6,106</u>	<u>sf</u>	<u>60</u>	<u>per ksf</u>	<u>366</u>	<u>0.4</u>
<u>Total Demand</u>					<u>84,225</u>	<u>94.3</u>

gpd = gallons per day

AFY = acre-feet per year.

sf = square feet

ksf = 1,000 square feet

Source: PSOMAS, 2016; RMC Water and Environment, 2016. Data is also found in Appendices C-2 and C-3 of this Final EIR. Please note that these demand figures are conservative, as they account for approximately 87,635 sf of retail uses, as compared to the Project's proposed 83,707 sf of retail uses.

17. Page 4.L.2-18 and -19, the Project Characteristics or Design Features section has been revised as follows:

Design features proposed to reduce Project water consumption and to conform to existing water supplies include the following:

PDF-WATER-1: The Project will use drought-tolerant and water efficient landscaping in accordance with the County's Green Building Standards and the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED®) Program, and will use low-flow fixtures (e.g., toilets, urinals, faucets, showerheads, etc.) and smart irrigation controls in accordance with the LEED® Program and Titles 20 and 24 of the CCR.

PDF-WATER-2: Because existing recycled water pipelines are located in the Project vicinity, the Project Applicant will consult with the Rowland Water District regarding potential use of recycled water for Project Site landscape and irrigation as required by RWD's Mandatory Recycled Water Connection Policy (Ordinance No. 0-7-2005 as updated by Ordinance No. 0-9-2010).

PDF-WATER-3: The Project Applicant will coordinate with RWD to fund an expansion of RWD's existing recycled water infrastructure that will enable RWD to provide a minimum of 95 acre-feet per year of additional recycled water service, thereby offsetting the Project's potable water demand at time of buildout.

18. Page 4.L.2-19, a paragraph to address the new Project Design Feature above has been added as the second paragraph under Project Construction as follows:

[...] No additional environmental effects would occur.

The expansion of RWD's recycled water infrastructure described in PDF-WATER-3, intended to offset the Project's potable water demand at buildout, will be completed by RWD pursuant to its adopted Recycled Water Master Plan and associated environmental clearances. Therefore, no significant impacts would occur.

19. Pages 4.L.2-19 and -20, the Water Supply section and associated footnotes are revised as follows:

Table 4.L.2-23, *RWD Service Population, Water Demand and Water Supply Through 2035*⁴⁰, summarizes the service population, water demand, and water supply in the RWD service area through 2035⁴⁰, as identified in the RWD 2010²⁰¹⁵ UWMP. As indicated, water supply exceeded demand in the service area in the past and is projected to continue to do so through at least 2035.

~~Assuming that construction of the Project would commence beginning in early 2017, and that construction of each of the two Project phases would be consecutive, Project buildout would occur around early 2020. With Project demand for an estimated 146 AFY of potable water following buildout in 2020,⁴⁵ water demand within the RWD would increase from 13,484 AFY to 13,630 AFY. Because this would be within RWD's potable water supply between the years of 2020 and 2025 (13,500 AFY and 14,700 AFY, respectively), it is anticipated that adequate potable water supply would be available to serve the Project. Similarly, with an estimated demand for the Project for 29 AFY of nonpotable water by buildout in 2020 (which assumes 20 percent of potable water demand is for landscape irrigation), nonpotable water demand within the RWD~~

~~would increase from 5,000 AFY to 5,029 AFY. Because this would fall within the RWD's 2020 nonpotable water supply of 6,200 AFY, adequate nonpotable water supply would be available to serve the Project. Therefore, water supply impacts would be less than significant.~~

The Project's calculated potable water demand of 94.3 AFY at buildout in 2020 would be offset through the Applicant's funding of an expansion of RWD's existing recycled water infrastructure that will enable RWD to provide a minimum of 95 AFY of additional recycled water service within RWD's service area. Various recycled water expansion projects are identified in RWD's Recycled Water Master Plan, including the "Future 3" project, consisting of an extension from an existing recycled water line in Fullerton Road, extending easterly generally paralleling the 60 Freeway, and connecting future customers between Colima Avenue and the 60 Freeway with a short loop connection to Colima Road.⁴⁵ The total length of pipeline for this project is approximately 6,136 feet and following its construction, RWD would be able to deliver approximately 98.9 AFY of recycled water to customers to be used for irrigation purposes, thereby replacing potable water currently used for irrigation purposes by this same amount.⁴⁶ This 98.9 AFY replacement of potable water with recycled water is more than sufficient to offset the Project's calculated potable water demand of 94.3 AFY, in conformance with RWD's will-serve letter for the Project.⁴⁷

The Project's conservatively estimated nonpotable water demand for landscaping irrigation purposes would be approximately 4,451 gpd, or roughly 5 AFY.⁴⁸ If a greater proportion of drought-tolerant plantings were to be provided, or more efficient irrigation systems were installed, this demand would be further reduced, potentially to approximately 3.5 AFY. RWD's 2015 UWMP assumes a significant increase in recycled water supplies between 2015 and 2040, as well as the continued expansion of RWD's recycled water system as planned for in the Recycled Water Master Plan. Together, this increase in nonpotable water supply and continued expansion of RWD's recycled water system will ensure sufficient capacity to accommodate the Project's extremely low nonpotable water demand numbers. Because adequate supplies of both potable and nonpotable water would be available to serve the Project, water supply impacts would be less than significant.

Footnotes:

⁴⁵ ~~Potable water demand for the Project is assumed to be the equivalent of estimated Project wastewater generation (129,882 gallons per day [gpd]), as defined in Section 4.L.1, Wastewater, of this Draft EIR. Nonpotable water demand is assumed to be equivalent to 20 percent of potable water demand (25,831 gpd or 29 AFY).~~

⁴⁵ Rowland Water District Recycled Water System, 2012 Master Plan Update: Chapter 5, 2008 Recommended Expanded System (provided in Appendix C-4 of this Final EIR).

⁴⁶ Ibid.

⁴⁷ Tom Coleman, General Manager, Rowland Water District, letter dated July 6, 2016 (provided in Appendix C-1 of this Final EIR).

