MITIGATED NEGATIVE DECLARATION

GARVEY WALNUT GROVE PLAZA MIXED-USE PROJECT

Lead Agency:

City of Rosemead
8838 E. Valley Boulevard
Rosemead, CA 91770
(626) 569-2140

Project Proponent:

Taiwan Center Foundation of Greater Los Angeles
3001 Walnut Grove Avenue
Rosemead, CA 91770
(626) 755-5105
Roger Tsai and Richard Chen

Environmental Consultant:

Phil Martin & Associates
1809 E. Dyer Road, Suite 301
Santa Ana, California 92705
(949) 454-1800

May 4, 2021

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PLANNING DEPARTMENT

1. **Project Title:** Garvey Walnut Grove Plaza Mixed-Use Project

2. **Lead Agency Name and Address:** City of Rosemead
   8838 E. Valley Boulevard
   Rosemead, CA 91770
   (626) 569-2140

3. **Contact Person and Phone Number:** Annie Lao, Associate Planner (626) 569-2144

4. **Project Location:** The project is located in the City of Rosemead as shown in Figure 1, Regional Map. More specifically, the project is located at 3001 Walnut Grove Avenue as shown in Figure 2, Vicinity Map. An aerial photograph of the site and surrounding area is shown in Figure 3, Aerial Photo. Figure 4 is a topography map that shows the topography on the site and surrounding areas.

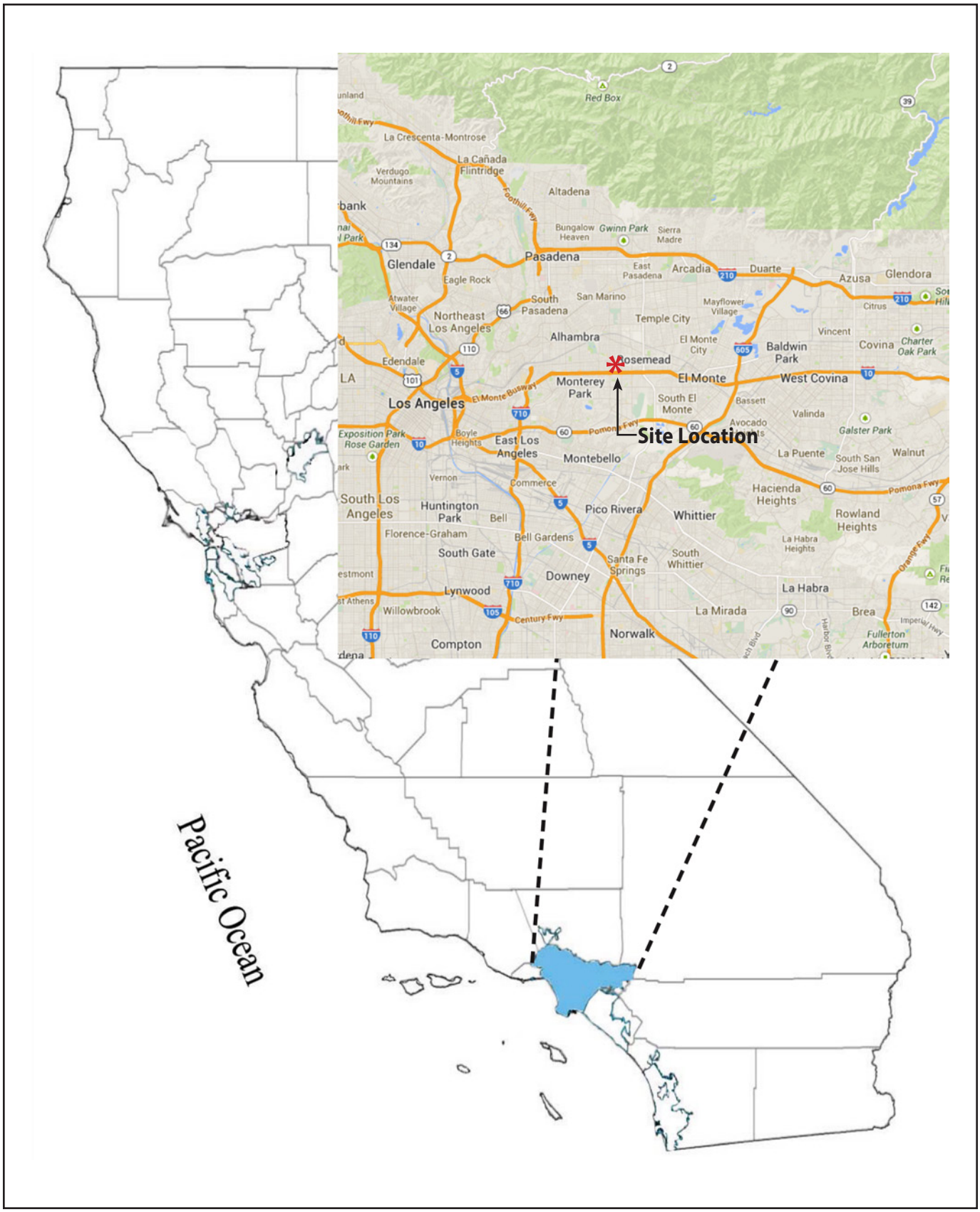
5. **Project Sponsor's Name and Address:** Taiwan Center Foundation of Greater Los Angeles
   3001 Walnut Grove Avenue
   Rosemead, CA 91770
   (626) 755-5105
   Roger Tsai and Richard Chen

6. **General Plan Designation:** The project site is designated Commercial use by the Rosemead General Plan as shown in Figure 5. The project is requesting a general plan amendment to Mixed-Use, Residential/Commercial (30 DU/AC).

7. **Zoning:** The project site is zoned Medium Commercial (C-3) as shown in Figure 6. The project is requesting a zone change to Medium Commercial with a Residential/Commercial Mixed-Use Development and Design Overlay (C-3/RC-MUDO/D-O (30 DU/AC, 3 stories)). The project would also require a Conditional Use Permit for the proposed Assembly use and a Tentative Tract Map for the Residential Condominiums

8. **Description of Project:** The project site totals approximately 1.06 gross acres (46,075 square feet) and includes four parcels (APN 5288-001-040, 041, 042, and 043). The site is developed with the existing 15,585 square foot Taiwan Center building, 2,292 square foot office building, and a duplex and a single-family detached residence that total 1,628 square feet and a three-car garage. The Taiwan Center, office building, and residential units total 19,505 square feet and would be demolished to allow for the construction of the proposed project.

   The project proposes a four-story, mixed-use development with commercial use on the first and second floors and residential use (condominiums) on the second, third and fourth floors. The first floor includes 4,253 square feet of retail/sales/service use, 1,130 square feet of cafe/food service, a 1,021 square foot manager office, 1,272 square feet of storage and a 5,500 square foot community hall. The second floor includes five office units that total 5,470 square feet, 4,020 square feet for a library, recreation area, and boardroom and eight condominiums. The third and fourth floors would each have seventeen condominiums. The project proposes 42 condominiums and 18,646 square feet of commercial space. Of the 42 proposed condominiums, 29 would be two-bedrooms with 2.5 bathrooms and 13 would be one-bedroom with 1.5 bathrooms. The project includes a density bonus application under Senate Bill (SB) 1818, which allows density bonuses up to 35% for low-income housing. As a result, 7 of the units would be available for low-income households for a minimum of 55 years and 35 market rate



Source: Phil Martin & Associates, Inc.

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Figure 1
Regional Map

Source: Google Maps, 2017

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Figure 2

Local Vicinity Map

Source: Google Earth

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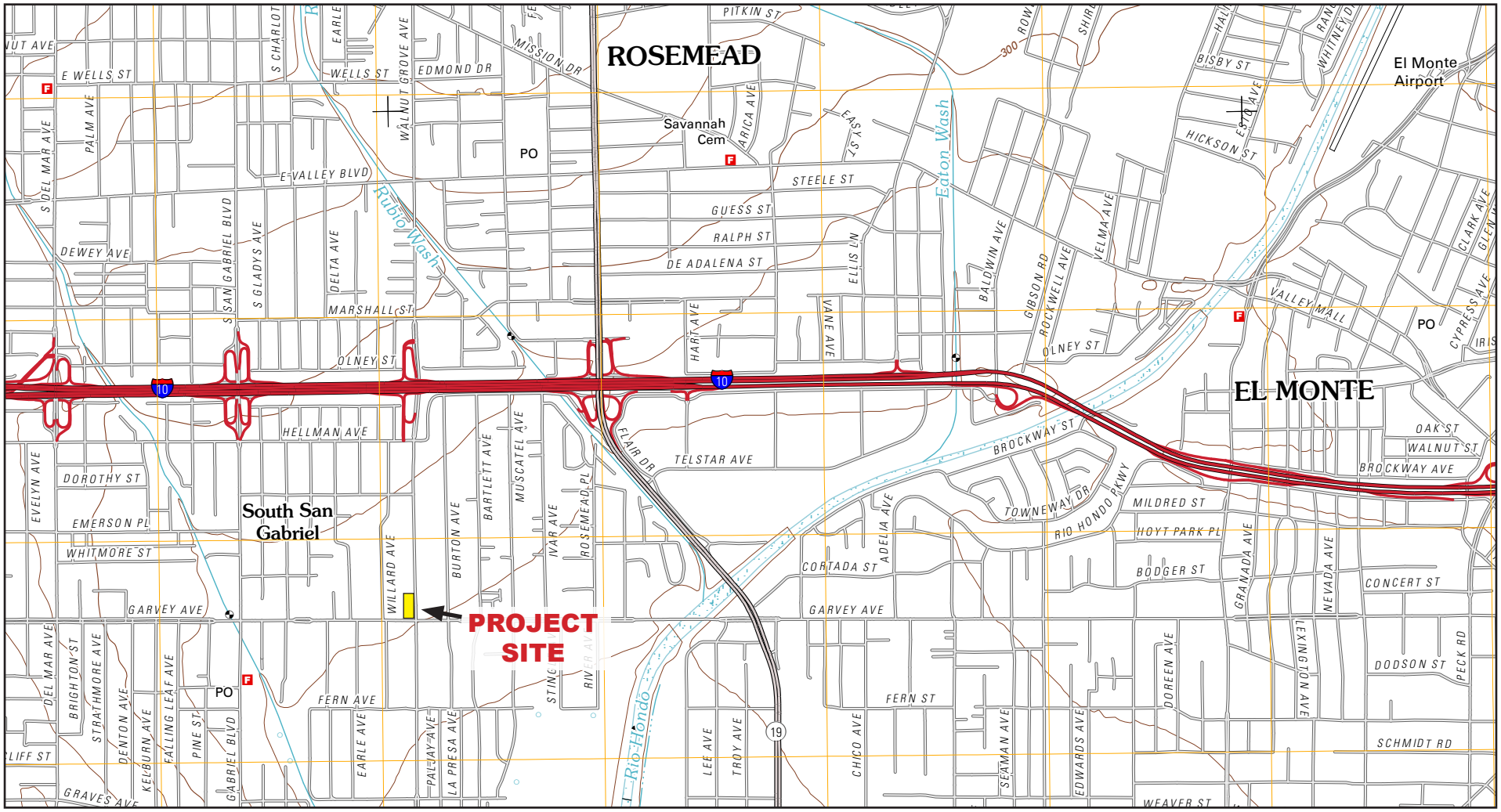
Figure 3
Aerial Photo



Source: U.S. Department of the Interior - USGS

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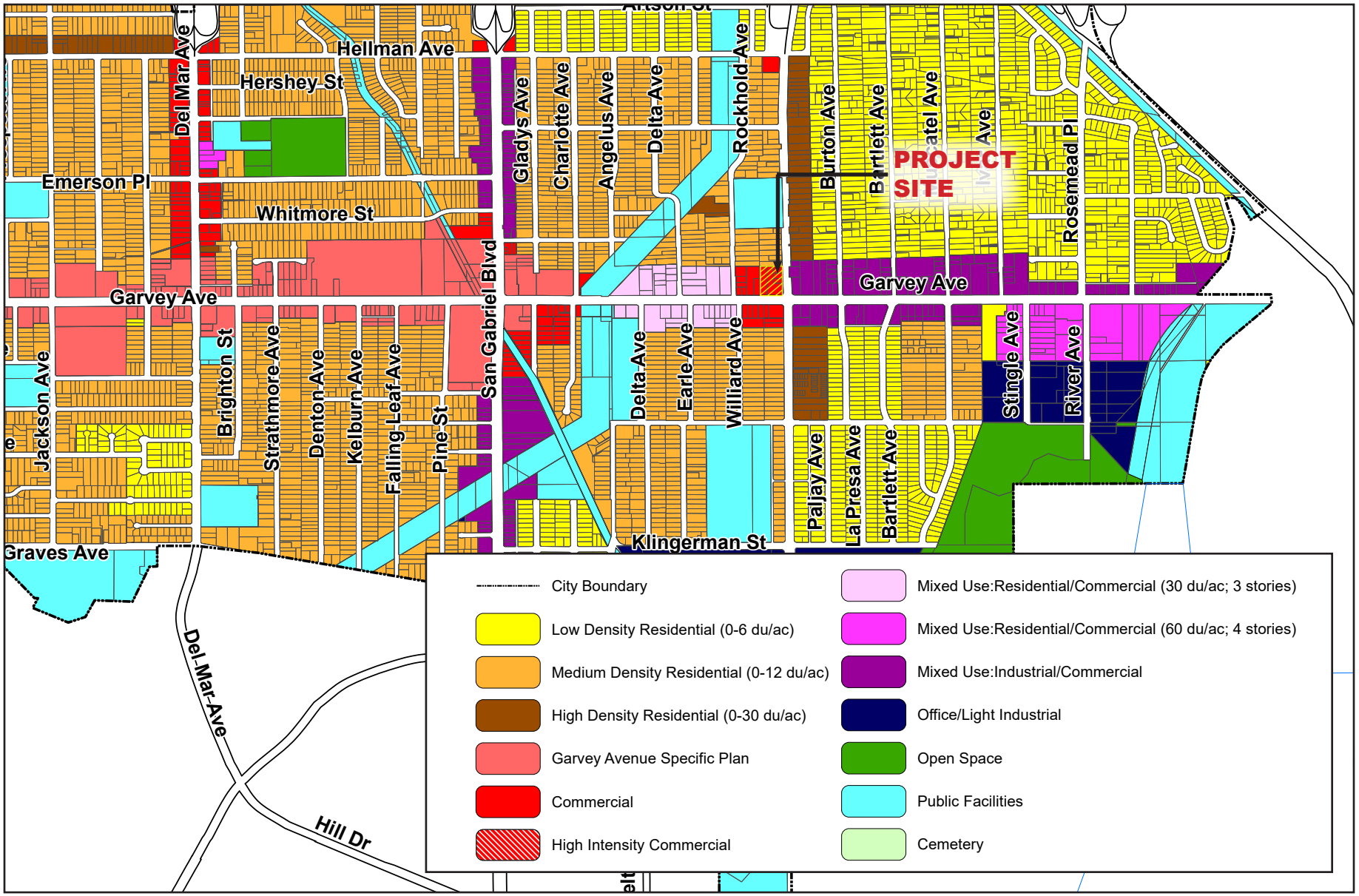
Figure 4

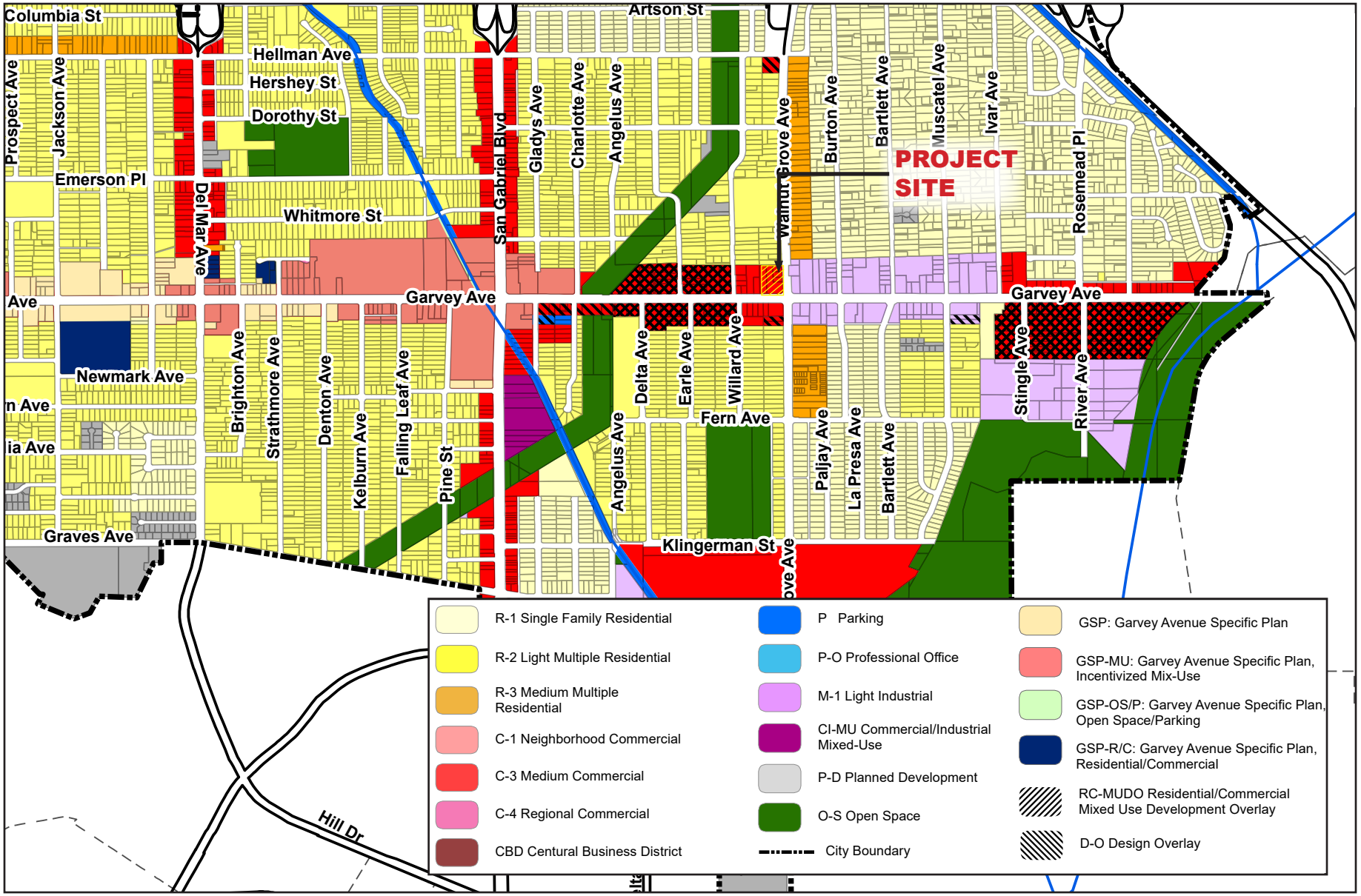
USGS Topo Map



Source: City of Rosemead

Figure 5

General Plan Map



Source: City of Rosemead

Figure 6

Zoning Map

condominiums for a total of 42 condominiums. The proposed total floor area, including residential and commercial space, totals 65,598 square feet with a floor area ratio (FAR) of 1.42 compared to a maximum allowed FAR of 1.6.