⁴⁸ The Project's landscaping plans depict approximately 65,838 sf of landscaped area. Using a CIMIS evapotranspiration metric of 59.7 inches for Pomona Station #78, a conservative plant factor of 0.5 for bushes, groundcover and trees proposed, and an overall irrigation efficiency of 0.75 (some drip, some bubblers and some microspray), the Project's civil engineer has estimated the total nonpotable water demand for irrigation purposes to be 4,451 gpd, or 4.99 AFY.

20. Pages 4.L.2-20, Table 4.L.2-2 is relabeled as Table 4.L.2-3 and has been revised as follows:**Table 4.L.2-3****RWD Service Population, Water Demand and Water Supply Through ~~2035~~2040****Service Population**

Service Population	2010⁵	2015²⁰	2020⁵	2025³⁰	2030⁵	2035⁴⁰
Service Area Population	62,106 ⁵⁵ ,038	70,005 ⁶² ,090	76,611 ⁶⁷ ,905	84,227 ⁷⁴ ,485	87,905 ⁷⁷ ,747	91,771 ⁸¹ ,175

Water Demand (AFY)

Water Demand Source	2010⁵^a	2020²⁰2015^b	2020^b5	2025^b2030	2030^b5	2035^b2040
Potable and Raw Water	10,990 ¹¹ ,571	12,727 ¹⁴ ,18	13,484 ¹⁶ ,56	14,693 ¹⁷ ,80	15,437 ¹⁸ ,273	16,218 ¹⁹ ,003
Nonpotable Recycled Water	523 ⁷ ,81	3,000 ² ,050	5,000 ² ,550	6,500 ³ ,300	6,500 ³ ,350	6,500 ³ ,400
Total	11,513¹²,352	15,727¹⁴,468	18,484¹⁶,006	21,193¹⁷,880	21,937¹⁸,623	22,718¹⁹,403

Water Supply (AFY)

Water Supply Source	2010⁵^a	2015²⁰	2020⁵	2025³⁰	2030⁵	2035⁴⁰
Potable and Raw Water	10,990 ¹¹ ,250	12,800 ¹⁴ ,18	13,500 ¹⁶ ,56	14,700 ¹⁷ ,80	15,500 ¹⁸ ,273	16,300 ¹⁹ ,003
Nonpotable Recycled Water	523 ⁷ ,81	4,200 ² ,050	6,200 ² ,550	7,700 ³ ,300	7,700 ³ ,350	7,700 ³ ,400
Total	11,513¹²,031	17,000	19,700¹⁶,006	22,400¹⁷,880	23,200¹⁸,623	24,000¹⁹,403

AFY = acre-feet per year.

^a Based on actual water used.^b Based on a projection using a per capita water use factor tied to service population.^a The total volume reported for 2015 demand may not align with the total volume reported for 2015 supply due to potential errors in estimating losses.Source: Rowland Water District, 2010⁵ Urban Water Management Plan, Tables 2-3, 3, 4-6, 6-11, and 4-16-12, adopted July 2011/June 2016.**21. Pages 4.L.2-21, the first paragraph is revised as follows:**

The Rowland Water District (RWD) has indicated that it has adequate potable and recycled water infrastructure in the Project vicinity to serve the Project's increased demand.⁴⁸ Accordingly, any impacts on this infrastructure would be less than significant.

22. Pages 4.L.2-22, the Water Supply section is revised as follows:

With respect to cumulative water supply impacts, the Project-specific analysis in Subsection 3.d.2.a, above, also represents the cumulative analysis because it considers water demand and supply within the whole of the RWD at Project buildout in 2020. As indicated, because cumulative plus Project water demand in 2020 would not exceed RWD's 2020 water supply, the Project's contribution to cumulative water supply impacts of the proposed Project would be less than cumulatively considerable.

As indicated above, the Project's water demand will be met by RWD without creating any significant water supply impacts. Similar to the Project, each of the related projects identified in Chapter 3.0, General Environmental Setting, of this Draft EIR, would be reviewed by RWD to ensure that sufficient projected

water supplies could adequately serve those projects. If supplies were not adequate, appropriate mitigation would be required to satisfy those projects' water demand as part of their respective environmental review and/or permitting processes. Because of this, the Project, considered together with the related projects, is not anticipated to have a cumulatively considerable contribution to cumulatively significant impacts on water supply.

5.0 ALTERNATIVES

B. Alternative 2: Reduced Intensity Alternative

1. Page 5-15, the first and second paragraphs are revised as follows:

The Reduced Intensity Alternative would result in development of the Project Site with land uses similar to those of the Project, except that the high-turnover (sit-down) restaurant uses would be omitted altogether, the floor area for all other commercial uses on Parcel 1 and the hotel room count on Parcels 2 and 3 would be reduced by 20 percent. In addition, Hotel B on Parcel 3 would be reconfigured as an all-suites hotel. This alternative would provide a total of ~~432~~ 382 guestrooms (compared to ~~477~~ 472 guestrooms under the Project) and net floor area of 341,316 square feet (compared to ~~446,700~~ 450,806 square feet under the Project, representing a reduction of approximately ~~23~~ 25 percent).

Parcel 1 would still be developed with a Commercial Center with four commercial buildings housing retail, restaurant, and office uses, with a spatial arrangement and building footprints similar to those of the Project. However, the net retail floor area would be 66,966 square feet (a reduction of approximately 16,741 square feet, or 20 percent, compared to the Project's 83,707 square feet). The quality restaurant floor area would be 16,046 square feet (a reduction of 4,011 square feet, or 20 percent, compared to the Project's 20,057 square feet). The office floor area would be 1,600 square feet (a reduction of ~~4,011~~ 4,506 square feet, or ~~20~~ 74 percent, compared to the Project's ~~20,057~~ 6,106 square feet). As noted, the high-turnover restaurant square footage (~~20,056~~ 20,057 square feet) would be omitted altogether. In total, Parcel 1 would be developed with approximately 84,612 square feet of net floor area, yielding a FAR of 0.237:1 (compared to a FAR of 0.365:1 under the Project). Lot coverage would be unchanged at approximately 26.6 percent.

2. Page 5-15, the third paragraph is revised as follows:

Parcel 2 would be developed as under the Project, except that the floor area and room count for the full service Hotel A would be reduced by 20 percent. As a result, Hotel A would provide 151,960 square feet of floor area (a reduction of 37,900 square feet when compared to the Project's 189,950 square feet) and 220 guestrooms and suites (a reduction of ~~55~~ 50 rooms when compared to the Project's ~~275~~ 270 guestrooms and suites). Hotel A's ballrooms/banquet rooms, meeting rooms, a restaurant bar, business center, and fitness center, and outdoor pool and barbecue area would remain unchanged in terms of square footage. Hotel restaurant hours of operation would continue to be from 6:00 A.M. to ~~10:00~~ 11:00 P.M., while the bar would operate from 12:00 P.M. to 12:00 A.M. Banquet and meeting room hours of operation would extend to 12:00 A.M. The height of hotel A would be reduced by one floor to five stories and by 12 feet to approximately 60 feet in height above grade (to top of parapet), with rooftop mechanical equipment up to 68 feet above grade.

3. Page 5-16, the first full paragraph is revised as follows:

The LACC parking requirement for this Alternative would be 1,114 parking spaces⁹, a reduction of ~~383~~ 395 spaces or approximately ~~25~~ 26 percent from the Project parking requirement of ~~1,503~~ 1,509 spaces.

However, it is assumed the Reduced Intensity Alternative would include a shared parking program as under the Project since the proposed uses would have noncoincidental peak parking demand as under the Project. Similar to the Project, the restaurant floor plans for Parcel 1 are not available at this time, and the Project's proposed Project Design Feature/Condition of Approval related to limiting parking supply on parcel 1 would also be applicable to the Reduced Intensity Alternative.

4. Page 5-31, the last two paragraphs are revised as follows:

The Reduced Intensity Alternative proposes a site plan and development program similar to the Project, except that the high-turnover (sit-down) restaurant use would be omitted, and the floor area for other commercial uses and the number of guestrooms would be reduced by 20 percent. Hotel B on Parcel 3 would also be reconfigured as an all-suites hotel. Because of the overall reduced development program, this Alternative's parking demand based on the County Parking Code would be comparatively lower than under the Project. Compared to the Project, the elimination of the high-turnover restaurant space eliminates demand for 260 spaces, the reduction in retail square footage eliminates demand for 67 spaces, and the elimination of 55 guestrooms in Hotel A eliminates the demand for 29 spaces. The conversion of Hotel B to an all-suites hotel increases Hotel B parking demand from 136 spaces to 162 spaces despite the elimination of 40 guestrooms because suites generate greater parking demand than standard rooms. In summary, the Reduced Intensity Alternative would be required by the County Parking Code to provide 1,114 parking spaces (compared to ~~1,503~~ 1,509 parking spaces under the Project). This represents a reduction in the amount of Code-required parking of ~~383~~ 395 spaces compared to the Project.

Peak parking demand would still occur during the weekend at ~~8:00~~ 12:00 P.M., since the land use mix under this Alternative remains similar to that of the Project. The portion of the Project Site within the City of Industry would continue to accommodate up to 75 surface parking stalls to continue the Commercial Center and hotel uses, as under the Project. The amount of subterranean parking provided would be reduced accordingly. Since peak parking demand for the commercial and hotel uses on the three proposed parcels would not be coincidental, demand could still be accommodated on the Project Site through use of shared parking, as under the Project. County Parking Code requirements would exceed the amount of proposed parking by approximately ~~342~~ 306 spaces even under the Reduced Intensity Alternative program, and therefore a Parking Permit would be necessary to allow a shared parking program and reduction from the Parking Code requirement. It is assumed that parking spaces under this Alternative would continue to be full-size spaces provided in surface lots and subterranean structure, although fewer spaces and smaller subterranean structures would be required.

5. Pages 5-33 and -34, the Water Supply section is revised as follows:

b. Water Supply

The Reduced Intensity Alternative would increase on-site water demand by an estimated ~~116~~ 75.4 acre-feet per year (AFY) of potable water at buildout in 2020 (compared to the Project's estimated ~~145~~ 94.3 AFY in 2020), ~~which would increase water demand within the Rowland Water District (RWD) from 13,484 AFY to 13,601 AFY. Because~~ Similar to the Project, Project Design Feature PDF-WATER-3 would be applicable to the Reduced Intensity Alternative, pursuant to which the Applicant would fund an expansion of RWD's existing recycled water infrastructure to enable RWD to provide sufficient additional recycled water service within its service area to offset the Reduced Intensity Alternative's potable water demand, thereby reducing any potential potable water supply impacts to less than significant levels.

Furthermore, it is estimated that this Alternative's demand for nonpotable water by buildout in 2020 (for landscape architecture) would be roughly the same as the Project's estimated 5 AFY nonpotable water demand, due to the similarly applicable landscaping requirements for both the Alternative and the Project. Similar to the Project, this nonpotable water demand would be accommodated through RWD's anticipated significant increase in recycled water supplies between 2015 and 2020, as well as its continued expansion of recycled water systems within its service area.

Adequate supplies of both potable and nonpotable water would be available to serve the Project, and demand was therefore determined to have a less than significant impact on water supply. The Reduced Intensity Alternative represents a comparative decrease in potable water demand, compared to the Project. As a result, impacts under the Reduced Intensity Alternative would be less than under the Project.

~~this would be within RWD's potable water supply between the years of 2020 and 2025 (13,500 AFY and 14,700 AFY, respectively), it is anticipated that adequate potable water supply would be available to serve this Alternative. Similarly, assuming demand for nonpotable water of 23 AFY under this Alternative by buildout in 2020 (for landscape irrigation)⁵, nonpotable water demand within the RWD would increase from 5,000 AFY to 5,023 AFY, slightly less than the Project's projected demand of 29 AFY. Because this would fall within the RWD's 2020 nonpotable water supply of 6,200 AFY, adequate nonpotable water supply would be available to serve this Alternative. Therefore, the Reduced Intensity Alternative's water supply impacts would be less than significant.~~

~~Project water demand was also determined to be within the RWD's potable water supply between the years of 2020 and 2025, and within the RWD's 2020 nonpotable water supply for the same period, and demand was therefore determined to have a less than significant impact on water supply. The Reduced Intensity Alternative represents a comparative decrease in potable water and nonpotable water demand, compared to the Project. As a result, impacts under the Reduced Intensity Alternative would be less than under the Project.~~