New landscaping is proposed along the northern project boundary within a 5-foot wide landscape setback. A 0 to 5-foot setback is proposed along the west project boundary that abuts the buildings adjacent to and west of the project. A 12' public area consisting of a 5' parkway amenity zone and 7' sidewalk (clear zone) is proposed along the east and southern project boundary to separate the project from the adjacent streets, which includes Walnut Grove to the east and Garvey Avenue to the south. Landscaping is proposed with the 5-foot amenity zone and a sidewalk is proposed for the 7-foot clear zone.

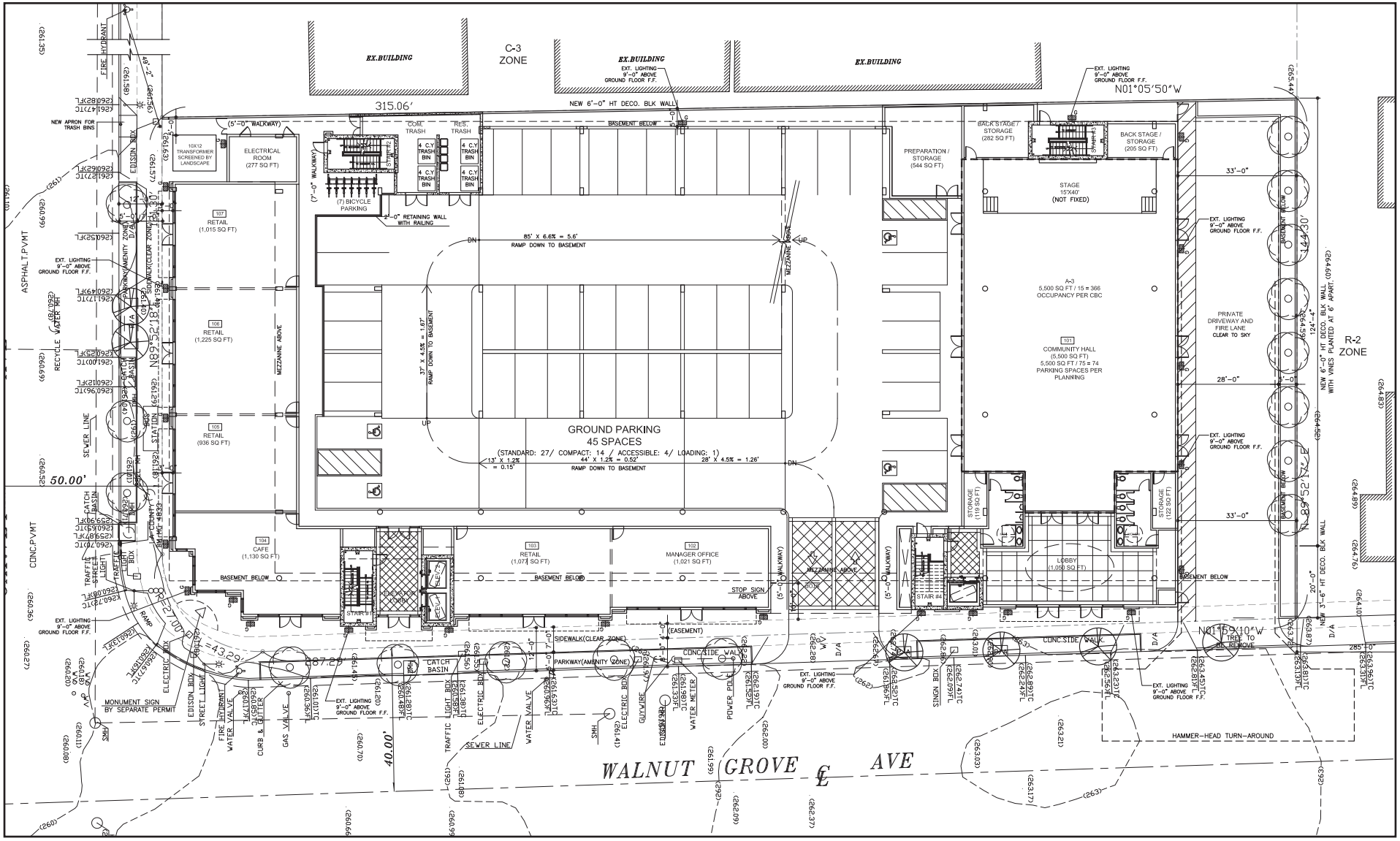
The project proposes both surface and subterranean parking. The project proposes a total of 204 parking spaces, including 163 standard spaces, 34 compact spaces and 7 handicap spaces. Of the 204 parking spaces, 45 parking spaces are proposed for ground floor, 62 parking spaces are proposed for the mezzanine level and 97 parking spaces are proposed for the basement (subterranean). The project proposes six more parking spaces than required by the Rosemead Municipal Code. The project also proposes 21 bicycles spaces with 7 spaces on the ground floor and 14 spaces on the mezzanine level.

The height to the building parapet is 63'-2". The overall height of the building, which includes the elevator shaft, is 75'-2". There is one point of vehicular access to the site, which is from Walnut Grove Avenue. The Walnut Grove Avenue entry provides an entrance to the surface and subterranean parking structure. Vehicular access to the site from Walnut Grove Avenue is provided by a 35-foot wide, 13-foot tall two-way driveway. The project entrance is located approximately 172.5 feet north of Garvey Avenue and would provide access to the ground level, mezzanine and subterranean parking. Delivery vehicles for the retail and café/food uses on the ground level would enter the site from Walnut Grove and park in a designated loading area on the ground level for site deliveries. Delivery trucks would be restricted to two axle trucks. Delivery trucks would not be allowed to park along either Walnut Grove or Garvey Avenue. A 12' wide public realm is proposal along the south and east sides of the project and includes a five-foot landscaped parkway and a 7' sidewalk. The proposed site plan is shown in Figure 7.

9. **Surrounding Land Uses and Setting:** The land uses surrounding the project site include an auto sales and parts business to the west, Walnut Grove Avenue to the east and east of Walnut Grove Avenue is a Circle K convenience store and gas station and residential units, Garvey Avenue to the south and further south is a strip shopping center and north of the site are single-family detached residences. Figure 8 shows photographs of the on-site land uses and Figure 9 shows photographs of the surrounding land uses. Figure 10 is a photo orientation map of the on-site and surrounding land uses.

10. **Other Public Agencies Whose Approval is Required:** The discretionary approvals required from the City of Rosemead include the following project approvals: General Plan Amendment (19-02); Zone Change (19-02); Conditional Use Permit (20-08); Design Review (19-08); and Tentative Tract Map 82870. No other public agency approvals are required.

11. **Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code Section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?** Tribal letters were mailed by the City of Rosemead on December 20, 2019 to eight tribes and formally invited consultation with the



Source: SLA Architects

Figure 7

Site Plan

A. *Existing commercial building on the site*

B. *Existing residential units at north end of the site*

Figure 8
On-Site Land Uses

C. *Residential units north of the site*

D. *Commercial use east of the site, east of Walnut Grove Ave.*

E. *Commercial uses south of the site, south of Garvey Ave.*

F. *Commercial use west of the site*

Figure 9

Surrounding Land Uses

Source: Google Earth

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Figure 10
Photo Orientation Map

City in compliance with 21080.3.1. To date the City has received a request from the Gabrielino Ban of Mission Indians – Kizh Nation for consultation. The tribes that were contacted include:

1. Gabrielino Band of Mission Indians – Kizh Nation – Andrew Salas
2. Gabrieleno/Tongva Nation – Charles Alvares
3. Gabrieleno/Tongva Indians of California Tribal Council – Robert Dorame
4. Gabrielino-Tongva Nation – Sandonne Goad
5. Gabrielino-Tongva Nation – Sam Dunlap
6. Gabrielino-Tongva San Gabriel Band of Mission Indians – Anthony Morales
7. Soboba Band of Luiseño Indians – Joseph Ontiveros
8. Torres Martinez Desert Cahuilla Indians – Michael Mirelez

Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21080.3.2) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3 (c) contains provisions specific to confidentiality.

12. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is "Potentially Significant Impact" as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture and Forestry Resources	☑ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Energy
☐ Geology/Soils	☐ Greenhouse Gas Emissions	☐ Hazards and Hazardous Materials
☐ Hydrology/Water Quality	☐ Land Use/Planning	☐ Mineral Resources
☐ Noise	☐ Population/Housing	☐ Public Services
☐ Recreation	☑ Transportation	☑ Tribal Cultural Resources
☐ Utilities/Service Systems	☐ Wildfire	☐ Mandatory Findings of Significance

13. DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

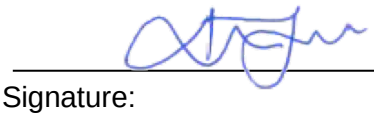
☐ I find that the proposed project COULD NOT have a significant impact on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant impact on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on an earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Signature: 5/4/21 Date

Evaluation of Environmental Impacts:

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less-than-significant Impact". The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below may be cross-referenced).

5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

   a) Earlier Analysis Used. Identify and state where they are available for review.

   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards,

and state whether such effects were addressed by mitigation measures based on the earlier analysis.

c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:

a) the significance criteria or threshold, if any, used to evaluate each question; and

b) the mitigation measure identified, if any, to reduce the impact to less than significance.

14. ISSUES:

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS: Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d) Create a new source of substantial light or glare that will adversely affect day or nighttime views in the area?	☐	☒	☐	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
II. AGRICULTURE and FORESTRY RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agricultural farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment, which due to their location or nature, could individually or cumulatively result in the loss of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒
III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Result in a cumulatively considerable net increase of any criteria pollutants for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐
IV. BIOLOGICAL RESOURCES: Would the project:				
a) Have a substantial adverse effect, either directly or	☐	☐	☐	☒

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filing, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒
V. CULTURAL RESOURCES: Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of a unique archaeological resource as defined in §15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒
VI. ENERGY: Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐
VII. GEOLOGY AND SOILS: Would the project:				
a) Directly or indirectly cause potential substantial				

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
adverse effects, including the risk of loss, injury or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	☐	☐	☒	☐
ii. Strong seismic ground shaking?	☐	☐	☒	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv. Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒
VIII. GREENHOUSE GAS EMISSIONS Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒
IX. HAZARDS AND HAZARDOUS MATERIALS: Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport, will the project result in a safety hazard or excessive noise for people working or residing in the project area?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒
X. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces in a manner, which would:				
(i) result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or off-site;	☐	☐	☒	☐
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
(iv) impede or redirect flood flows?	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e) Conflict with or obstruct implementation of a water	☐	☐	☒	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
quality control plan or sustainable groundwater management plan?				
XI. LAND USE AND PLANNING: Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy or regulation adopted for the purpose of avoiding or mitigation an environmental effect?	☐	☐	☒	☐
XII. MINERAL RESOURCES: Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒
XIII. NOISE: Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport, will the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
XIV. POPULATION AND HOUSING: Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐
XV. PUBLIC SERVICES:				
a) Would the project result in substantial adverse physical impacts associated with the provision of				

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☒	☐
Police protection?	☐	☒	☐	☐
Schools?	☐	☐	☒	☐
Parks?	☐	☐	☒	☐
Other public facilities?	☐	☐	☐	☒
XVI. RECREATION:				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☒	☐
XVII. TRANSPORTATION: Would the project:				
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☐	☒
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d) Result in inadequate emergency access?	☐	☐	☒	☐
XVIII. TRIBAL CULTURAL RESOURCES:				
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local	☐	☒	☐	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
register of historical resources as defined in Public Resources Code section 5020.1 (k), or				
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

XIX. UTILITIES AND SERVICE SYSTEMS: Would the project:

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, state and local management and reduction statues and regulations related to solid waste?	☐	☐	☒	☐

XX. WILDFIRE – If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☐
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or	☐	☐	☐	☒

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result or runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

XXI. MANDATORY FINDINGS OF SIGNIFICANCE:

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☐	☐	☒	☐
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

15. EXPLANATION OF ISSUES:

I. AESTHETICS: Would the project:

a) ***Have a substantial adverse effect on a scenic vista?*** **No Impact.** The project site and the surrounding properties in the City of Rosemead are not designated as a scenic vista by the City of Rosemead General Plan.

The most predominant scenic vista open to the Rosemead community is the San Gabriel Valley mountain range approximately 8 miles north of the city. There are no existing residences adjacent to the project that look across the project site to view the San Gabriel mountains. Therefore, the project would not block or interrupted any existing views of the San Gabriel mountains by any residents. The closest residents that look across the site to the San Gabriel mountains to the north are residents are south of Garvey Avenue and more 250 feet south of the project. While direct views of the San Gabriel mountains of the residents south of the site would be partially interrupted by the project, their views would not be completely blocked. Therefore, the resident's south of the project would continue to have some distant views of the San Gabriel mountains to the north. There are no other scenic vistas or

views that would be significantly impacted by the project. Therefore, the project would not have a significant scenic vista impact.

b) ***Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?*** **No Impact.** There are no Officially Designated or Eligible State Scenic Highways[1] and no scenic resources such as trees, rock outcroppings, or historic buildings within a state scenic highway either adjacent to or in direct view from the site that would be removed or altered by the project. The closest State Scenic Highway to the project is Route 2 near La Canada Flintridge and approximately 16 miles north of the project site. The project would not impact a state scenic resource.

c) ***In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?*** **Less Than Significant Impact.** The project is located within an urbanized area.[2] The project would require the demolition of the existing commercial building and the three residential units on the site to develop the proposed four-story mixed-use building and other site improvements. The architecture of the proposed building is Contemporary Style. New landscaping would be installed within the street set-back along the north side of Garvey Avenue, along the west side of Walnut Grove Avenue, along the north project boundary as well as within the second-floor courtyard. The proposed landscaping plan for the project is shown in Figure 11.

The architectural design and character of the proposed mixed-use building includes building elevations that are detailed and articulated with projections and recesses to avoid long and plain surfaces. Building massing would be further minimized through the use of differentiated building materials, and colors and the incorporation of architectural features such as extended balconies with glass panels. Renderings of the proposed mixed-use building are shown in Figure 12. The design and Contemporary Style architecture of the proposed building along with landscaped private open space would improve the aesthetics of the site for the existing residents north and east of the site as well as commercial businesses adjacent to the site. The project would also improve the street views of motorists and pedestrians on Walnut Grove and Garvey Avenue by replacing the older commercial building and residential units on the site with a new Contemporary Style architectural mixed-use building as shown above in Figure 12.