C. Alternative 3: Code Compliant Commercial Alternative

1. Page 5-55, the final paragraph is revised as follows:

Because commercial land uses have a higher parking demand than hotel uses, this Alternative would be required to provide 3,232 parking spaces under the County Parking Code (compared to a Code requirement of ~~1,503~~ 1,509 parking spaces under the Project). As a result, the Code Compliant Commercial Alternative would require a greater number of subterranean parking spaces, which would be provided in a greater number of subterranean parking levels. To account for variations in parking demand that occur throughout the day, shared parking would likely occur because land uses have peak parking demands at different times of day, or on different days of the week, in which case the maximum number of spaces required at the peak period is less than the sum of that required by the County Parking Code for each of the individual land uses. As a result, the Code Compliant Commercial Alternative presumably would involve a Parking Permit for the provision of on-site parking spaces. Further, because restaurant floor plans have not yet been developed, this Alternative would also be required to implement Project Design Feature PDF-TRAF-3, which establishes a maximum occupant load for restaurant uses and controls restaurant occupancy restrictions through the Commercial Center Association's Covenants, Conditions and Restrictions (CC&R). With County approval of a

Parking Permit and implementation of Project Design Feature PDF-TRAF-3, this Alternative would result in a less than significant impact to parking. The Code Compliant Commercial Alternative would also be consistent with all adopted plans, policies, and programs supporting alternative transportation by locating a commercial/hotel project within close proximity to existing transit options and improving pedestrian connections in the immediate Project vicinity.

2. Page 5-58, the final paragraph is revised as follows:

b. Water Supply

As shown in Table 5-6, the Code Compliant Commercial Alternative would increase on-site water demand by an estimated 178.4 AFY of potable water at buildout in 2020. Even assuming the applicability of Project Design Feature PDF-WATER-3 for this Alternative, this demand figure would exceed the available recycled water offset contemplated by the Rowland Water District for the Project, and would potentially result in a significant and unavoidable impact with regard to water supply. Nonpotable water demand for landscaping irrigation is estimated to remain similar to the Project’s 5 AFY demand, which can be accommodated by RWD’s planned nonpotable water supplies, due to the approximately similar amount of landscaping that would likely be provided at the Project Site for this Alternative. Notwithstanding the similar nonpotable water demand of this Alternative when compared to the Project, the Code Compliant Commercial Alternative represents an increase in potable water supply of approximately 84 AFY, which may result in a significant and unavoidable impact. As a result, impacts under the Code Compliant Commercial Alternative would be greater than under the Project.

**Table 5-6
Estimated Code Compliant Commercial Alternative Water Demand**

<u>Project Component</u>	<u>Quantity</u>	<u>Unit</u>	<u>Flow (gpd)</u>	<u>Unit of Measure</u>	<u>Water Use</u>	
					<u>gpd</u>	<u>AFY</u>
<u>Restaurant</u>	<u>3,607</u>	<u>seats</u>	<u>35</u>	<u>per seat</u>	<u>126,245</u>	<u>141.4</u>
<u>Retail</u>	<u>325,969</u>	<u>sf</u>	<u>100</u>	<u>per ksf</u>	<u>32,597</u>	<u>36.5</u>
<u>Office</u>	<u>7,788</u>	<u>sf</u>	<u>60</u>	<u>per ksf</u>	<u>467</u>	<u>0.5</u>
<u>Total Demand</u>					<u>159,309</u>	<u>178.4</u>

gpd = gallons per day
AFY = acre-feet per year.
sf = square feet
ksf = 1,000 square feet

Source: ESA PCR, 2016

~~When considering this Alternative, water demand within the RWD would increase from 13,484 AFY to 13,724 AFY. Because this would be within RWD’s potable water supply between the years of 2020 and 2025 (13,500 AFY and 14,700 AFY, respectively), it is anticipated that adequate potable water supply would be available to serve this Alternative. Similarly, with the addition of the nonpotable water demand of 49 AFY for this Alternative by buildout in 2020 (for landscape irrigation)⁶, nonpotable water demand within the RWD would increase from 5,000 AFY to 5,049 AFY. Because this would fall within the RWD’s 2020~~

~~nonpotable water supply of 6,200 AFY, adequate nonpotable water supply would be available to serve this Alternative.~~

~~Similarly, the increase in water demand associated with the Project was determined to be within the RWD's potable water supply between the years of 2020 and 2025 and within the RWD's 2020 nonpotable water supply, and a less than significant impact would result. When compared to the Project, the Code Compliant Commercial Alternative represents a comparative increase in potable water supply of 95 AFY and a comparative in nonpotable water supply of 34 AFY. As a result, impacts under the Code Compliant Commercial Alternative would be greater than under the Project.~~

3. Page 5-56, Section D, Conclusion, is revised as follows:

D. CONCLUSION

The Code Compliant Commercial Alternative would not avoid, and would actually exacerbate, the Project's unavoidable significant operational air quality and intersection impacts because of the large amount of development that would be permitted on the Project Site by right. The Code Compliant Commercial Alternative would also result in new significant and unavoidable GHG emissions and water supply impacts, compared to the Project's less than significant GHG emissions and water supply impacts. Odor impacts, operational Sheriff protection impacts, and operational wastewater ~~and water supply~~ impacts would also be greater. Only aesthetic impacts related to visual character and shading and land use impacts related to compliance with County plans and policies and LACC compliance (consistency with underlying zoning) would be less than those of the Project. The remaining construction-related and operational impacts under this Alternative would be similar to those of the Project.

D. Alternative 4: Code Compliant Light Industrial/Warehouse Alternative

1. Page 5-80, the second paragraph is revised as follows:

The Code Compliant Light Industrial/Warehouse Alternative would develop six one-story light industrial and warehouse buildings. Because light industrial and warehouse land uses have a lower parking demand than commercial and hotel uses, this Alternative would be required to provide 367 parking spaces per the County Parking Code (compared to a Code requirements of ~~1,503~~ 1,509 parking spaces for the Project). As a result, the Code Compliant Light Industrial/Warehouse Alternative would require less parking than the Project. Although some of this parking would accommodate larger vehicles, such as delivery trucks, it is anticipated that all parking can be accommodated within surface parking lots, and no subterranean parking would be required. For instance, the Project proposed ~~792~~ 798 surface parking spaces. Even if the portion of the Project Site within the City of Industry remains unstriped for parking to accommodate the vehicle movement of larger vehicles, the Project Site would reasonably be assumed to accommodate 717 surface parking spaces. As a result, parking would be adequate, and the Parking Permit sought under the Project would not be required. Additionally, this Alternative would also not require implementation of Project Design Feature PDF-TRAF-3, which establishes a maximum occupant load for restaurant uses and controls restaurant occupancy restrictions through the Commercial Center CC&Rs. Therefore, this Alternative would result in a less than significant impact to parking. The Code Compliant Light Industrial/Warehouse Alternative would also be consistent with all adopted plans, policies, and programs supporting alternative transportation by locating a jobs-rich project within close proximity to existing transit options and improving pedestrian

connections in the immediate Project vicinity. Therefore, impacts under the Code Compliant Light Industrial/Warehouse Alternative would be less than significant.

2. Page 5-83, the second paragraph is revised as follows:

b. Water Supply

Using the wastewater generation factors provided above as a conservative estimate of The the Code Compliant Light Industrial/Warehouse Alternative's water demand, would increase on-site water demand this Alternative would require an estimated 13.7 AFY of potable water at buildout in 2020 (compared to the Project's estimated 94.3 AFY in 2020). (compared to the Project's estimated 94.3 AFY in 2020). Similar to the Project, Project Design Feature PDF-WATER-3 would be applicable to the Code Compliant Light Industrial/Warehouse Alternative, pursuant to which the Applicant would fund an expansion of RWD's existing recycled water infrastructure to enable RWD to provide sufficient additional recycled water service within its service area to offset the Code Compliant Light Industrial/Warehouse Alternative's potable water demand, thereby reducing any potential potable water supply impacts to less than significant levels.

Furthermore, it is estimated that this Alternative's demand for nonpotable water by buildout in 2020 (for landscape architecture) would be roughly the same as the Project's estimated 5 AFY nonpotable water demand, due to the similarly applicable landscaping requirements for both the Alternative and the Project. Similar to the Project, this nonpotable water demand would be accommodated through RWD's anticipated significant increase in recycled water supplies between 2015 and 2020, as well as its continued expansion of recycled water systems within its service area.

Adequate supplies of both potable and nonpotable water would be available to serve the Project, and demand was therefore determined to have a less than significant impact on water supply. The Code Compliant Light Industrial/Warehouse Alternative represents a comparative decrease in potable water demand, compared to the Project. As a result, water supply impacts under the Code Compliant Light Industrial/Warehouse Alternative would be less than under the Project.

When considering this Alternative, water demand within the RWD would increase from 13,484 AFY to 13,498 AFY. Because this would be well within RWD's potable water supply between the years of 2020 and 2025 (13,500 AFY and 14,700 AFY, respectively), it is anticipated that adequate potable water supply would be available to serve this Alternative. Similarly, with the addition of the nonpotable water demand of 2.7 AFY for this Alternative by buildout in 2020 (for landscape irrigation)⁷, nonpotable water demand within the RWD would increase from 5,000 AFY to 5,049 AFY. Because this would fall within the RWD's 2020 nonpotable water supply of 6,200 AFY, adequate nonpotable water supply would be available to serve this Alternative. Therefore, this Alternative's water supply impacts would be less than significant.

Similarly, the increase in water demand associated with the Project was determined to be within the RWD's potable water supply between the years of 2020 and 2025, and within the RWD's 2020 nonpotable water supply; impact would be a less than significant. When compared to the Project, the Code Compliant Industrial/Warehouse Alternative represents a smaller increase in potable and nonpotable water demand. As a result, impacts under the Code Compliant Industrial/Warehouse Alternative would be less than those of the Project.

3. Page 5-84, Section D, Conclusion, is revised as follows:

D. Conclusion

Therefore, the The reduction in vehicle trips under this Alternative would be less than reductions under the Project would be, and vehicular emissions under this Alternative would therefore be greater than those of the Project. This Alternative would achieve a GHG reduction of only 9.9 percent reduction compared to BAU, which does not meet the target reduction of at least 15.8 percent. Accordingly, GHG emission and plan consistency impacts would be greater under this Alternative and would constitute a new significant and unavoidable impact.

Impacts for air quality (criteria pollutants), biological resources, geology, hydrology and water quality, land use and planning, noise, and construction-related demand for Sheriff and fire protection services ~~and water supply~~ would be similar to those of the Project. All other impacts would be less than those of the Project.

E. Environmentally Superior Alternative

1. Pages 5-87, the Construction and Operational Emissions for Alternative 4 are revised as follows:

	Project Impact	Alternative 1: No Project/ No Build	Alternative 2: Reduced Intensity Alternative	Alternative 3: Code Compliant Commercial Alternative	Alternative 4: Code Compliant Light Industrial/Warehouse Alternative
6. Greenhouse Gas Emissions					
Construction Emissions	Less than Significant	Less (No Impact)	Less (Less than Significant)	Greater (Significant Unavoidable)	Less <u>Greater</u> (Significant Unavoidable)
Operational Emissions	Less than Significant	Less (No Impact)	Less (Less than Significant)	Greater (Significant Unavoidable)	Less <u>Greater</u> (Significant Unavoidable)

2. Pages 5-90, the Water Supply Operation Impacts for Alternative 3 are revised as follows:

	Project Impact	Alternative 1: No Project/ No Build	Alternative 2: Reduced Intensity Alternative	Alternative 3: Code Compliant Commercial Alternative	Alternative 4: Code Compliant Light Industrial/Warehouse use Alternative
14. Water Supply					
Operation	Less than Significant	Less (No Impact)	(Less Than Significant)	Greater (Less Than Significant) <u>Significant</u> <u>Unavoidable</u>	Less (Less Than Significant)

6.0 OTHER CEQA CONSIDERATIONS

A. Significant Unavoidable Impacts

1. Page 6-1, the final paragraph is revised as follows:

As analyzed in Section 4.K, Transportation and Parking, of this Draft EIR, the Project would result in potentially significant impacts at six intersections under the Future (2020) With Project Plus Cumulative Condition. Impacts at one of these intersections would be reduced by planned roadway improvements currently under construction as part of the Nogales Street Grade Separation Project. Impacts at ~~three~~ two intersections would be reduced to less-than-significant levels by mitigation measures that stipulate the Project Applicant's required fair-share contribution to the cost of physical improvements at the impacted intersections. However, mitigation at ~~two~~ three of the significantly impacted intersections would require right-of-way acquisition, which is infeasible since these intersections are fully built out. Impacts at the ~~following two~~ remaining three intersections, therefore, are considered significant and unavoidable.