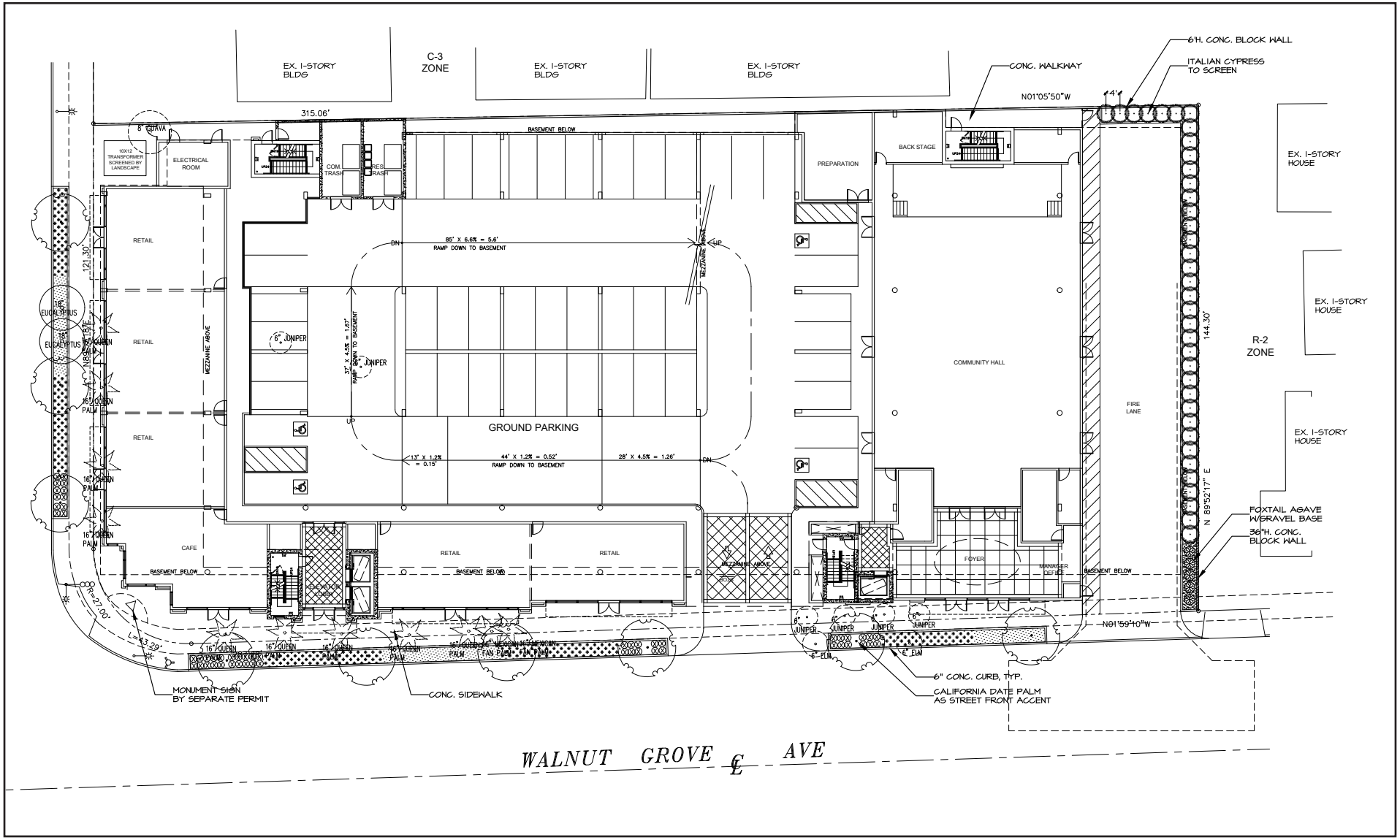
The Resource Management Element of the City of Rosemead General Plan Update provides goals and policies for open space in Rosemead. The goal and policies that are applicable to the project include:

Goal 2 Increase greenspace throughout Rosemead to improve community aesthetics, encourage pedestrian activity, and provide passive cooling benefits.

Policy 2.1 Increase landscaping and tree planting along all major arterials, including Valley Boulevard, Garvey Avenue, San Gabriel Boulevard and Del Mar Avenue.

Policy 2.2 Continue to require all commercial and industrial property owners to maintain landscaping on their property.

[1] State of California Officially Designated State Scenic Highways, http://www.dot.ca.gov/hq/LandArch/scenichighways/
[2] CEQA Guidelines §15387.



Source: Two Trees Design, Inc.

Figure 11

Proposed Landscape Plan

Source: SLA Architects

Figure 12
Building Renderings

Policy 2.3 Require new developments to incorporate creative and effective landscaping into the overall site plan of proposed projects.

Policy 2.7 Encourage public art projects through the development of impact fees, in-lieu fees, and policies.

The project meets the intent of the applicable goals and policies of the General Plan Resource Management Element that addresses landscaping. The project proposes landscaping along the southern project boundary along Garvey Avenue and improves the existing landscaping along the east project boundary adjacent to Walnut Grove Avenue consistent with Policy 2.1. Consistent with Policy 2.2 and 2.3 the project proposes landscaping along the project boundary and within the second-floor mezzanine as required by Rosemead Municipal Code Section 17.16.030 to buffer the project from the surrounding land uses.

The project meets the above applicable goals and policies and would provide aesthetic enhancements to the area with enhanced landscaping including trees, shrubs, and groundcover to buffer and minimize the visual effects of the project to motorists on Garvey Avenue and Walnut Grove Avenue.

Based on the site plan, building elevations and landscape plan, the project meets the intent of the applicable goals and policies of the General Plan. The project would not have any significant aesthetic impacts.

d) ***Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?*** **Potentially Significant Unless Mitigation Incorporated**. The existing commercial and residential units on the project currently generate light and glare both on and off the project site. The project would introduce new sources of light and glare on the site compared to the existing uses. While there is light and glare generated from the site associated with the existing on-site uses, the project would increase the amount of light and glare currently generated due to the increased development proposed for the site.

Light

The project would generate new sources of light from the mixed-use building compared to the existing commercial building and two residential units. Sources of light generated by the project include City required streetlights, interior and exterior lighting of the four-story mixed-use building, landscape lighting, lighting in the parking areas and car headlights. Private street lighting fixtures would include shielding devices and direct or reflect light downward and away from land uses adjacent to the site.

Because the proposed four-story mixed-use building is taller and covers more the site than the existing one-story commercial building, the light generated by the proposed four-story, mixed-use building would be more visible from the areas closest to and surrounding the project compared to the light generated by the existing on-site uses. Due to its height, the light generated by the mixed-uses would be more visible to the existing residents north and east of the site. The existing residents north and east of the site would see and experience increased light from the site during the evening and nighttime hours compared to the existing condition. While the additional light generated by the project compared to the existing condition would be more visible to the residents north and east of the site, due to existing lighting in the immediate project area from existing commercial and residential uses, the increased lighting on the site is not anticipated to significantly impact the residents closest to and north and east of the project. The light from the four-story mixed-use building would be visible to the motorists on Garvey Avenue and Walnut Grove Avenue, but the intensity of the lighting would be similar to and not more intense than the lighting of other commercial uses in the immediate project area.

While the headlights of the cars that would drive in and out of the site would increase the amount of light and glare on Walnut Grove Avenue, the headlights of the cars that travel on Walnut Grove Avenue and Garvey Avenue and that enter and exit the project site generate light in the immediate project vicinity. There is also light that is generated by the Circle K gas station and store at the northeast corner of Garvey Avenue and Walnut Grove Avenue located adjacent to and east of the project along with other commercial uses in the project area. While the headlights of the cars generated by the project would increase the amount of nighttime light in the immediate project vicinity, the light would not be new or unique to the area due to existing development and would not significantly impact existing commercial or residential uses adjacent to the project.

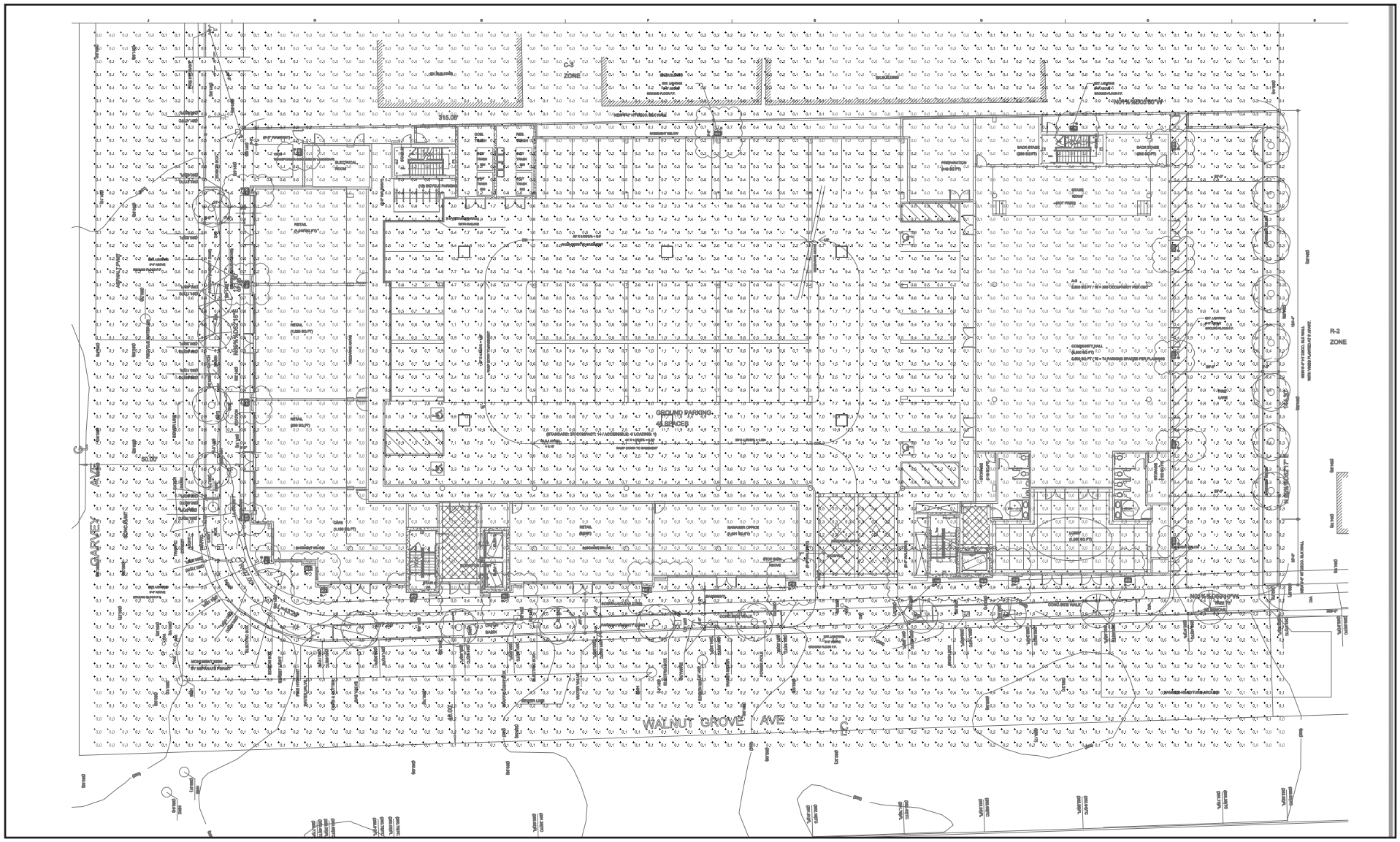
The wall along the north side of the proposed building as shown in Figure 12 and the proposed six-foot wall along the north project boundary would prevent automobile lights from shining directly onto the residential units adjacent to and north of the site. Thus, the headlights of the cars within the ground level and mezzanine parking areas would not shine directly onto the residential units north of the site. The headlights of cars exiting the site at the project driveway would shine directly onto the house and the west facing windows directly east of the project. However, cars currently exiting the site also shine lights directly onto the same residence east of the site. Therefore, the headlights of the cars exiting the project site that would shine on the house directly east of the site would be similar to and not unique or significantly greater than the existing condition.

City required parking lot lights, exterior safety and security lighting along with interior lighting of the residential units would be visible to adjacent residents north and east of the site. The headlights of the residents and their guests that enter and leave the site would be new sources of nighttime light and could extend to the existing residences east of the site as cars exit the site from the project ingress/egress driveway at Walnut Grove Avenue. The wall along the north side of the mixed-use building along with the proposed 6’ block wall along the north project boundary would eliminate headlights from the cars in the ground level parking lot from shinning onto the yards and residences of the residents adjacent to and north of the project.

The nighttime safety, security and aesthetic lighting associated with the project would be visible to the surrounding land uses, including the light sensitive residents adjacent to and north and east of the site. The single-family detached residences east of the site and east of Walnut Grove Avenue would be impacted mostly by cars leaving the site and their headlights shining onto the residential units directly east of the project driveway. While the interior and exterior lights of the proposed four-story mixed-use building would be greater than the lighting that exists on the site currently, there is lighting in the immediate project vicinity that is generated by the existing commercial development. Therefore, the project would not new sources of lighting that do not already occur in the project area. Although the lighting generated by the project would be greater than exists on the site currently, the increased lighting would not be significantly greater than the intensity of the light of other existing commercial development in the area.

In compliance with RMC 17.28.030D.10a, a photometric study was prepared for the project based on the proposed outdoor lighting fixtures and interior parking structure lighting to illuminate the site. The results of the photometric study are shown in Figure 13.

The photometric analysis shows that the project would generate minimal off-site light to the residences north of the site. As shown, the foot candles of the light generated by the proposed lighting fixtures for the project to the residence adjacent to and north of the site is a maximum of 0.3. The measured foot candles of light from the project on Walnut Grove Avenue is 1.3 foot-candles. The lighting on Walnut Grove Avenue adjacent to the site takes into account lighting from the proposed project along with the street lights along the west side of Walnut Grove Avenue, adjacent to the site. The measured foot candles of light from the project on Garvey Avenue adjacent to and south of the site ranges from a low



Source: GMEP Engineers

Figure 13

Photometric Study

of 0.1 to a maximum of 1.6. Again, the measured lighting on Garvey Avenue adjacent to the site takes into account the lighting from the project and the street lights along the north side of Garvey Avenue adjacent to the site. The measured lighting to the commercial use adjacent to and west of the project site ranges from 0.0 to a maximum of 1.3 foot-candles immediately adjacent to the site. The highest measured light of 1.3 foot-candles immediately west of the site is due to the proposed lighting for the mezzanine on the second level of the project along with the exterior safety and security lighting along the west side of the building. The intensity of the light west of the project is less as one moves further west of the site.

The lighting industry recognizes a maintenance horizontal luminance of 0.2 foot-candles. For comparison purposes, a medium to bright moon light is approximately 0.3 foot-candles. Based on the photometric study, the lighting plan, as currently proposed, would generate light hotspots ranging from a low of 0.0 up to 0.3 foot-candle to the residences adjacent to and north of the site and 0.0 up to 1.3 foot-candles to the commercial use adjacent to and west of the site. The lighting on the streets adjacent to the site would range from 0.3 foot-candles up to a maximum of 1.8 foot-candles, which includes the street lights along both Walnut Grove Avenue and Garvey Avenue. While the proposed building exterior wall-mounted lighting fixtures would have light hotspots closest to the building and gradually reduce as the light travels off-site, the photometric study shows that the project lighting that would extend off-site would not be greater than 0.3 foot-candles to the residents adjacent to and north of the project, which is similar to the light from a full moon. The light generated by the project to the commercial use adjacent to and west of the project would generally be less than 0.1 foot-candles, except for the area immediately west of the site where the measured light would be up to 1.3 foot-candles due to the lighting associated with the second-floor mezzanine.

The following measure is recommended to reduce on- and off-site lighting impact to 0.1 foot-candles and less than significant.

Mitigation Measure No. 1 Prior to the issuance of a building permit the project applicant shall submit a lighting plan for approval by the Planning Division that incorporates the following light reducing measures as applicable:

- Select lighting fixtures with more-precise optical control and/or different lighting distribution.
- Relocate and/or change the height and/or orientation of proposed lighting fixtures.
- Add external shielding and/or internal reflectors to fixtures.
- Select lower-output lamp/lamp technologies
- A combination of the above.

Glare

Glare from the windows and metal surfaces of the proposed mixed-use building could impact adjacent land uses that are glare-sensitive, especially the existing residences north and east of the project site. A 6-foot wall is proposed along the length of the north project boundary. In addition, eight trees are proposed to be planted along the north project boundary within the 5-foot landscape set-back. The 6-foot wall and the trees, once mature, would serve to block and eliminate ground level glare impacts to the residents adjacent to and north of the project. Glare from the apartment windows and metal building materials above the ground floor could extend to the resident's north of the project. None of the proposed project improvements would reduce or prevent glare from extending to the existing residences east of the site.

For the most part, the windows on the second, third and fourth floors that could generate glare are recessed into the building. Because the windows are recessed and somewhat set-back into the building to minimize the angle of the sun shining on the windows, glare from the windows to the residences east of the site would be minimal. Similarly, the glass of the store-fronts on the ground level along Walnut Grove Avenue could also generate glare to the residents east of the site. However, due to the design of the building, including recessed store-fronts and awnings along the top of the storefronts, the glare from the stores on the ground level is not anticipated to significantly impact pedestrians, motorists, and residents east of the site. Similarly, the ground level glass store fronts on the south side of the building, adjacent to Garvey Boulevard, and the windows of the residential units on the second, third and fourth levels, could impact existing commercial uses south of the project. Again, due to the design of the building, including recessed windows of the residential units along the south side of the building and the recessed store-fronts and awnings along the top of the storefronts, the glare from the residential units and the stores on the ground level is not anticipated to significantly impact pedestrians, motorists and commercial land uses south of the site.

Overall, the light and glare impacts to the existing residents north of the site, the pedestrians, motorists and residents east of the site and the pedestrians, motorists and commercial land uses south of the site would be less than significant.

II. AGRICULTURE AND FORESTRY RESOURCES: Would the project:

a) ***Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*** **No Impact.** The project site is developed with a commercial building, a duplex and a single-family detached residence. There are no agricultural uses either on or adjacent to the site. The site is designated "Area Not Mapped" by the State of California Department of Conservation as of 2016[3], which means the site has not been mapped for agricultural purposes by the California Department of Conservation Farmland Mapping and Monitoring Program (FMMP). Therefore, the project would not convert prime, unique, or farmland of statewide importance to non-agricultural use and impact farmland.

b) ***Conflict with existing zoning for agricultural use, or a Williamson Act contract?*** **No Impact.** The project site is not in a Williamson Act contact. The existing C-3 zoning for the site and the adjacent surrounding properties does not allow agricultural use. The project would not conflict with any existing agricultural use in the immediate vicinity of the project an existing Williamson Act contract since there are no agricultural uses adjacent to the site.

c) ***Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?*** **No Impact.** There are no timber or forests in the City of Rosemead. The existing C-3 zoning does not allow timber or forest production and the project is not proposing timberland production on the site. The project would not impact any forest or timber production since none existing and is not allowed in the city.

d) ***Result in the loss of forest land or conversion of forest land to non-forest use?*** **No Impact.** See Response to Section "II.c" above.

e) ***Involve other changes in the existing environment, which due to their location or nature, could individually or cumulatively result in the loss of Farmland, to non-agricultural use?*** **No Impact.**

[3] https://maps.conservation.ca.gov/DLRP/CIFF/

As discussed in Section "II.a" above, the project would not result in the loss of any farmland, either individually or cumulatively and would not have any impact to farmland.

III. AIR QUALITY: Would the project:

a) ***Conflict with or obstruct implementation of the applicable air quality plan? Less Than Significant Impact.*** The U.S. Environmental Protection Agency (U.S. EPA) is the primary federal agency for regulating air quality. The EPA implements the provisions of the Federal Clean Air Act (FCAA). This Act establishes National Ambient Air Quality Standards (NAAQS) that are applicable nationwide. The EPA designates areas with pollutant concentrations that do not meet the NAAQS as non-attainment areas for each criteria pollutant. States are required by the FCAA to prepare State Implementation Plans (SIP) for designated non-attainment areas. The SIP is required to demonstrate how the areas would attain the NAAQS by the prescribed deadlines and what measures would be required to attain the standards. The EPA also oversees implementation of the prescribed measures. Areas that achieve the NAAQS after a non-attainment designation are redesignated as maintenance areas and must have approved Maintenance Plans to ensure continued attainment of the NAAQS.

The California Clean Air Act (CCAA) required all air pollution control districts in the state to prepare plans to reduce pollutant concentrations exceeding the California Ambient Air Quality Standards (CAAQS) and ultimately achieve the CAAQS. The districts are required to review and revise these plans every three years. The South Coast Air Quality Management District (SCAQMD), in which the project is located, satisfies this requirement through the publication of an Air Quality Management Plan (AQMP). The AQMP is developed by SCAQMD and the Southern California Association of Governments (SCAG) in coordination with local governments and the private sector. The AQMP is incorporated into the SIP by the California Air Resources Board (CARB) to satisfy FCAA requirements discussed above.

The CCAA requires plans to demonstrate attainment of the NAAQS for which an area is designated as nonattainment. Further, the CCAA requires SCAQMD to revise its plan to reduce pollutant concentrations exceeding the CAAQS every three years. In the South Coast Air Basin (SCAB), SCAQMD and SCAG, in coordination with local governments and the private sector, develop the AQMP for the air basin to satisfy these requirements. The AQMP is the most important air management document for the basin because it provides the blueprint for meeting state and federal ambient air quality standards.

On December 7, 2012, the 2012 AQMP was adopted by the SCAQMD Governing Board. The primary task of the 2012 AQMP is to bring the basin into attainment with federal health-based standards for unhealthful fine particulate matter (PM2.5) by 2014. The document states that to have any reasonable expectation of meeting the 2023 ozone deadline, the scope and pace of continued air quality improvement must greatly intensify.

AQMPs are required to be updated every three years. The 2016 AQMP was adopted by the SCAQMD Board on March 3, 2017, and has been submitted to the California Air Resources Board for forwarding to the EPA. The 2016 AQMP acknowledges that motor vehicle emissions have been effectively controlled and that reductions in NOx, the continuing ozone problem pollutant, may need to come from major stationary sources (power plants, refineries, landfill flares, etc.). The current attainment deadlines for all federal non-attainment pollutants are now as follows:

- 8-hour ozone (70 ppb) 2032
- Annual PM-2.5 (12 $\mu g/m^3$) 2025
- 8-hour ozone (75 ppb) 2024 (old standard)
- 1-hour ozone (120 ppb) 2023 (rescinded standard)
- 24-hour PM-2.5 (35 $\mu g/m^3$) 2019

The proposed project does not directly relate to the AQMP in that there are no specific air quality programs or regulations governing mixed-use development projects. The conformity of a proposed project with adopted plans, forecasts and programs relative to population, housing, employment and land use is the primary yardstick by which the significance of a project impact of planned growth is determined. The SCAQMD, however, while acknowledging that the AQMP is a growth-accommodating document, does not favor designating regional impacts as less than significant just because a proposed development is consistent with regional growth projections. The potential air quality impact significance of the proposed project is therefore analyzed on a project-specific basis. As shown in the analysis below, the specific project construction and operational emissions are less than significant and as a result, would not obstruct implementation of the SCAB 2016 Air Quality Management Plan.

b) ***Result in a cumulatively considerable net increase of any criteria pollutants for which the project region is non-attainment under an applicable federal or state ambient air quality standard?*** **Less Than Significant Impact.** Cumulative projects include local development as well as general growth within the project area. However, as with most development, the greatest source of emissions is from mobile sources, which travel well out of the local area. Therefore, from an air quality standpoint, the cumulative analysis would extend beyond any local projects and when wind patterns are considered, would cover an even larger area.

The project is located within the SCAB and non-attainment for ozone and PM_{10} particulate matter. Construction and operation of cumulative projects would further degrade the local air quality, as well as the air quality of the South Coast Air Basin. The greatest cumulative impact on the regional air quality is the incremental addition of pollutants mainly from increased traffic from residential, commercial, and industrial development and the use of heavy equipment and trucks associated with the construction of these projects. Air quality would be temporarily degraded during construction activities that occur separately or simultaneously. However, in accordance with the SCAQMD methodology, projects that do not exceed the SCAQMD criteria or can be mitigated to less than criteria levels are not significant and do not add to the overall cumulative impact.

As stated in section "III.c" below, based on the air quality report that was prepared for the project, the project would not generate any short- or long-term air emissions that exceed SCAQMD emission thresholds. Therefore, the project would not have any significant cumulative criteria pollutant impacts.

c) ***Expose sensitive receptors to substantial pollutant concentrations*****? Potentially Significant Unless Mitigation Incorporated.** An air quality and greenhouse gas report[4] was prepared for the project and a copy is included in Appendix A of this MND.

A sensitive receptor is a person in the population who is particularly susceptible to health effects due to exposure to an air contaminant. The following are land uses (sensitive sites) where sensitive receptors are typically located:

- Schools, playgrounds and childcare centers
- Long-term health care facilities
- Rehabilitation centers
- Convalescent centers
- Hospitals
- Retirement homes
- Residences[5]

[4] Air Quality and GHG Analysis, Garvey Walnut Mixed Use Project, City of Rosemead, Ca, Giroux & Associates, November 23, 2020.
5 South Coast Air Quality Management District, Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning, Chapter 2, page 2-1.

The closest sensitive receptors to the project site are the residents adjacent to and north of the site and the residents that are approximately 100 feet east of the site, east of Walnut Grove Avenue.

Criteria Pollutants, Health Effects, and Standards

Under the Federal Clean Air Act (FCAA), the U.S. EPA has established National Ambient Air Quality Standards (NAAQS) for six major pollutants; ozone (O_3), respirable particulate matter (PM_{10}), fine particulate matter ($PM_{2.5}$), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), and lead. These six air pollutants are referred to as the criteria pollutants. The NAAQS are two tiered: primary, to protect public health, and secondary, to prevent degradation to the environment (i.e., impairment of visibility, damage to vegetation and property).

Under the California Clean Air Act (CCAA), the California Air Resources Board has established California Ambient Air Quality Standards (CAAQS) to protect the health and welfare of Californians. State standards have been established for the six criteria pollutants as well as four additional pollutants; visibility reducing particles, sulfates, hydrogen sulfide, and vinyl chloride. Table 1 presents the state and national ambient air quality standards. Table 2 shows the health effects of the various pollutants.

Monitored Air Quality

Air quality at any site is dependent on the regional air quality and local pollutant sources. Regional air quality is determined by the release of pollutants throughout the air basin. Long term air quality monitoring is carried out by the South Coast Air Quality Management District (SCAQMD) at 38 air-monitoring areas with a designated ambient air monitoring station in most areas. Existing and probable future levels of air quality in Pomona can be best inferred from the ambient air quality measurements conducted by SCAQMD at its Pomona, Upland and Ontario (near Route 60) air monitoring stations. These stations measure both regional pollution levels such as ozone, carbon monoxide, nitrogen dioxide and PM-2.5 dust (particulates). Table 3 summarizes the last four years of monitoring data from a composite of these data resources.

The following conclusions can be drawn from this data:

- Photochemical smog (ozone) levels occasionally exceed air quality standards. The 8-hour state ozone standard has been exceeded on nine percent of all days. The 1-hour state standard as well as the 8-hour federal standard have been exceeded approximately five percent of all days in the past four years. While ozone levels are still high, they are lower than 10 to 20 years ago. Attainment of all clean air standards in the project vicinity is not likely to occur soon, but the severity and frequency of violations is expected to continue to slowly decline during the current decade.

- Measurements of carbon monoxide have shown low baseline levels in comparison to the most stringent one- and eight-hour standards.

- Respirable dust (PM-10) levels exceed the state standard on approximately four percent of measurement days, but the less stringent federal PM-10 standard has not been violated once for the same time period. Year to year fluctuations of overall maximum 24-hour PM-10 levels seem to follow no discernable trend, though 2016 had the lowest maximum 24-hour concentration in recent history.

- A substantial fraction of PM-10 is comprised of ultra-small diameter particulates capable of being inhaled into deep lung tissue (PM-2.5). Both the frequency of violations of particulate standards, as well as high percentage of PM-2.5, are occasional air quality concerns in the

Table 1
Ambient Air Quality Standards

Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards [1]		National Standards [2]		
		Concentration [3]	Method [4]	Primary [3,5]	Secondary [3,6]	Method [7]
Ozone (O_3)[8]	1 Hour	0.09 ppm (180 µg/m^3)	Ultraviolet Photometry	—	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.070 ppm (137 µg/m^3)		0.070 ppm (137 µg/m^3)		
Respirable Particulate Matter (PM10)[9]	24 Hour	50 µg/m^3	Gravimetric or Beta Attenuation	150 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m^3		—		
Fine Particulate Matter (PM2.5)[9]	24 Hour	—	—	35 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m^3	Gravimetric or Beta Attenuation	12.0 µg/m^3	15 µg/m^3	
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m^3)	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 mg/m^3)	—	Non-Dispersive Infrared Photometry (NDIR)
	8 Hour	9.0 ppm (10 mg/m^3)		9 ppm (10 mg/m^3)	—	
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m^3)		—	—	
Nitrogen Dioxide (NO_2)[10]	1 Hour	0.18 ppm (339 µg/m^3)	Gas Phase Chemiluminescence	100 ppb (188 µg/m^3)	—	Gas Phase Chemiluminescence
	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)		0.053 ppm (100 µg/m^3)	Same as Primary Standard	
Sulfur Dioxide (SO_2)[11]	1 Hour	0.25 ppm (655 µg/m^3)	Ultraviolet Fluorescence	75 ppb (196 µg/m^3)	—	Ultraviolet Flourescence; Spectrophotometry (Pararosaniline Method)
	3 Hour	—		—	0.5 ppm (1300 µg/m^3)	
	24 Hour	0.04 ppm (105 µg/m^3)		0.14 ppm (for certain areas)[11]	—	
	Annual Arithmetic Mean	—		0.030 ppm (for certain areas)[11]	—	
Lead[12,13]	30 Day Average	1.5 µg/m^3	Atomic Absorption	—	—	High Volume Sampler and Atomic Absorption
	Calendar Quarter	—		1.5 µg/m^3 (for certain areas)[12]	Same as Primary Standard	
	Rolling 3-Month Average	—		0.15 µg/m^3		
Visibility Reducing Particles[14]	8 Hour	See footnote 14	Beta Attenuation and Transmittance through Filter Tape	No National Standards		
Sulfates	24 Hour	25 µg/m^3	Ion Chromatography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m^3)	Ultraviolet Fluorescence			
Vinyl Chloride[12]	24 Hour	0.01 ppm (26 µg/m^3)	Gas Chromatography			

See footnotes on next page ...

For more information please call ARB-PIO at (916) 322-2990

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1. California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, and particulate matter (PM10, PM2.5, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

2. National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM10, the 24 hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 $\mu g/m^3$ is equal to or less than one. For PM2.5, the 24 hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. EPA for further clarification and current national policies.

3. Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

4. Any equivalent measurement method which can be shown to the satisfaction of the ARB to give equivalent results at or near the level of the air quality standard may be used.

5. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.

6. National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

7. Reference method as described by the U.S. EPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the U.S. EPA.

8. On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.

9. On December 14, 2012, the national annual PM2.5 primary standard was lowered from 15 $\mu g/m^3$ to 12.0 $\mu g/m^3$. The existing national 24-hour PM2.5 standards (primary and secondary) were retained at 35 $\mu g/m^3$, as was the annual secondary standard of 15 $\mu g/m^3$. The existing 24-hour PM10 standards (primary and secondary) of 150 $\mu g/m^3$ also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.

10. To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national 1-hour standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.

11. On June 2, 2010, a new 1-hour SO_2 standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO_2 national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.

    Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.

12. The ARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

13. The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard (1.5 $\mu g/m^3$ as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.

14. In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

For more information please call ARB-PIO at (916) 322-2990 **California Air Resources Board (5/4/16)**

Table 2
Health Effects of Major Criteria Pollutants

Pollutants	Sources	Primary Effects
Carbon Monoxide (CO)	• Incomplete combustion of fuels and other carbon-containing substances, such as motor exhaust. • Natural events, such as decomposition of organic matter.	• Reduced tolerance for exercise. • Impairment of mental function. • Impairment of fetal development. • Death at high levels of exposure. • Aggravation of some heart diseases (angina).
Nitrogen Dioxide (NO_2)	• Motor vehicle exhaust. • High temperature stationary combustion. • Atmospheric reactions.	• Aggravation of respiratory illness. • Reduced visibility. • Reduced plant growth. • Formation of acid rain.
Ozone (O_3)	• Atmospheric reaction of organic gases with nitrogen oxides in sunlight.	• Aggravation of respiratory and cardiovascular diseases. • Irritation of eyes. • Impairment of cardiopulmonary function. • Plant leaf injury.
Lead (Pb)	• Contaminated soil.	• Impairment of blood function and nerve construction. • Behavioral and hearing problems in children.
Respirable Particulate Matter (PM-10)	• Stationary combustion of solid fuels. • Construction activities. • Industrial processes. • Atmospheric chemical reactions.	• Reduced lung function. • Aggravation of the effects of gaseous pollutants. • Aggravation of respiratory and cardio respiratory diseases. • Increased cough and chest discomfort. • Soiling. • Reduced visibility.
Fine Particulate Matter (PM-2.5)	• Fuel combustion in motor vehicles, equipment, and industrial sources. • Residential and agricultural burning. • Industrial processes. • Also, formed from photochemical reactions of other pollutants, including NOx, sulfur oxides, and organics.	• Increases respiratory disease. • Lung damage. • Cancer and premature death. • Reduces visibility and results in surface soiling.
Sulfur Dioxide (SO_2)	• Combustion of sulfur-containing fossil fuels. • Smelting of sulfur-bearing metal ores. • Industrial processes.	• Aggravation of respiratory diseases (asthma, emphysema). • Reduced lung function. • Irritation of eyes. • Reduced visibility. • Plant injury. • Deterioration of metals, textiles, leather, finishes, coatings, etc.

Source: California Air Resources Board, 2002.

project area. However, approximately two percent of all days exceeded the current national 24-hour standard of 35 ug/m3 from 2015-2018.

Air Emission Thresholds

In the "1993 CEQA Air Quality Handbook", SCAQMD establishes significance thresholds to assess the impact of project related air pollutant emissions. These emissions are shown in Table 4. As shown, there are separate thresholds for short-term construction and long-term operational emissions. A project with daily emission rates below these thresholds is considered to have a less than significant effect on air quality. The thresholds shown below are used to evaluate the potential project air emission impacts of the project.