4. Fullerton Road & Colima Road

- LOS C (0.747) to LOS C (0.765), an increase in the V/C ratio of 0.043 during the Saturday mid-day peak hour.

10. Intersection No. 10 (Nogales Street & La Puente Road)

- LOS D (0.818) to LOS D (0.848), an increase in the V/C ratio of 0.030, during the weekday a.m. peak hour
- LOS C (0.774) to LOS D (0.808), an increase in the V/C ratio of 0.034, during the weekday p.m. peak hour
- LOS C (0.774) to LOS D (0.819), an increase in the V/C ratio of 0.045, during the Saturday mid-day peak hour

18. Nogales Street & Colima Road

- LOS B (0.694) to LOS C (0.738), an increase in the V/C ratio of 0.044 during the Saturday mid-day peak hour.

D. Energy

1. Pages 6-9 and -10, an additional PDF and background narrative are added as follows:

The Project would also be designed to comply with the County of Los Angeles Green Building Standards and LID requirements. The following Project Design Features would reduce energy consumption:

PDF-AQ-1: The Project would be designed and operated to meet or exceed the applicable requirements of the State of California Green Building Standards Code and achieve the equivalent of USGBC LEED® Silver Certification. These measures would also include consistency with Los Angeles County Green Building Standards and Low Impact Development requirements. The Project would incorporate measures and performance standards which include but are not limited to the following:

- The Project would implement a construction waste management plan to recycle and/or salvage a minimum of 75 percent of nonhazardous construction debris or minimize the generation of construction waste to 2.5 pounds per square foot of building floor area.
- The Project would be designed to optimize energy performance and reduce building energy cost by 10 percent for new construction compared to ASHRAE 90.1-2010, Appendix G, and the Title 24 Building Standards Code.
- The Project would reduce indoor water use by a minimum of 35 percent by installing water fixtures that exceed applicable standards.

In addition to reducing indoor water use, PDF-WATER-3 is included below to show the Applicant's commitment to funding an expansion of RWD's existing recycled water infrastructure, which will enable RWD to provide a minimum of 95 AFY of additional recycled water service within its service area, thereby replacing 95 AFY of existing potable water demand. This feature encourages the conservation of water resources and minimizes the amount of energy consumed for withdrawing water.

PDF-WATER-3: The Project Applicant will coordinate with RWD to fund an expansion of RWD's existing recycled water infrastructure that will enable RWD to provide a minimum of 95 acre-feet per year of additional recycled water service, thereby offsetting the Project's potable water demand at time of buildout.

APPENDIX I-1 TRAFFIC IMPACT ANALYSIS

The following reflects changes to the Traffic Impact Analysis prepared by Kunzman Associates, Inc. in December 2, 2015 and provided in Appendix I of the Draft EIR. The corrections and additions below reflect minor modifications to the Project affecting the number of Hotel A guestrooms and proposed office gross square footage, as previously discussed under Corrections and Additions to 2.0, Project Description, earlier in this chapter.

1. Page 1, the first paragraph is revised as follows:

This report contains the traffic impact analysis for the Rowland Heights Plaza project. The project site is located north of Gale venue between Coiner Court and Nogales Street in the unincorporated Rowland Heights area of Los Angeles County. The proposed project consists of 83,707 square feet of shopping center, 40,113 square feet of restaurant, ~~2,000~~ 6,106 square feet of office, and two hotels totaling ~~477~~ 472 rooms.

I. Findings

1. Page 4, the first two numbered paragraphs under C. Traffic Impacts are revised as follows:

1. The proposed project consists of 83,707 square feet of shopping center, 40,133 square feet of restaurant, ~~2,000~~ 6,106 square feet of office, and two hotels totaling ~~477~~ 472 rooms.
2. The proposed development is projected to generate a total of approximately ~~10,357~~ 10,328 weekday daily vehicle trips, ~~541~~ 539 vehicles per hour will occur during the weekday morning peak hour, ~~846~~ 843 vehicles per hour will occur during the weekday evening peak hour, and ~~1,092~~ 1,088 vehicles per hour will occur during the Saturday mid-day peak hour (see Table 2).

III. Project Description

1. Page 10, the final paragraph is revised as follows:

The proposed project consists of 83,707 square feet of shopping center, 40,133 square feet of restaurant, ~~2,000~~ 6,106 square feet of office, and two hotels totaling ~~477~~ 472 rooms. The project site will be accessed directly from Gale Avenue.

2. Page 12, Figure 2, Site Plan, is revised as follows:

Figure 2 in the Traffic Impact Assessment, provided in Appendix I-1 of the Draft EIR, reproduced Figure 2-4 in Section 2, Project Description, of the Draft EIR. This figure has been revised and is provided earlier in this Corrections and Additions to the Draft EIR chapter, together with other corrections to the Draft EIR Project Description. Please refer to that revised figure.

V. Project Traffic

1. Page 24, the first and fourth paragraphs are revised as follows:

The proposed project consists of 83,707 square feet of shopping center, 40,133 square feet of restaurant, ~~2,000~~ 6,106 square feet of office, and two hotels totaling ~~477~~ 472 rooms. [...]

The proposed development is projected to generate a total of approximately ~~10,357~~ 10,328 weekday daily vehicle trips, ~~541~~ 539 vehicles per hour will occur during the weekday morning peak hour, ~~846~~ 843 vehicles per hour will occur during the weekday evening peak hour, and ~~1,092~~ 1,088 vehicles per hour will occur during the Saturday mid-day peak hour.