Table 3
Air Quality Monitoring Summary (2016-2019)
(Number of Days Standards Were Exceeded, and Maximum Levels During Such Violations)

Pollutant/Standard	2016	2017	2018	2019
Ozone				
1-Hour > 0.09 ppm (S)	9	7	3	5
8-Hour > 0.07 ppm (S)	6	9	5	7
8- Hour > 0.075 ppm (F)	2	4	2	3
Max. 1-Hour Conc. (ppm)	0.11	0.12	0.12	0.108
Max. 8-Hour Conc. (ppm)	0.08	0.09	0.08	0.09
Carbon Monoxide				
1-Hour > 20. ppm (S)	0	0	0	0
1-Hour > 9. ppm (S, F)	0	0	0	0
Max 8-Hour Conc. (ppm)	1.7	2.2	1.8	1.9
Nitrogen Dioxide				
1-Hour > 0.18 ppm (S)	0	0	0	0
Max. 1-Hour Conc. (ppm)	0.06	0.07	0.08	0.06
Respirable Particulates (PM-10)				
24-Hour > 50 $\mu g/m^3$ (S)	12/60	6/55	10/60	4/61
24-Hour > 150 $\mu g/m^3$ (F)	0/60	0/55	060	0/61
Max. 24-Hr. Conc. ($\mu g/m^3$)	41.	83.	78.	82.
Fine Particulates (PM-2.5)				
24-Hour > 35 $\mu g/m^3$ (F)	2/120	1/119	0/133	0/119
Max. 24-Hr. Conc. ($\mu g/m^3$)	46.6	49.5	35.4	29.6

S=State Standard, F=Federal Standard
Source:South Coast AQMD – Pomona Air Monitoring Station for Ozone and NOx, Upland Air Monitoring Station for PM-10, Ontario Air Monitoring Station (near CA-60) for PM-2.5.
data: www.arb.ca.gov/adam/

Construction Emission Impacts

Dust is typically the primary concern during construction of new buildings. Because such emissions are not amenable to collection and discharge through a controlled source they are called "fugitive emissions." Emission rates vary as a function of many parameters (soil silt, soil moisture, wind speed, area disturbed, number of vehicles, depth of disturbance or excavation, etc.). Because of the inherent uncertainty in the predictive factors for estimating fugitive dust generation, regulatory agencies typically use one universal "default" factor based on the area disturbed assuming that all other input parameters into emission rate prediction fall into midrange average values.

Table 4
SCAQMD Daily Emissions Thresholds of Significance

Pollutant	Construction	Operations
ROG	75	55
NOx	100	55
CO	550	550
PM-10	150	150
PM-2.5	55	55
SOx	150	150
Lead	3	3

Source: SCAQMD CEQA Air Quality Handbook, November, 1993 Rev.

CalEEMod was developed by the SCAQMD to provide a model to calculate both construction and operational emissions from a variety of land use projects. It calculates both the daily maximum and annual average emissions for criteria pollutants as well as total or annual greenhouse gas (GHG) emissions.

Estimated construction emissions were modeled using CalEEMod2016.3.2 to identify maximum daily emissions for each pollutant during project construction are shown in Table 5 using default construction equipment and a construction schedule for a project of the size proposed.

Utilizing the equipment fleet in Table 5, the worst-case daily construction emissions were calculated and are shown in Table 6.

Table 5
Construction Activity Equipment Fleet

Phase Name and Duration	Equipment
Demolition (20 days)	1 Concrete Saw
	1 Dozer
	3 Loader/Backhoes
Grading (4 days)	1 Grader
	1 Dozer
	1 Loader/Backhoe
Construction (200 days)	1 Crane
	1 Loader/Backhoe
	3 Welders
	1 Generator Set
	1 Forklift
Paving (10 days)	1 Paver
	1 Mixer
	1 Paving Equipment
	1 Loader/Backhoe
	1 Roller

Table 6
Construction Activity Emissions
Maximum Daily Emissions (pounds/day)

Maximal Construction Emissions	ROG	NOx	CO	SO_2	PM-10	PM-2.5
2021						
Unmitigated	54.2	20.0	18.6	0.0	5.6	3.1
Mitigated	54.2	20.0	18.6	0.0	2.9	1.7
SCAQMD Thresholds	75	100	550	150	150	55

As shown, the peak daily construction activity emissions are estimated to be below SCAQMD CEQA thresholds without the need for mitigation. The only model-based mitigation measure that was applied to the project was watering exposed dirt surfaces at least three times per day during grading to minimize the generation of fugitive dust as required by SCAQMD Rule 403.

SCAQMD's Rule 403

The project would be required to comply with SCAQMD rules to reduce fugitive dust emissions during project construction and the life of the project. Project compliance with Rule 403 is achieved through the application of standard best management practices during construction and operation activities, which include the application of water or chemical stabilizers to disturbed soils, manage haul road dust by the use of water, cover haul vehicles, restrict vehicle speeds on on-site unpaved roads to 15 mph, sweep loose dirt from paved site access roadways, stop construction activity when wind speeds exceed 25 mph and establish a permanent ground cover on finished areas.

While construction activities are not anticipated to cause dust emissions to exceed SCAQMD CEQA thresholds, especially with compliance with Rule 403, the following mitigation measure is recommended for enhanced dust control because the air basin is non-attainment.

Mitigation Measure No. 2 Prior to the start and throughout project construction, the contractor shall implement and maintain the following fugitive dust control measures:

- Apply soil stabilizers or moisten inactive areas.
- Water exposed surfaces as needed to avoid visible dust leaving the construction site (typically 2-3 times/day).
- Cover all stockpiles with tarps at the end of each day or as needed.
- Provide water spray during loading and unloading of earthen materials.
- Minimize in-out traffic from construction zone.
- Cover all trucks hauling dirt, sand, or loose material and require all trucks to maintain at least two feet of freeboard.
- Sweep streets daily if visible soil material is carried out from the construction site.

Similarly, ozone precursor emissions (ROG and NOx) are calculated to be below SCAQMD thresholds. However, because of the regional non-attainment for photochemical smog, the use of reasonably available control measures to control diesel exhaust emissions is recommended. The following mitigation measure is recommended to control combustion emissions:

Mitigation Measure No. 3 Throughout project construction the contractor shall:

- Utilize well-tuned off-road construction equipment.
- Establish a preference for contractors using Tier 3 or better heavy equipment.
- Enforce 5-minute idling limits for both on-road trucks and off-road equipment.

Construction-Related Toxic Air Contaminant Impacts

The greatest potential for toxic air contaminant emissions from the project would be due to diesel particulate emissions due to the operation of heavy equipment operations during construction of the project. According to SCAQMD methodology, health effects from carcinogenic air toxics are described in terms of "individual cancer risk". "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of toxic air contaminants over a 30-year lifetime would contract cancer, based on the use of standard risk-assessment methodology. Given the relatively limited number of heavy-duty construction equipment and the short-term construction schedule, the project would not result in a long-term (i.e., 30 years) substantial source of toxic air contaminant emissions and corresponding individual cancer risk. Furthermore, construction-based particulate matter (PM) emissions (including diesel exhaust emissions) do not exceed local or regional thresholds. Therefore, no significant short-term toxic air contaminant impacts would occur during project construction.

Localized Significance Thresholds

The SCAQMD developed analysis parameters to evaluate ambient air quality on a local level in addition to the more regional emissions-based thresholds of significance. These analysis elements are called Localized Significance Thresholds (LSTs). LSTs were developed in response to Governing Board's Environmental Justice Enhancement Initiative 1-4 and the LST methodology was provisionally adopted in October 2003 and formally approved by SCAQMD's Mobile Source Committee in February 2005.

LST screening tables are available for 25, 50, 100, 200- and 500-meter source-receptor distances. For the proposed project, there are residential uses adjacent to and north of the project site. Therefore, the most conservative 25-meter distance was modeled. There are also residents approximately 100 feet east of the project, east of Walnut Grove Avenue.

For the project, the primary source of potential LST impact would be during construction. LSTs are applicable for a sensitive receptor where it is possible that an individual could remain for 24 hours such as a residence, hospital or convalescent facility. LSTs are only applicable to the following criteria pollutants: oxides of nitrogen (NOx), carbon monoxide (CO), and particulate matter (PM-10 and PM-2.5) and represent the maximum emissions by a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard. The following LST thresholds and estimated emissions (pounds per day) are shown in Table 7 based on a disturbance of 1.0 acre per day.

Table 7
LST and Project Emissions (pounds/day)

LST 1.0 acres/100 meters SE LA County	CO	NOx	PM-10	PM-2.5
LST Threshold	1,088	94	30	8
Max. On-Site Emissions	23	33	4	2

As shown, the project construction emissions are less than the LST emission thresholds. As a result, project construction emissions would be less than significant.

Operational Emission Impacts

The calculated operational emissions generated by the project based on CalEEMod2016.3.2 are shown in Table 8. As shown, the operational emissions would not exceed SCAQMD operational emission thresholds of significance. The construction and long-term operational emissions by the project would be less than significant.

Table 8
Daily Operational Emissions (2022)

	Operational Emissions (lbs./day)					
Source	**ROG**	**NOx**	**CO**	**SO_2**	**PM-10**	**PM-2.5**
Area*	4.8	0.7	3.8	0.0	0.1	0.1
Energy	0.1	0.6	0.5	0.0	0.1	0.1
Mobile	1.4	6.7	15.8	0.1	4.5	1.2
Total	**6.3**	**8.0**	**20.1**	**0.1**	**4.7**	**1.4**
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

*no wood burning fireplaces-only natural gas
Source: CalEEMod Output in Appendix

d) ***Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?*** **Less Than Significant Impact.** The closest residents to the project are adjacent to and north of the site. In addition, there are existing residences approximately 100 feet east of the project, east of Walnut Grove Avenue. As shown in Table 6 above, the project would not exceed the threshold of any measured pollutant during project construction. Similarly, as shown in Table 8, the project would not exceed any measured pollutant during the operational life of the project. Depending on wind patterns, some diesel odors associated with the operation of construction equipment could extend to the residents north of the site during project construction. However, this condition would be temporary and short-term when larger diesel-powered construction equipment would be operating on the site which would be to demolish the existing buildings on the site and grade the site. Once project demolition and grading are completed the use of diesel-powered equipment on the site would be minimal. Although there would be a potential for odors due to the operation of diesel-powered construction equipment to extend to the residents adjacent to and north of the site and possibly the residents that are approximately 100 feet east of the site, the project is not anticipated to generate any emissions or odors during either construction or the operational life of the project and significantly impact the residents closest to the site. The project would not generate any objectionable odors and significantly impact any area sensitive receptors.

IV. BIOLOGICAL RESOURCES: Would the project:

a) ***Have substantial adverse effects, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?*** **No Impact.** The project site is developed with a commercial building, surface parking lot, a duplex, a single-family detached residential unit, and three-car garage and other site improvements. The site has introduced urban landscaping, including street trees along the adjacent streets, small areas of turf and a few shrubs. The landscaping on the site is minimal and does not support any wildlife species. Due to the minimal on-site habitat there are no special candidate, sensitive or special status animal species on the site and none of the existing introduced non-native urban landscaping is a candidate for a sensitive or special status species. The project would not significantly impact wildlife or wildlife habitat.

b) ***Have substantial adverse impact on any riparian habitat or other natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?*** **No Impact.** The site was disturbed in the past with the development of the commercial building, the residential units and the other site improvements. There is no riparian habitat or other natural communities either on or adjacent to the site. The project would not impact any riparian or other natural communities.

c) ***Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filing, hydrological interruption, or other means?*** **No Impact.** Please see Section "IV.b" above.

d) ***Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*** **No Impact.** The project is located in an urbanized area surrounded by residential and commercial use. There is no habitat on the site that serves or could serve as a migratory wildlife corridor or nursery site. The project would not impact or impede any wildlife corridors or wildlife nursery sites.

e) ***Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance?*** **No Impact.** There are introduced street trees along both Garvey Avenue and Walnut Grove Avenue adjacent to the site. There are no oak trees that would be removed by the project. Therefore, no oak trees would require protection or replacement in compliance with Rosemead Municipal Code Chapter 17.104 Oak Tree Preservation. The project would not have any oak tree or any other tree preservation impacts. The project would not impact any local policies that protect biological resources, including trees.

f) ***Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?*** **No Impact.** The City of Rosemead is not located within an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. The project would not conflict with and impact any habitat or natural community conservation plan.

V. CULTURAL RESOURCES: Would the project:

a) ***Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?*** **No Impact.** The site has been developed with a commercial building and residential units since 1977 and are less than 50 years old. Thus, the commercial building and residences are not a candidate as a historical resource. Therefore, the project would not impact any historical resources.

b) ***Cause a substantial adverse change in the significance of a unique archaeological resource as defined in §15064.5?*** **Potentially Significant Unless Mitigation Incorporated.** The site was disturbed in the past with the construction of the existing commercial building, residences, and other site improvements for the commercial building.

The project site is located in an urbanized area that has been disturbed associated with development activities on both the project site and the adjacent properties. Because the project site has been disturbed in the past with grading and construction of a commercial building and residential units, any cultural resources that may have existed near the surface have been previously unearthed or disturbed. There are no records of any recorded archaeological resources either on or adjacent to the project site. Despite previous disturbances of the project site in the past that may have displaced archaeological resources on the surface, it is possible that intact archaeological resources could exist below the surface area of the site that was previously undisturbed during grading.

As a result, Mitigation Measures No. 4 through 7 are recommended to reduce potentially significant archaeological and Tribal resource impacts to previously undiscovered resources that may be encountered during project grading and construction to less than significant.

Mitigation Measure No. 4 The project developer shall retain a qualified professional archaeologist who meets U.S. Secretary of the Interior's Professional Qualifications and Standards, to conduct an Archaeological Sensitivity Training for construction personnel prior to commencement of excavation activities. The training session shall be carried out by a cultural resource professional with expertise in archaeology, who meets the U.S. Secretary of the Interior's Professional Qualifications and Standards. The training session shall include a handout and will focus on how to identify archaeological resources that may be encountered during earthmoving activities and the procedures to be followed in such an event, the duties of archaeological monitors, and the general steps a qualified professional archaeologist would follow in conducting a salvage investigation if one is necessary.

Mitigation Measure No. 5 In the event that archaeological resources are unearthed during ground-disturbing activities, ground-disturbing activities shall be halted or diverted away from the vicinity of the find so that the find can be evaluated. A buffer area of at least 50 feet shall be established around the find where construction activities shall not be allowed to continue until a qualified archaeologist has examined the newly discovered artifact(s) and has evaluated the area of the find. Work shall be allowed to continue outside of the buffer area. All archaeological resources unearthed by project construction activities shall be evaluated by a qualified professional archaeologist, who meets the U.S. Secretary of the Interior's Professional Qualifications and Standards. Should the newly discovered artifacts be determined to be prehistoric, Native American Tribes/Individuals shall be contacted and consulted, and Native American construction monitoring shall be initiated. The project developer and the City shall coordinate with the archaeologist to develop an appropriate treatment plan for the resources. The plan may include implementation of archaeological data recovery excavations to address treatment of the resource along with subsequent laboratory processing and analysis.

Mitigation Measure No. 6 The project developer shall retain a qualified professional archaeologist, who meets the U.S. Secretary of the Interior's Professional Qualifications and Standards to conduct periodic Archaeological Spot Checks beginning at depths below 2' feet to determine if construction excavations have exposed or have a high probability to expose archaeological resources. After the initial Archaeological Spot Check, further periodic checks shall be conducted at the discretion of the qualified archaeologist. If the qualified archaeologist determines that construction excavations have exposed or have a high probability to expose archaeological artifacts construction monitoring for Archaeological Resources shall be required. The project developer shall retain a qualified archaeological monitor, who will work under the guidance and direction of a professional archaeologist, who meets the qualifications set forth by the U.S. Secretary of the Interior's Professional Qualifications and Standards. The archaeological monitor shall be present during all construction excavations (e.g., grading, trenching, or clearing/grubbing) into non-fill younger Pleistocene alluvial sediments. Multiple earth-moving construction activities may require multiple archaeological monitors. The frequency of monitoring shall be based on the rate of excavation and grading activities, proximity to known archaeological resources, the materials being excavated (native versus artificial fill soils), and the depth of excavation, and if found, the abundance and type of archaeological resources encountered. Full-time monitoring can be reduced to part-time inspections if determined adequate by the project archaeologist.

Mitigation Measure No. 7 The archaeological monitor, under the direction of a qualified professional archaeologist who meets the U.S. Secretary of the Interior's Professional Qualifications and Standards, shall prepare a final report at the conclusion of archaeological monitoring. The report shall be submitted to the project developer, the South Central Costal Information Center, the City, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the project and required mitigation measures. The report shall include a description of resources unearthed, if any, evaluation of the resources with respect to the California Register and CEQA, and treatment of the resources.

c) ***Disturb any human remains, including those interred outside of formal cemeteries?*** **No Impact.** The project site has not been used as a cemetery in the past. In addition, the site is not known to have been used for any activities that have resulted in human remains being present on the property. In the unlikely event that human remains are found during construction, those remains would require proper treatment, in accordance with applicable laws. State of California Health and Safety Code Section 7050.5-7055 describe the general provisions for human remains. Specifically, Health and Safety Code Section 7050.5 describes the requirements if any human remains are accidentally discovered during excavation of a site. As required by State law, the requirements and procedures set forth in Section 5097.98 of the California Public Resources Code would be implemented, including notification of the County Coroner, notification of the Native American Heritage Commission, and consultation with the individual identified by the Native American Heritage Commission to be the "most likely descendant." If human remains are found during excavation, the excavation must stop in the vicinity of the find and in any area that is reasonably suspected to contain remains adjacent to the find, until the County Coroner has been called, the remains have been investigated, and appropriate recommendations have been made for the treatment and disposition of the remains. Following compliance with State regulations,

which detail the appropriate actions necessary in the event human remains are encountered, impacts in this regard would be considered less than significant.