2. Page 26, Table 2 is revised as follows:

Land Use	Quantity	Units	Weekday							Saturday		
			Peak Hour						Daily	Mid-day		
			Morning			Evening				In	Out	Total
			In	Out	Total	In	Out	Total				
<u>Trip Generation Rates</u>												
Shopping Center		TSF	0.60	0.36	0.96	1.78	1.93	3.71	42.70	2.51	2.31	4.82
High Turnover (Sit-Down) Restaurant		TSF	5.95	4.86	10.81	5.91	3.94	9.85	127.15	6.05	6.61	12.66
Quality Restaurant		TSF	0.41	0.40	0.81	5.02	2.47	7.49	89.95	6.38	4.44	10.82
Hotel		RM	0.39	0.28	0.67	0.34	0.36	0.70	8.92	0.44	0.43	0.87
Office		TSF	0.42	0.06	0.48	0.08	0.38	0.46	3.32	0.05	0.04	0.09
<u>Trips Generated</u>												
Shopping Center	83.707	TSF	50	30	80	149	162	311	3,574	210	193	403
High Turnover (Sit-Down) Restaurant	20.056	TSF	119	97	216	119	79	198	2,550	121	133	254
Quality Restaurant	20.057	TSF	8	8	16	101	50	151	1,804	128	89	217
Hotel	477	RM	186	134	320	162	172	334	4,255	210	205	415
			<u>184</u>	<u>132</u>	<u>316</u>	<u>160</u>	<u>170</u>	<u>330</u>	<u>4,210</u>	<u>208</u>	<u>203</u>	<u>411</u>
Office	2,000 <u>6,106</u>	TSF	43	0	43	0	42	42	720	0	0	0
Subtotal		364	269 <u>267</u>	633 <u>631</u>	531 <u>529</u>	464 <u>463</u>	995 <u>992</u>	12,190 <u>12,158</u>	669 <u>667</u>	620 <u>618</u>	1,289 <u>1,285</u>	
Pass-By (10%)		-36	-27	-63	-53	-46	-99	1,219 <u>1,216</u>	-67	-62	-129	
Commercial Internal Capture (5%)		-3	-2	-5	-7	-8	-15	-179	-11	-10	-21	
Restaurant Internal Capture (10%)		-13	-11	-24	-22	-13	-35	-435	-25	-22	-47	
Total		312	229 <u>227</u>	541 <u>539</u>	449 <u>447</u>	397 <u>396</u>	846 <u>843</u>	10,357 <u>10,328</u>	566 <u>564</u>	526 <u>524</u>	1,092 <u>1,088</u>	

VIII. Recommendations

1. Page 70, the paragraphs under C. Project Significant Impact Mitigation Measures are revised as follows:

The following mitigation measures are recommended to reduce the project impact to less than significant for all traffic scenarios at the affected intersections:

Fullerton Road (NS) at:

Gale Avenue (EW) - #1

- Construct an additional westbound left turn lane

SR-60 Freeway EB Ramps (EW) - #3

- Construct a northbound thru travel lane

Project fair share percentages are calculated in Table 8.

The Applicant shall coordinate with the City of Industry prior to this contribution to ascertain the necessity of the physical improvements required for the Fullerton Road at Gale Avenue mitigation measure, in light of the Alameda Corridor East Construction Authority's now-planned Gale Avenue underpass at this intersection as part of the Fullerton Road Grade Separation Project. It should be noted that the Fullerton Road at Colima Road and Nogales Street and Colima Road intersections currently operate at acceptable Levels of Service and are projected to continue to operate at acceptable Levels of Service without or with the project. The remaining three significantly impacted intersections (Nos. 4, 10, and 18) are already fully built out (with the exception of Intersection No. 4, Fullerton Road & Colima Road, where a funded highway improvement project that would add a northbound exclusive right-turn lane to Fullerton Road is currently being administered by LACDPW) and no additional physical improvements are feasible at these locations. Impacts at these three intersections, therefore, cannot be mitigated to a less than significant level.

- **Intersection No. 4 (Fullerton Road & Colima Road)**
- **Intersection No. 10 (Nogales Street & La Puente Road)**
- **Intersection No. 18 (Nogales Street & Colima Road)**

As previously stated, these intersections currently operate at an acceptable LOS and are projected to continue to operate at an acceptable LOS with or without identified improvements.

APPENDIX I-2 PARKING ASSESSMENT

The following reflects changes to the Parking Assessment prepared by Linscott Law & Greenspan in May 2015 and provided in Appendix I of the Draft EIR. A Revised Parking Assessment was prepared by Linscott Law & Greenspan in May 2016 to reflect an increase in the proposed number of parking spaces. This Revised Parking Assessment is provided as Appendix B of this Final EIR.

1.0 Executive Conclusions

1. Page 1, the second to last paragraph is revised as follows:

The Project proposes to provide ~~1,161~~ 1,203 parking spaces on-site, inclusive of contiguous parking provided on property located within the adjacent City of Industry. A total of ~~1,503~~ 1,509 off-street parking spaces would be required for the Project as proposed, based on the parking rates provided in the County Code. Based on nationally-accepted shared parking principles, this parking analysis forecasts a peak parking demand for ~~1,143~~ 1,130 parking spaces for the Project at ~~8:00~~ 12:00 p.m. on a weekend (Saturday), which is significantly less than the parking spaces required for the Project, based on the applicable rates provided in the County Code. It is therefore reasonable to forecast that the actual parking demand at the Project will be less than the Code requirement calculation and that the proposed ~~1,161~~ 1,203 parking spaces are sufficient for the Project.

2.0 Proposed Project

1. Page 2, the bullets under Shopping Plaza and Hotel A are revised as follows:

Shopping Plaza

- 63,707 square feet of retail area
- 1,561 occupants (customers and staff) assumed to occupy 40,113 square feet of restaurant area (restaurant floorplans and each unit's associated occupancy loads will be determined at a future date, as discussed in detail in the next subsection)
- 20,000 square feet of potential medical office (which may be converted to retail area, since both carry the same parking demands as required by the Los Angeles County Code)
- ~~2,000~~ 6,106 square feet of general office area

Hotel A

- 261 hotel guestrooms
- ~~14~~ 9 hotel suites
- ~~10,000~~ 8,000 square feet of ballroom area
- ~~2,000~~ 4,000 square feet of meeting room space
- 6,000 square foot restaurant with floor area allocated as follows:
 - 4,200 square feet of seating area
 - 1,800 square feet of non-seating area

2. Page 2, the final paragraph is revised as follows:

The Project proposes to provide ~~1,161~~ 1,203 parking spaces on-site in both surface parking areas and subterranean structures. Of these, ~~1,086~~ 1,128 parking spaces would be located within the County unincorporated Project area (~~260~~ 273 spaces on the Hotel A parcel, ~~137~~ 156 spaces on the Hotel B parcel, and ~~689~~ 699 spaces on the Shopping Plaza parcel) and 75 parking spaces would be located within the adjacent City of Industry Project area.