Compliance with Health and Safety Code Sections 7050.5-7055 and Public Resources Code Section 5097.98, related to protection of human remains, would reduce potential impacts associated with future development project proposals to a less than significant level.

VI. ENERGY: Would the project:

a) ***Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?*** **Less Than Significant Impact.** Information found in this section, as well as other aspects of the project's energy implications, are discussed in greater detail elsewhere in this MND, including section VIII (Greenhouse Gas Emissions) and section XVII (Transportation) of this MND.

Construction-Related Energy Consumption

Heavy-duty construction equipment associated with demolition, grading, the construction of utilities, paving, and building construction would include, excavators, graders, tractors/loaders/backhoes, dozers, scrapers, air compressors, cranes, forklifts, generators, pumps, welders, rollers, trenchers and pavers. The majority of the equipment would likely be diesel-fueled; however, smaller equipment, such as air compressors and forklifts may be electric, gas, or natural gas-fueled. For the purposes of this assessment, it is assumed the construction equipment would be diesel-fueled, due to the speculative nature of specifying the amounts and types of non-diesel equipment that might be used, and the difficulties in calculating the energy, which would be consumed by this non-diesel equipment.

The number of construction workers required to construct the project would vary based on the phase of construction and the activity taking place. The transportation fuel required by construction workers to travel to and from the site would depend on the total number of worker trips estimated for the duration of construction activity. A 2007 study by the California Department of Transportation (Caltrans) estimates the statewide average fuel economy for all vehicle types (automobiles, trucks, and motorcycles) in the year 2020 is 18.78 miles per gallon.[6] Assuming construction worker vehicles have an average fuel economy consistent with the Caltrans study and each construction worker commutes an average of 20 miles a day to and from the site, the maximum 25 workers on-site during each phase of project construction is estimated to consume approximately 27 gallons of gasoline a day. Assuming all 25 construction workers are employed at the site for a year (52 weeks), the fuel used by construction workers commuting to the site is approximately 173 barrels (6,922 gallons) of gasoline and represents less than 0.0005 percent of the statewide transportation gasoline consumption in 2017, which is the latest year that data is available.[7]

Construction equipment fuels (e.g., diesel, gasoline, natural gas) would be provided by local or regional suppliers and vendors. Electricity would be supplied by the local utility provider (e.g., Southern California Edison) via existing connections. A temporary water supply, primarily for fugitive dust suppression and street sweeping, would also be supplied by the local provider (e.g., San Gabriel Valley Water Company).

Electricity used during construction to provide temporary power for lighting and electronic equipment (e.g., computers, etc.) inside temporary construction trailers and for outdoor lighting when necessary for general construction activity would generally not result in a substantial increase in on-site electricity use. Electricity use during construction would be variable depending on lighting needs and the use of

[6] 2007 California Motor Vehicle Stock, Travel and Fuel Forecast, California Department of Transportation, Table 1, (2008).
[7] California 2017 Transportation gasoline consumption – 366,820 barrels; https://www.eia.gov/state/seds/sep_fuel/html/pdf/fuel_mg.pdf

electric-powered equipment and would be temporary for the duration of construction activities. Thus, electricity use during construction would generally be considered negligible.

Energy Conservation: Regulatory Compliance

The project would utilize construction contractors who demonstrate compliance with applicable CARB regulations governing the accelerated retrofitting, repowering, or replacement of heavy-duty diesel on- and off-road equipment. CARB has adopted an Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel particulate matter and other Toxic Air Contaminants (TACs). Compliance with the above anti-idling and emissions regulations would result in a more efficient use of construction-related energy and minimize or eliminate wasteful and unnecessary consumption of energy.

With respect to solid waste, CALGreen requires 65% of most construction and demolition waste be diverted from a landfill. The project would generate various types of debris during project demolition and construction. Concrete and asphalt that is removed from the site during demolition can either be ground and reused on the site as base material for driveways or sold to a recycler.

Republic Services is the contract solid waste hauler for the City of Rosemead and would serve the project. The solid waste from the project will be hauled to the Puente Hills Materials Recovery Facility (MRF) in the City of Whittier and operated by the Sanitation Districts of Los Angeles County. The MRF separates recyclable material from municipal solid waste and all residual waste is hauled to permitted landfills and all recovered recyclable materials are recycled in compliance with state law.

Anticipated Energy Consumption

The daily operation of the project would generate a demand for electricity, natural gas, and water supply, as well as generating wastewater requiring conveyance, treatment and disposal off-site, and solid waste requiring off-site disposal. Southern California Edison is the electrical purveyor in the City of Rosemead and would provide electricity to the project. The Southern California Gas Company is the natural gas purveyor in the City and would provide natural gas to the project.

Energy Conservation: Regulatory Compliance

The California Energy Commission (CEC) first adopted the Energy Efficiency Standards for Residential and Nonresidential Buildings (CCR, Title 24, Part 6) in 1978 in response to a legislative mandate to reduce energy consumption in the state. Part 11 of the Title 24 Building Standards Code is referred to as CALGreen. The purpose of CALGreen is to "improve public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a positive environmental impact and encouraging sustainable construction practices in the following categories: (1) Planning and design; (2) Energy efficiency; (3) Water efficiency and conservation; (4) Material conservation and resource efficiency; and (5) Environmental quality."[8] As of January 1, 2011, CALGreen is mandatory for the construction of all new buildings in the state. CALGreen establishes mandatory measures for new residential and non-residential buildings. Such mandatory measures include energy efficiency, water conservation, material conservation, planning and design and overall environmental quality.[9] CALGreen was most recently updated in 2016 to include new mandatory measures for residential as well as nonresidential uses; the new measures took effect on January 1, 2017.[10] The project would be required by the City to comply with the applicable provisions of Title 24 and CALGreen.

[8] California Building Standards Commission, 2016 California Green Building Standards Code, (2016).
[9] Ibid.
[10] Ibid.

With respect to solid waste, the project is required to comply with applicable regulations, including those pertaining to waste reduction and recycling as required by the State of California. The waste hauler serving the project would divert project-generated municipal waste in accordance with applicable city ordinances.

Energy Conservation: Project Design Features

The project would be designed to include green building, energy saving, and water saving measures and other sustainability features. Consistent with the CALGreen, the project would be required to meet and comply with the residential mandatory measures that include water efficiency and conservation, material conservation and resource efficiency, environmental quality, etc. As such, the project would be designed to reduce wasteful, inefficient, and unnecessary consumption of energy.

Estimated Energy Consumption

The long-term operation of the project would result in transportation energy use primarily for residents that commute to and from their place of employment. Transportation fuels, primarily gasoline, would be provided by local or regional suppliers and vendors. As discussed previously, in 2017, California consumed a total of 366,820 thousand barrels of gasoline for transportation, which is part of the total annual consumption nationwide of 3,404,186 barrels by the transportation sector.[11] Project-related vehicles would require a fraction of a percent of the total state's transportation fuel consumption. A 2008 study by Caltrans determined that the statewide average fuel economy for all vehicle types (automobiles, trucks, and motorcycles) in 2020 would be 18.78 miles per gallon.[12]

Alternative-Fueled Vehicles

Alternative-fueled, electric, and hybrid vehicles could be used by some of the project residents, commercial space employees and customers. The use of these types of alternative fueled vehicles would reduce the overall consumption of gasoline by the project. The effect is anticipated to be minimal in today's current vehicle market due to the relatively few alternative vehicles that are in use. According to the Los Angeles Times, alternative-fueled vehicles make up approximately 2.3% of all vehicles registered in California.[13] The above transportation fuel estimates for the project do not account for alternative-fueled, electric, and hybrid vehicles, which are more energy efficient vehicles. Thus, the assessment is a conservative estimate of transportation fuel consumption. The project would not have any wasteful, inefficient or unnecessary consumption of energy resources during either the construction of the project or the life of the project because the project would be required to comply with all applicable state energy conservation measures.

b) ***Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?*** **Less Than Significant Impact.** The project would be required by the City to comply with all applicable CALGreen and Title 24 state energy requirements to minimize energy consumption. Therefore, the project would not conflict with or obstruct a state or local energy plan. The project would not significantly impact an energy plan.

[11] U.S. Energy Information Administration, Table F3: Motor Gasoline Consumption, Price, and Expenditure Estimates, 2017, https://www.eia.gov/state/seds/sep_fuel/html/pdf/fuel_mg.pdf.
[12] California Department of Transportation, 2008 California Motor Vehicle Stock, Travel and Fuel Forecast (June 2009).
[13] Los Angeles Times, Electric, hybrid car sales up, California auto emissions down, May 22, 2014, http://www.latimes.com/business/autos/la-fi-hy-electric-vehicle-sales-up-auto-emissions-down-20140521- story.html. Accessed August 2014.

VII. GEOLOGY AND SOILS: Would the project:

a) ***Director or indirectly cause substantial adverse effects, including the risk of loss, injury, or death involving:***

i. ***Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)*** **Less Than Significant Impact.** A geotechnical report[14] was prepared for the project and a copy is included in Appendix B of this MND.

The project site is not located within a state-designated Alquist-Priolo Earthquake Fault Zone.[15] The nearest known active regional fault to the site is the Upper Elysian Park fault that is located approximately 1.1 miles from the site. Figure 5-3 of the City of Rosemead General Plan also shows that the project site is not located within an Alquist-Priolo Earthquake Fault Zone and Figure 5-4 of the City of Rosemead General Plan shows the project is not located in a Fault Hazard Management Zone.

While there are faults in the region that could generate moderate to significant ground shaking at the site, the incorporation of the recommendations in section 8.0 of the geotechnical report regarding design and seismic loading in compliance with the 2016 California Building Codes (CBC) and all other local building codes would reduce potential fault impacts to less than significant.

ii. ***Strong seismic ground shaking?*** **Less Than Significant Impact.** Because the project site is located in Southern California and a seismically active area, there is the potential for strong ground motion at the site. The Upper Elysian Park fault is the closest known active fault to the site. As with all projects in the City of Rosemead, the design and construction of the project and all site improvement must comply with the current 2016 CBC and all applicable local building codes. Project compliance with the 2016 CBC and applicable building codes would reduce potential strong ground shaking impacts to less than significant.

iii. ***Seismic-related ground failure, including liquefaction?*** **Less Than Significant Impact.** Liquefaction is a phenomenon when loose, saturated, relatively cohesionless soil deposits lose their shear strength during strong ground motions. The primary factors controlling liquefaction include intensity and duration of ground motion, gradation characteristics of the subsurface soils, in-situ stress conditions, and the depth to groundwater. Liquefaction is typified by a loss of shear strength in the liquefied layers due to rapid increases in pore water pressure generated by earthquake accelerations.

Based on Figure 5-5 of the City of Rosemead General Plan the project site is located within an area that is susceptible to an earthquake induced liquefaction. Because the project site is located in an area that is susceptible to liquefaction, the soils on the site were evaluated for the potential for liquefaction. Based on the laboratory results, the on-site soils are not subject to liquefaction.[16] Therefore, the project is not subject to liquefaction and the impact is less than significant.

iv. ***Landslides?*** **No Impact.** The project site ranges in elevation from 261 feet above mean sea level at near the southwest corner of the site to 263 feet at the north east corner of the site, a difference

[14] Report of Geotechnical Engineering Investigation, Proposed 4-Story Mixed Use Development with 1-Level Subterranean Garage, 3001 Walnut Grove Avenue and nearby lots, APN 5288-001-040, 042, 043, Rosemead, California, Cal Land Engineering, November 8, 2019.
[15] Ibid, page 5, Section 4.1.
[16] Ibid, page 6, Section 5.1

of 2 feet. Thus, the project site is basically flat and the properties that are adjacent to the site are also basically flat. The project would not be impacted by landslides.

b) ***Result in substantial soil erosion or loss of topsoil?*** **Less Than Significant Impact.** The City would require the grading and construction contractor to install and maintain all applicable City required short-term construction soil erosion control measures to reduce and minimize soil erosion impacts throughout project grading and construction. The contractor would be required to submit a Storm Water Pollution Prevention Plan (SWPPP) to identify all Best Management Practices (BMPs) that would be incorporated into the project prior to the start of grading and maintained to completion of all construction activities to reduce and minimize soil erosion. The City has standard soil erosion protection measures that the contractor would be required to install and maintain throughout grading and construction to minimize off-site soil erosion. The requirement by the City for the contractor to incorporate all applicable mandated soil erosion control measures into project construction would minimize and reduce potential soil erosion impacts to less than significant.

c) ***Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?*** **Less Than Significant Impact.** Based on the geotechnical report the proposed development of the project would not be significantly impacted by unstable soil due to an off-site landslide, lateral spreading, subsidence, liquefaction of soil collapse. All grading and construction would have to comply with all applicable requirements of the 2016 California Building Codes (CBC) and recommendation of the geotechnical report.[17]

d) ***Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?*** **Less Than Significant Impact.** Based on the geotechnical report the on-site soils have a very low expansion potential.[18] The project would not be significantly impacted by expansive soil.

e) ***Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water?*** **No Impact.** The project would be required by the City to connect to and be served by the existing public wastewater collection system that serves the existing uses on the site. The project developer proposes to connect to the existing public sewer system in Walnut Grove Avenue adjacent to the site. The project would not have any septic tank or alternative wastewater disposal impacts.

f) ***Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*** **No Impact.** The Rosemead General Plan does not identify the presence of any paleontological resources in the City. The site was disturbed previously to construct the existing commercial building and other improvements on the project site. Because the site is disturbed and paleontological resources are not known to exist in Rosemead, it is unlikely that paleontological resources would be uncovered during project construction. The geotechnical report did not identify any unique geologic features on the site that would potentially contain paleontological resource and impacted by the project. The project would not have any paleontological resource or geologic feature impacts.

[17] Report of Geotechnical Engineering Investigation, Proposed 4-Story Mixed Use Development with 1-Level Subterranean Garage, 3001 Walnut Grove Avenue and nearby lots, APN 5288-001-040, 042, 043, Rosemead, California, Cal Land Engineering, November 8, 2019.
[18] Ibid, page 14, Section 7.4.

VIII. GREENHOUSE GAS EMISSIONS: Would the project:

a) ***Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*** **Less Than Significant Impact.** A greenhouse gas report[19] was prepared for the project and a copy is included in Appendix A of this MND.

"Greenhouse gases" (so called because of their role in trapping heat near the surface of the earth) emitted by human activity are implicated in global climate change, commonly referred to as "global warming." Greenhouse gases contribute to an increase in the temperature of the earth's atmosphere by transparency to short wavelength visible sunlight, but near opacity to outgoing terrestrial long wavelength heat radiation in some parts of the infrared spectrum. The principal greenhouse gases (GHGs) are carbon dioxide, methane, nitrous oxide, ozone, and water vapor. For purposes of planning and regulation, Section 15364.5 of the California Code of Regulations defines GHGs to include carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons and sulfur hexafluoride. Fossil fuel consumption in the transportation sector (on-road motor vehicles, off-highway mobile sources, and aircraft) is the single largest source of GHG emissions, accounting for approximately half of GHG emissions globally. Industrial and commercial sources are the second largest contributors of GHG emissions with about one-fourth of total emissions.

California has passed several bills and the Governor has signed at least three executive orders regarding greenhouse gases. AB 32 is one of the most significant pieces of environmental legislation that California has adopted. The major components of AB 32 include:

- Require the monitoring and reporting of GHG emissions beginning with sources or categories of sources that contribute the most to statewide emissions.
- Requires immediate "early action" control programs on the most readily controlled GHG sources.
- Mandates that by 2020, California's GHG emissions be reduced to 1990 levels.
- Forces an overall reduction of GHG gases in California by 25-40%, from business as usual, to be achieved by 2020.
- Must complement efforts to achieve and maintain federal and state ambient air quality standards and to reduce toxic air contaminants.

Maximum GHG reductions are expected to derive from increased vehicle fuel efficiency, greater use of renewable energy, and increased structural energy efficiency. Additionally, through the California Climate Action Registry (CCAR or the Climate Action Reserve), general and industry-specific protocols for assessing and reporting GHG emissions have been developed. GHG sources are categorized into direct sources (i.e. company owned) and indirect sources (i.e. not company owned). Direct sources include combustion emissions from on-and off-road mobile sources, and fugitive emissions. Indirect sources include off-site electricity generation and non-company owned mobile sources.

Thresholds of Significance

Under CEQA, a project would have a potentially significant greenhouse gas impact if it:

- Generates GHG emissions, directly or indirectly, that may have a significant impact on the environment, or,
- Conflicts with an applicable plan, policy or regulation adopted to reduce GHG emissions.

[19] Air Quality and GHG Impact Analysis, Garvey Walnut Mixed-Use Project, City of Rosemead, California, Giroux & Associates, November 23, 2020.

Emissions identification may be quantitative, qualitative or based on performance standards. CEQA guidelines allow the lead agency to "select the model or methodology it considers most appropriate." The most common practice for transportation/combustion GHG emissions quantification is to use a computer model such as CalEEMod, which was used for the GHG analysis for the proposed project.

In September 2010, the SCAQMD Governing Board Working Group recommended a threshold of 3,000 MT CO_2e for all land use types. The 3,000 MT/year CO_2e threshold is used for the greenhouse gas emission analysis for the proposed project. In the absence of an adopted numerical threshold of significance, project related GHG emissions in excess of the guideline level are presumed to trigger a requirement for enhanced GHG reduction at the project level.

Methodology

The CalEEMod Version 2016.3.2 software model was used to calculate the GHG emissions from all phases of the project for the year 2022, which is the scheduled date of project completion. The project's emissions were compared to the tier 3 SCAQMD draft screening threshold of 3,000 metric tons CO2e per year for all land uses.

Project Greenhouse Gas Emissions

Construction Activity GHG Emissions

The build-out timetable for the project will be two years. During project construction, the CalEEMod2016.3.2 computer model calculates that project construction activities would generate the annual CO_2e emissions shown in Table 9.

Table 9
Construction GHG Emissions (Metric Tons CO_2e)

	CO_2e
Year 2021	450.5
Amortized	**15.0**

The SCAQMD GHG emission policy for construction activities amortizes emissions over a 30-year lifetime. As shown, the amortized GHG emissions from the project construction activities are less than the 3,000 MT/year CO2e threshold and less than significant.

Operational GHG Emissions

The total operational emissions of the project are shown in Table 10. As shown, the total GHG operational emissions are below the guideline threshold of 3,000 MTY CO_2e suggested by the SCAQMD.

b) ***Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?*** **No Impact.** The City of Rosemead has not adopted a Greenhouse Gas Reduction Plan. Therefore, the applicable GHG planning document that is applicable to the project is AB-32. As discussed in section "VIII.a" above, the project would not have a significant increase in either construction or operational GHG emissions. As a result, the project generated GHG emissions would be below the SCAQMD 3,000 MT CO2(e) tons/year threshold. Therefore, the project would not conflict with any applicable plan, policy, or regulation to reduce GHG emissions.

Table 10
Annual Operational GHG Emissions, MT CO_2(e) tons/year

Consumption Source	MT CO_2(e) tons/year
Area Sources	9.9
Energy Utilization	866.8
Mobile Source	915.0
Solid Waste Generation	228.1
Water Consumption	153.3
Construction	15.0
Total	**2,188.1**
Guideline Threshold	3,000

IX. HAZARDS AND HAZARDOUS MATERIALS: Would the project:

a) ***Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*** **Less Than Significant Impact.** A Phase I[20] Environmental Site Assessment (ESA) was prepared for the site. The Phase I ESA in included in Appendix C of this MND.

The mixed-use project does not propose to transport, use, or dispose of any hazardous materials. The only hazardous materials that would be transported and stored on the site includes the temporary storage of hazardous materials for use by the contractor to operate and maintain the various types of motor-powered construction equipment that would be operated during project demolition, grading and construction. The types of hazardous materials that would be anticipated to be used on-site during construction includes diesel fuel, gasoline, lubricants, paints, solvents, etc. It would be the responsibility of the contractor to use and store all hazardous materials in compliance with applicable Federal, State, and local laws and regulations during project construction. The project residents and commercial uses would use standard cleaning materials to clean and maintain their residences and commercial space during the operational life of the project. Herbicides and pesticides may be used by the homeowner's association to maintain project landscaping. The transportation, use, and storage of all cleaning and maintenance hazardous materials in compliance with all applicable Federal, State, and local regulations would reduce the potential for significant impacts to less than significant. The project would not have any significant impacts associated with the transportation, use or storage of hazardous materials.

b) ***Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*** **Less Than Significant Impact.** Based on historical data, from the late 1940's to the early 1970's, dwelling units and an Arco gas station occupied the site. From 1977 to 1985, various offices/institutions and residences occupied the site. In the late 1980's, Rosemead Executive Recreation Center was shown as the main occupant on the site. In the 1990's, Chinese Life-Spring Centre was the site main occupant and from 1999 to today the Taiwan Center of Greater Los Angeles has been the main site occupant.[21] There is no evidence or historical data that the site has been used in the past for any agricultural use.

The government records search that was conducted for the preparation of the Phase I ESA identified that the that Circle K located at 8609 Garvey Avenue, east of Walnut Grove Avenue, is listed on the

[20] Phase I Environmental Assessment Report, 3001 Walnut Grove Avenue, Rosemead, CA, Robin Environmental Management, November 13, 2020.
[21] Phase I Environmental Assessment Report, 3001 Walnut Grove Avenue, Rosemead, CA, Robin Environmental Management, November 13, 2020, page 7.

State Water Board-compiled Leaking Underground Storage Tank (LUST)/Spills facilities database with a "Case Closed" status. The former Underground Storage Tank (UST) leakage/spills case at the Circle K site was apparently satisfactorily treated under the supervision of the lead agency to the degree that no apparently significant environmental concerns for its neighboring areas are likely being induced from the remaining untreated UST leakage/spills, if any, at the Circle K.[22]

As discussed above, from the late 1940's to the early 1970's, the southeastern portion (currently paved parking) of the project site was occupied by an Arco gas station. Since the presence of this former on-site gas station pre-dated any agency's Underground Storage Tank (UST) supervision/oversight program that began implementation in 1986, no records were found in reference to the historical usage/handling of an UST, or the removal of an UST at the former Arco gas station. Therefore, a geophysical survey was conducted in the southeastern portion of the project site to assess whether or not an UST or UST fill area is present on the site.

On November 5, 2020, SubSurface Surveys[23] conducted a geophysical survey in the southeastern area of the project site. Based on the geophysical survey, no UST was found. However, excavation backfill associated with the removal of an UST and former dispenser islands were identified. Based on these findings, any UST's associated with the former Arco gas station were apparently removed during demolition of the Arco gas station in the middle 1970's.[24]

Currently, the most significant environmental concern for any leaking UST site is the identified subsurface contamination by methyl tertiary butyl ether (MTBE), a gasoline additive to replace lead in the middle 1980's that can't be easily biodegraded. The MTBE concern is certainly not an issue for old gas station sites as MTBE was not added in gasoline prior to the middle 1980's.

There are no locations within close proximity to the project site that are considered to have any environmental threat to the project site based upon the government records database and the conducted government records search.[25]

There are no uses or activities associated with the long-term use of the site for residential development that would create or release hazardous materials into the environment. The project would not have any significant hazardous material impacts.

c) ***Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*** **No Impact.** The closest schools to the project site include Willard Elementary School that is located at 3152 Willard Avenue and approximately 400 feet to the north and Roger Temple Intermediate that is located at 8510 E. Fern Avenue and approximately one-quarter mile south of the project. In addition, the Rosemead Education Center preschool, located at 2662 Walnut Grove Avenue, is approximately 450 feet south of the project. The project does not propose any use that would emit, generate or handle any hazardous or acutely hazardous materials or substances and impact any schools within one-quarter mile of the project.

d) ***Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or environment?*** **No Impact.** Based on the Phase I ESA the project site is not listed as a hazardous material site on the "Cortese" list pursuant to Government Code Section 65962.5. The project would not have a hazardous impact to the public or environment per Government Code Section 65962.5.

[22] Ibid, page 19-20.
[23] Ibid, Appendix D.
[24] Ibid, page 28-29.
[25] Ibid, page 28.

e) ***For a project located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport, would the project result in a safety hazard or excessive noise for people working or residing in the project area?*** **No Impact.** The closest airport to the project is El Monte Airport, which is approximately 3 miles northeast of the project. The project would not impact airport operations at El Monte Airport or result in any safety hazards for project guests and employees. The operations at the El Monte Airport would not have any safety or noise impacts to the project guests and employees.

f) ***Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*** **Less Than Significant Impact.** All of the proposed project improvements are located on private property. The project would not interfere with or impact any designated evacuation routes in Rosemead, including Garvey Avenue adjacent to the site. The project driveway is at Walnut Grove Avenue and would not impact the use of Garvey Avenue as an emergency evacuation route. The project would not significantly impact any emergency evacuation routes in the City.

g) ***Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?*** **No Impact.** There are no State of California designated wildland fire areas in Rosemead. See section XX Wildfire for further wildland fire analysis. The project would not be exposed to or be impacted by a wildland fire.

X. HYDROLOGY AND WATER QUALITY: Would the project:

a) ***Violate any water quality standards or waste discharge requirements?*** **Less Than Significant Impact.** A hydrology report[26] and Low Impact Development Plan[27] were prepared for the project and a copy of each report is included in Appendix D of this MND.

During project grading and construction, silt could be generated from the site, especially if construction occurs during the winter months from October to April when rainfall typically occurs. The City would require the project contractor to prepare a Storm Water Pollution Prevention Plan (SWPPP) in accordance with California State Water Resources Control Board (State Water Board), Order No. 99-08-DWQ, Los Angeles County MS4 Permit Order No. R4-2012-0175 and National Pollutant Discharge Elimination System (NPDES) General Permit No. CAS004001 (Permit). The SWPPP would require the contractor to implement Best Available Technology Economically Achievable measures to reduce and eliminate storm water pollution from all construction activity through the implementation of Best Management Practices (BMPs). The purpose of the SWPPP is to identify pollutant sources that may affect the quality of the storm water that would be discharged from the site during all construction activity. The SWPPP would require the contractor to identify, construct, and implement the storm water pollution prevention measures and BMPs necessary to reduce pollutants that are present in the storm water that is discharged from the site during construction. The SWPPP would include specific BMPs that must be installed and implemented prior to the start of site clearance, grading, and construction. The installation and maintenance of all required BMPs by the contractor during construction would reduce potential water quality impacts to less than significant.

The project developer must comply with the Los Angeles Regional Water Quality Control Board (Los Angeles Water Board) requirements of a Municipal Separate Storm Sewer (MS4) Plan (MS4 Permit Order No. R4-2101-0175). A MS4 plan would identify, at a minimum, the details to implement the Best Management Practices (BMPs) that would reduce the project's Stormwater Quality Design Volume

[26] Hydrology Report, 8589 Garvey Ave. and 3001 Walnut Grove Ave., Rosemead, CA 91770, Cal Land Engineering, Inc. May 8, 2020.
[27] Low Impact Development Plan, 8589 Garvey Ave. and 3001 Walnut Grove Ave., Rosemead, CA 91770, Cal Land Engineering, Inc. May 8, 2020, Updated August 2, 2020.

(SWQDV) defined as the runoff from the 85th percentile, 24-hour rain event, as determined from the Los Angeles County 85th Percentile Precipitation Isohyetal Map (http://dpw.lacounty.gov/wrd/hydrologygis/). The Los Angeles County MS4 Permit requires the implementation of low impact development (LID) BMPs in addition to site design and source control measures. LID BMPs are engineered facilities that are designed to retain or biotreat runoff on the project site. All designated projects must detain the water quality volume on-site through infiltration, evapotranspiration, storm water runoff harvest and use, or a combination thereof unless it is demonstrated that it is technically infeasible to do so.[28]

The project proposes to install a dry well with a capacity of 3,013.5 cubic feet of stormwater in the southeast corner of the subterranean parking structure to capture the stormwater that would be generated on the site. The stormwater would percolate into the local soil and any excess would be discharged into the existing storm drain in Walnut Grove Avenue adjacent to and east of the project site. The trench would be filled with aggregate and geotextile to remove debris and silt from surface runoff prior to its percolation into the soil. The capacity of the proposed stormwater collection and infiltration system is based on the Los Angeles County 85th percentile, 24-hour storm event conditions. The installation of and the regular maintenance of the required SWPPP and the proposed on-site dry well infiltration system would reduce storm water runoff pollutants generated from the project site during both project construction and the life of the project to less than significant.

The project developer would also be required to have a SUSMP approved by City staff prior to the issuance of a grading permit. The purpose of the SUSMP is to identify the BMPs that would be used on-site to control project generated pollutants from entering the storm water runoff generated from the site. The SUSMP includes measures that would be included in the project to maximize the use of pervious materials throughout the site to allow storm water percolation and pollutant filtration with the use of a retention/detention basin, storm water clarifier, and catch basins with BMPs.

The installation and regular maintenance of the State required SWPPP and SUSMP would reduce the potential impacts from storm water runoff pollutants generated from the site during both project construction and the ongoing operation of the project to less than significant.

b) ***Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.*** **Less Than Significant Impact.** The project would be required by SCAQMD Rule 403 to reduce particulate dust during any man-made condition. In this case, Rule 403 would require the project developer to control fugitive dust during active operations, including grading and construction. Water is primarily used for dust suppression during project grading and construction. The amount of water that would be required to control dust during grading and construction would be minimal and would not significantly impact existing groundwater supplies due to the relatively small size of the project, which is approximately 1.06 acres.

The project site is currently development with a commercial building and two one-story residential dwelling units and a three-car garage and generates approximately 3.4 cubic feet per second (cfs) of surface water runoff during a 50-year frequency storm event. Because the project site is largely impermeable (93.6%), most of the surface water does not percolate and discharged to Walnut Grove Avenue adjacent to and east of the site. The project is estimated to generate approximately 3.48 cfs of runoff during a 50-year frequency storm event, which is an increase of 0.0578 cfs.[29] Therefore, the project would not generate a significant increase in surface water from the site compared to the existing condition. Because the existing development discharges all of its surface water runoff to Walnut Grove

[28] https://www.waterboards.ca.gov/losangeles/water_issues/programs/stormwater/municipal/la_ms4/2015/SWRCB_wqo2015_0075.pdf
[29] Hydrology Report, 8589 Garvey Ave. and 3001 Walnut Grove Ave., Rosemead, CA 91770, Cal Land Engineering, Inc. May 8, 2020. , page 2.

Avenue, none of the stormwater currently percolates into the on-site soil and recharges the local groundwater. The proposed project would capture and retain most of the on-site runoff from a 50-year storm and allow the stormwater to percolate on-site into the local groundwater by a proposed dry well.

The project site receives its water supply from the San Gabriel Valley Water Company and has two sources for its water supply, including groundwater from the Main Basin and the Central Basin and imported water from the Metropolitan Water District (MWD). Based on Table 7-2 of the San Gabriel Valley Water Company 2015 Urban Water Management Plan, the Company has an adequate water supply to meet the water supply needs of the project for potable water for drinking, landscape irrigation and fire flow for normal, single, and multiple dry years over the next 20 years.[30]

As discussed above, the project would increase the amount of stormwater that currently percolates into the soil to recharge the locale groundwater compared to the existing condition. Therefore, the project would not deplete groundwater supplies or cause a drop in production rates of wells, but rather increase the amount of water that would percolate and recharge the local groundwater. The project would have a less than significant impact on groundwater supplies.

c) ***Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner, which would:***

i. ***Result in substantial erosion or siltation on or off site?*** **Less Than Significant Impact.** During project construction the exposed soil on the site would be subject to erosion both on and off the site during periods of rainfall. As discussed in section "X.a" above, the project developer would be required to prepare a SWPPP and SUSMP and implement the BMPs of both plans to reduce and minimize soil erosion both on and off the site. The implementation of the applicable BMPs would reduce and minimize the amount of siltation generated from the site. Once the project is completed and operational all surface water runoff would be collected and discharged to an on-site dry well located in the southeast corner of the subterranean parking structure to capture surface water runoff for on-site percolation. The dry well would collect surface water runoff and allow most of any runoff siltation to be retained on the project site. Therefore, the project would generate minimal off-site siltation once the project is completed.

The installation of and the regular maintenance of all construction BMPs and the proposed on-site dry well would reduce and minimize both on and off-site siltation from the project site during both project construction and the life of the project to less than significant. The project would not have significant erosion or siltation impacts either on or off the site.

ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off site? **Less Than Significant Impact.** As discussed in section "X.b" above, the project would increase the amount of runoff that is currently generated from the site by approximately 0.0578 cfs. This increase would be minimal compared to the amount of stormwater that is currently generated from the site and would not significantly impact the existing storm drain collection system. The project would not have any significant on- or off-site flooding impacts.

iii. ***Create or contribute runoff water, which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?*** **Less Than Significant Impact.** Based on hydrology report, the storm water runoff by the project for a 50-year storm event would increase by 0.0578 cfs compared to the existing condition. The existing storm drain system in Walnut Grove Avenue and Garvey Avenue that serve the site and the

[30] San Gabriel Valley Water Company Los Angeles County Division, 2015 Urban Water Management Plan, July 2016, Amended December 2017, page 7-6.

downstream storm water collection system have adequate capacity to serve the incremental increase in stormwater from the project without significantly impacting the capacity of the existing storm water drainage system. The project would not have any significant impact to the existing storm drain system that serves the site.