4.0 Forecast Parking Demand

1. Page 6, the first paragraph is revised as follows:

It can be reliably forecast that the actual parking demand at the Project will be less than what would otherwise be required by the County Code (i.e., ~~1,503~~ 1,509 spaces). The calculation of parking required by

the County Code is prepared prior to consideration of factors that would result in a substantially reduced parking demand at the Project. This is primarily based on the nationally-accepted shared parking principle as documented to be highly applicable for mixed-use developments such as the Project.

2. Page 8, the final paragraph is revised as follows:

Table 2A indicates that the weekday peak parking demand for the Project is forecast to occur at ~~6:00~~ 12:00 p.m. when ~~1,138~~ 1,037 spaces would be needed. Similarly, *Table 2B* forecasts that ~~1,143~~ 1,130 parking spaces would be needed on a Saturday at ~~8:00~~ 12:00 p.m. to serve the Project.

3. Page 9, the first paragraph is revised as follows:

Accordingly, the proposed on-site parking supply of ~~1,161~~ 1,203 parking spaces would adequately accommodate the peak parking demand of the Project for both a weekday and Saturday condition.

5.0 Phasing

1. Page 9, the final paragraph and respective footnotes are revised as follows:

The development of the Project may be phased such that individual components could be constructed separately. Phasing scenarios evaluated (with associated parking supply) include the following:

- Hotel A only: ~~330~~ 343 spaces⁵
- Hotel A&B only: ~~445~~ 477 spaces⁶
- Shopping Plaza only: ~~810~~ 830 spaces⁷
- Hotel A & Shopping Plaza: ~~1,075~~ 1,120 spaces⁸

Footnotes are revised as follows:

5. For the Hotel A scenario, ~~260~~ 273 parking spaces would be provided on the Hotel A site and 70 temporary parking spaces on the Hotel B site.
6. For the Hotel A & B scenario, ~~417~~ 449 spaces would be provided on the combined Hotel A & B sites (inclusive of the 20 spaces on the City of Industry parcel), and 28 temporary parking spaces provided on the Shopping Plaza site.
7. For the Shopping Plaza only scenario, ~~746~~ 754 parking spaces would be provided on the Shopping Plaza site (inclusive of the 55 spaces on the City of Industry parcel) and ~~66~~ 76 temporary parking spaces provided on either the Hotel A or Hotel B site.
8. For the Hotel A & Shopping Plaza scenario, ~~1,004~~ 1,027 parking spaces would be provided on the Hotel A site and the Shopping Plaza site (inclusive of the 55 spaces on the City of Industry parcel) and ~~71~~ 93 temporary parking spaces on the Hotel B.

2. Page 10, Table 4 is revised as follows:

**Table 4
Phased Parking Analysis**

Phase	Peak Parking Demand	Parking Supply
Hotel A Only	327 <u>305</u> spaces (8:00 <u>5:00</u> p.m. weekday – Tables 2A/3A)	330 <u>343</u> spaces
Hotel A & B	442 <u>412</u> spaces (9:00 <u>8:00</u> p.m. weekday – Tables 2A/3A)	445 <u>477</u> spaces
Commercial Center Only	789 <u>790</u> spaces (12:00 p.m. Saturday – Table 3B)	810 <u>830</u> spaces
Hotel A & Commercial Center	1,057 <u>1,066</u> spaces (12:00 p.m. Saturday – Table 3B)	1,075 <u>1,120</u> spaces

6.0 Summary

1. Page 11, the second and third paragraphs are revised as follows:

- This study forecasts a peak parking demand for ~~1,143~~ 1,130 parking spaces for the Project at ~~8:00~~ 12:00 p.m. on a weekend (Saturday), which is significantly less than the amount of parking that would be required for the Project as calculated based on the applicable rates provided in the County Code.
- Based on the principles of shared parking as documented by the ULI, the Project's parking supply of ~~1,161~~ 1,203 spaces would be sufficient to accommodate the forecast parking demand throughout all hours during a weekday and weekend condition. Based on the highly conservative assumptions utilized in preparing the parking demand forecasts, the actual parking surpluses will likely exceed the estimates provided herein.

2. Page 12, Table 1, Preliminary Code Parking Calculation, is revised as follows:

**Table 1
Preliminary Code Parking Calculation [1]
Rowland Heights Plaza and Hotel**

Use	Size	Code Parking Rate	No. of Spaces
<u>Hotel A</u>			
Rooms	261 rms	0.5 /rm	131
Suites	149 suites	1.0/suite	149
Banquet Room	10,000 sf	1.0 /3 occupants [1]	222 <u>178</u>
	<u>8,000</u>		
Meeting Room	2,000 sf	1.0 /3 occupants [1]	44 <u>89</u>
	<u>4,000</u>		
Restaurant	6,000 sf		
Customer Area	4,200 sf	1.0/3 occupants [1]	93
Kitchen Area	1,800 sf	1 /3 occupants [1]	<u>3</u>
Subtotal Hotel A			<u>507</u> <u>503</u>
<u>Hotel B</u>			
Rooms	132 rms	0.5/ room <u>rm</u>	66
Suites	70 suites	1.0/suite	<u>70</u>
Subtotal Hotel B			<u>136</u>
<u>Plaza</u>			
Restaurant	40,113 sf	1/3 occupants	
Customer Area [3]	22,062 sf	1/3 occupants [2]	490
Kitchen Area [3]	18,051 sf	1/3 occupants [2]	30
Retail	63,707 sf	4 /1,000 sf	255
Medical Office or Retail	20,000 sf	4 /1,000 sf	80
General Office	2,000 sf	2.5 /1,000 sf	5 <u>15</u>
	<u>6,106</u>		
Subtotal Plaza			<u>860</u> <u>870</u>
Total			<u>1,503</u> <u>1,509</u>

[1] Meeting and Banquet Room parking rate assumes 1 occupant per 15 square feet.

[2] Restaurant parking rate assumes 1 occupant per 15 square feet of customer area or 1 occupant per 200 square feet of kitchen area.

[3] Restaurant floor area in Commercial Center assumed to average 55 percent customer area and 45 percent kitchen on an aggregate basis.