The project would be required to treat surface water runoff prior to its discharge to meet Regional Water Quality Control Board water quality requirements and provide safeguards that surface water runoff would not provide sources of polluted runoff. As discussed in section "X.a" above, the project would have to meet and comply with the MS4 permit requirements of the Los Angeles Water Board to remove and prevent most project generated pollutants from being discharge from the site. The installation and required routine maintenance of the proposed underground stormdrain collection and infiltration system in compliance with the MS4 permit would reduce and filter most project runoff pollutants. As a result, the project would not significantly impact surface water quality.

iv. ***Impede or redirect flood flows?*** **Less Than Significant Impact.** Please see section "X.c.ii." above.

d) ***In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation.*** **No Impact.** According to the Federal Emergency Management Agency (FEMA), the project site is located in Zone X[31], which are areas of moderate or minimal hazard from flooding. In addition, Figure 5-6 of the Public Safety Element of the General Plan shows that the project is located in FEMA flood hazard zone "X" that is designated as areas of moderate or minimal hazard from flooding. The elevation of Rio Hondo Channel, which is approximately 0.66 miles (3,500 feet) east of the project and in a 100-year flood zone is the closest potential source of floodwaters to the project. The elevation of the Rio Hondo channel is approximately 200 feet above mean sea level and the elevation of the project site is 262 feet above mean sea level and approximately 60 feet higher than the Rio Hondo channel. Therefore, the potential for flooding at the site from the Rio Hondo channel is minimal.

The project is more than twenty-two miles northeast from the Pacific Ocean and approximately 262 feet above mean sea level. Due to the distance and the elevation of the project from the Pacific Ocean the project would not be exposed to or impacted by a tsunami. The project site and the area immediately surrounding the site are generally flat and there are no water bodies or water tanks adjacent to or in close proximity to the site that would impact the project due to a seiche. Because the project would not be impacted by a flood, tsunami or seiche, the project would not be impacted by a release of pollutants associated with a flood, tsunami or seiche.

e) ***Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.*** **Less Than Significant Impact.** The project developer prepared a Hydrology report and a Low Impact Development report for the project and a copy of each report is included in Appendix D of this MND. The City would require the project developer to install and implement all proposed water quality collection and surface water runoff treatment measures listed in the report, including a dry well in the southeast corner of the subterranean parking structure. As a result, the project would not conflict with or obstruct water quality control measures mandated by the state.

The San Gabriel Valley Water Company provides potable water to the project site presently and would serve the proposed project. The San Gabriel Valley Water Company prepared an Urban Water Management Plan (UWMP)[32]. The primary objective of the UWMP is to describe and evaluate sources of supply, reasonable and practical efficient uses, reclamation and demand management activities. In this case, the UWMP provides water supply planning over the next 25 years to the year 2040 in five-

[31] https://msc.fema.gov/portal/search?AddressQuery=rosemead%2C%20california#searchresultsanchor
[32] 2015 Urban Water Management Plan, July 2016, Amended December 2017.

year increments and identifies water supplies needs to meet existing and future demands. San Gabriel Water Company relies on three sources for its water supply, including groundwater from Main Basin and Central Basin, recycled water, and a connection with the Metropolitan Water District of Southern California.[33] The future water demand for the city based on land use type, including single-family, commercial, institutional, industrial, etc. The UWMP also analyzed its future water supply based on the reliability of its existing sources of water including groundwater, water districts, recycling, etc. The UWMP states that based on projected water supply and demands over the next 25 years, San Gabriel Valley Water Company has supply capabilities that would be sufficient to meet expected demands through 2040 under single-dry-year and multiple-dry year conditions.[34] Therefore, the project would not significantly impact the UWMP and the City's future sources of water supply.

XI. LAND USE AND PLANNING: Would the project:

a) ***Physically divide an established community?*** **No Impact.** The project proposes to develop an infill site that is surrounded by established commercial use to the east, west and south and single-family detached residences to the north and east. The project is proposed for a 1.06 gross acre site that is developed and would not physically divide the existing land uses that are adjacent to and surrounding the site.

b) ***Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?*** **Less Than Significant Impact.** The land use designation for the project site is Commercial and the zoning is C-3 (Medium Commercial). The project is requesting a general plan amendment to Mixed-Use, Residential/Commercial (30 du/ac.) and a zone change to C-3/RC-MUDO/D-O (30 DU/AC, 3 stories) (Medium Commercial with a Residential/Commercial Mixed-Use Development and Design Overlay).

The requested Mixed-Use, Residential/Commercial (30 du/ac.) land use allows a maximum floor area ratio (FAR) of 1.6:1. Therefore, the 1.06 gross acre site could be developed up to a maximum of 73,720 square feet of commercial and residential use. The project proposes a total of 65,598 square feet for both the residential and commercial use, which is a FAR of 1.42:1 and less than the maximum allowed on the site of 1.6:1. Thus, the project is consistent with the Rosemead General Plan in terms of allowable floor area ratio.

General Plan

The project is not a permitted use in the existing Commercial land use designation for the site. Therefore, the project applicant is requesting a general plan amendment to Mixed-Use, Residential/Commercial (30 du/ac.). Per the Rosemead General Plan, "The Mixed-Use Residential/Commercial category allows vertically or horizontally mixed commercial, office, and residential uses, with an emphasis on retail uses along the ground floor. Pedestrian connections among the uses, and as appropriate to surrounding neighborhoods, should be provided. The Mixed-Use designation will allow for mixed use and commercial infill development. Further, parcels may be assembled and consolidated to create larger, integrated development sites. All mixed-use projects are also subject to review and compliance with the City's adopted mixed-use design guidelines."[35]

The Mixed-use: Residential/Commercial (30 du/ac; 3 stories) land use designation allows a maximum development of 32 units[36] and a Floor Area Ratio (FAR) of 1.6:1, which allows up to 73,720 square feet of development on the site. The project proposes 42 residential units, including seven low-income

[33] Ibid, page 3-1.
[34] Ibid, page 7-7.
[35] City of Rosemead General Plan Update, April 13, 2010, page 2-15.
[36] Based on a 1.06-acre site and 30-du/acre.

(affordable) units and a gym, library, recreation area, and board room that total 46,952 square feet of residential use on the second, third and fourth floors and 18,646 square feet of commercial use on the first and second floor for a total development of 65,598 square feet. The project proposes a FAR of 1.42:1 and less than the maximum allowed 1.6:1 FAR. The project is consistent with the requested Mixed-use: Residential/Commercial (30 du/ac; 3 stories) land use designation.

Zoning

The height of the proposed four-story building is 59'-2" to the top of the roof and 63'-2" to the top of the parapet around the top of the roof. The overall height of the building, which includes the elevator shaft, is 75'-2". Therefore, the project is not consistent with and does not meet the building height standard for development in the RC-MUDO zone.[37] The project applicant is requesting a concession to allow the development of the proposed 75'-2" building in the RC-MUDO zone, which allows a maximum allowed building height of 45 feet for mixed-use development of three stories. Other than the requested building height concession, the project meets and complies with all other applicable development standards, including minimum lot area, minimum lot width/depth, setbacks and floor area ratio (FAR).

Residential/Commercial Mixed-Use Development Overlay (RC-MUDO)

The purpose of the RC-MUDO is to provide opportunities for well-designed development projects that combine residential with nonresidential uses, including, retail, business services, personal services, public spaces and uses, and other community amenities designated with the mixed-use land use designations in the City of Rosemead General Plan, and consistent with the policy direction in the General Plan.[38]

The intent of the RC-MUDO is to accomplish the following objectives:

1. Create a viable, walkable urban environment that encourages pedestrian activity and reduces dependence on the automobile, through a streetscape that is connected, attractive, safe and engaging.

2. Provide complementary residential and commercial uses within walking distance of each other.

3. Develop an overall urban design framework to ensure that the quality, appearance and effects of buildings, improvements and uses are compatible with the City design criteria and goals.

4. Create quality residential/commercial mixed-use development that maintains value through buildings with architectural qualities that create attractive street scenes and enhance the public realm.

5. Provide a variety of open space, including private, recreation areas and public open space and parks.

6. Revitalize commercial corridors with residential/commercial mixed-use developments that attract and encourage market-driven private investment.

7. Encourage parking solutions that are incentives for creative planning and sustainable neighborhood design.

[37] RMC 17.28.030D.13a.
[38] RMC 17.28.010 C

The RC-MUDO is an overlay zone, which may be applied to existing zoning districts as designated in the General Plan. The RC-MUDO Zone district provides the option of developing a property under the base zone district, or developing a residential/commercial mixed-use development under the overlay zone. In this case, the RC-MUDO zone is applied to the C-3 zone and the project as proposed is consistent with the C-3/RC-MUDO (Medium Commercial with a Residential/Commercial Mixed-use Development Overlay) Zone.

Residential/commercial mixed-use development shall combine and integrate residential uses with commercial, institutional, and office uses utilizing a strong pedestrian orientation. The mix of uses may be combined in a vertical residential/commercial mixed-use building or combined in separate buildings located on one property and/or under unified control. The mix of uses percentage shall be as designated in the General Plan.[39]

The types of uses allowed with the RC-MUDO zone include a variety of commercial uses, including retail stores and businesses as allowed by RMC 17.28.030. The retail and business uses that are proposed for the project have not specifically been identified at this time. However, all future approved business for the site would have to comply with the businesses permitted by RMC 17.28.030.

Consistent with RMC 17.28.030 (C)(6), the proposed 42 residential units are located on three floors above the proposed first floor of commercial use. The project, as proposed, meets and complies with all of the applicable RC-MUDO development standards, with the exception of the types of commercial uses allowed for the site. As noted above, all allowed commercial uses must meet the permitted uses in RMC 17.28.030.

Design Overlay

The purpose of the design overlay zone is to assure orderly development and that buildings, structures, signs and landscaping will be harmonious within a specified area; to prevent the development of structures or uses which are not of acceptable exterior design or appearance or are of inferior quality or likely to have a depreciating or negative effect on the local environment or surrounding area by reasons of use, design, appearance or other criteria affecting value.[40]

The Design Overlay requires the precise plan for the project be approved by the City prior to the issuance of a building permit. In order to incorporate the Design Overlay as part of the project, a zone change is required. Thus, the request by the project applicant for a zone change to C-3/RC-MUDO/D-O (30 DU/AC, 3 stories) (Medium Commercial with a Residential/Commercial Mixed-Use Development and Design Overlay). The design review of the precise development plan includes architecture and design, number of stories, height, fences, landscape, color, signage, proposed uses, mechanical equipment screening, etc.[41]. The review and approval of the precise development plan in compliance with the design requirements of RMC Chapter 17.28 would ensure the project meets the City's design requirements for development in the Design Overlay Zone.

Density Bonus

The project proposes seven low-income units as part of the proposed 42 residential units that allows the applicant a 35% density bonus. The proposed seven low-income residential units represents 20% of the 32 base units permitted and 16.6% of the 42 proposed units. While the C-3/RC-MUDO zone allows a maximum of 32 units for the site, the 35% density bonus along with the proposed seven low-

[39] RMC 17.28.030.
[40] RMC 17.28.010.
[41] RMC 17.28.010

income units, the project is allowed to develop up to 42 residential units. Therefore, with the density bonus the project is consistent with the C-3/RC-MUDO zoning.

Project Concessions

The 35% density bonus allows the project applicant up to two development concessions, if necessary. Due to several site constraints, the project applicant is requesting two concessions from the RC-MUDO development standards.

1. The RC-MUDO zone allows three stories and a maximum building height of 45 feet. The project proposes four stories, including a ground floor of retail use, a second floor with a combination of office use and condominiums and a third and fourth floor consisting of condominiums for a total overall building height of 75 feet and 2 inches, which includes the elevator shaft, a 59 feet and 2 inches tall building, and a 4-foot parapet. The project applicant is requesting a building concession from three to four stories and an overall building height of 75 feet and 2 inches rather than 45 feet.

2. The RC-MUDO zone allows a land use mix of 67% of residential and 33% of commercial. The land use mix by the project totals 71.6% residential and 28.4% commercial use. Therefore, the project exceeds and does not meet the maximum ratio of residential and commercial use.

   The project meets the development standards for the RC-MUDO zone, with the exception of the two requested concessions. Although the project is requesting two concessions, the project as proposed, including the allowance of the two development concessions as allowed due to the 35% density bonus, would not result in any significant land use impacts. The compliance of the project with all other required development standards would ensure the project meets all requirements for development in the RC-MUDO zone. The project is not anticipated to have any significant land use impacts.

XII. MINERAL RESOURCES: Would the project:

a) ***Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?*** **No Impact.** The State Mining and Geology Board classify land in California on the availability of mineral resources. There are four Mineral Resources Zone (MRZ) designations for the classification of sand, gravel, and crushed rock resources. According to the Rosemead General Plan Update the project site is within the MRZ-3.[42] The MRZ-3 classification states the significance of mineral deposits cannot be determined from the available data. As Rosemead is completely urbanized and the State has not identified any significant recoverable mineral resources, no mineral extraction activities are permitted within the City limits. There are no mining activities on the site or the properties surrounding and adjacent to the site. The project would not have an impact to mineral resources of value to the region or residents of the state.

b) ***Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?*** **No Impact.** As discussed above in Section "XII.a" above, the project site is not located within an area of known mineral deposits. Therefore, the project would not result in the loss of and not impact any locally important mineral resources.

XIII. NOISE: Would the project result in:

a) ***Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise***

[42] Rosemead General Plan, Figure 4-2 Mineral Resources Map.

ordinance or applicable standards of other agencies. **Less Than Significant Impact.** A noise report[43] was prepared for the project and is included in Appendix E of this MND.

The site is developed with the existing 15,585 square foot Taiwan Center building, 2,292 square foot office building, a duplex and a single-family detached residence that total 1,628 square feet and a three-car garage that total 19,505 square feet. The existing buildings on the site would be demolished to allow for the construction of the proposed project.

The noise that is generated from the site currently includes daily activities associated with the operation of the Taiwan Center, including traffic into and off the site and typical noise associated with the residential units on the north end of the site. Noise sources in the immediate project area impacting the project site includes traffic on Garvey Avenue adjacent to and south of the site, traffic on Walnut Grove Avenue adjacent to and east of the site, the daily activities of the commercial uses in the immediate project vicinity and typical daily noise associated with the single-family detached residences north of the site. The residences adjacent to and north of the site and east of Walnut Grove Avenue do not generate noise levels that impact the site due to the low intensity of noise that is generated by residential development.

Noise Compatibility Guidelines

The City of Rosemead takes into account noise compatibility standards when evaluating land use development projects. A proposed land use must be compatible with the ambient noise environment, particularly with noise sources that the City does not have direct control such as motor vehicles on public streets and roads, aircraft, and trains. Since the City cannot regulate the noise levels from the sources, the City exercises its land use decision authority to ensure that noise/land use incompatibility is minimized.

The decibel (dB) scale is used to quantify sound pressure levels. Although decibels are most commonly associated with sound, "dB" is a generic descriptor that is equal to ten times the logarithmic ratio of any physical parameter versus some reference quantity. For sound, the reference level is the faintest sound detectable by a young person with good auditory acuity.

Since the human ear is not equally sensitive to all sound frequencies within the entire auditory spectrum, human response is factored into sound descriptions by weighting sounds within the range of maximum human sensitivity more heavily in a process called “A weighting,” written as dB(A). Any further reference to decibels written as "dB" should be understood to be A weighted.

Time variations in noise exposure are typically expressed in terms of a steady-state energy level equal to the energy content of the time varying period (called LEQ), or alternately, as a statistical description of the sound pressure level that is exceeded over some fraction of a given observation period. Finally, because community receptors are more sensitive to unwanted noise intrusion during the evening and at night, state law requires that, for planning purposes, an artificial dB increment be added to quiet time noise levels in a 24 hour noise descriptor called the Ldn (day-night) or the Community Noise Equivalent Level (CNEL).

The City of Rosemead considers noise exposures for residential/transient lodging use to be “normally acceptable” if the maximum exterior noise level is 60 dBA CNEL or less. Exterior residential noise levels of up to 70 dBA CNEL are allowed if a noise analysis is conducted to identify possible noise reduction measures. Noise levels above 70 dBA CNEL are considered normally unacceptable, except

[43] Noise Impact Analysis, Garvey Walnut Mixed Use Project, Giroux & Associates, November 30, 2020.

in unusual circumstances for residential use. These standards apply to outdoor recreational uses such as backyards, patios and balconies.

An interior CNEL of 45 dB is mandated by the State of California Noise Insulation Standards (CCR, Title 24, Part 6, Section T25-28) for multiple family dwellings, hotel and motel rooms. In 1988, the State Building Standards Commission expanded that standard to include all habitable rooms in residential use, included single-family dwelling units. Since normal noise attenuation within residential structures with closed windows is 25-30A dB, an exterior noise exposure of 70-75 dBA CNEL allows the interior standard to be met without any specialized structural attenuation (dual paned windows, etc.), but with closed windows and fresh air supply systems or air conditioning in order to maintain a comfortable living environment.

Noise Standards

For noise generated on one property affecting an adjacent use, the City of Rosemead limits the amount of noise that can cross the boundary between the two uses. There are residential uses adjacent to the project site to the north and also east of Walnut Grove Avenue. The noise standards described below must be met at the residential units north and east of the site.

For regulated on-site sources of noise generation, the Rosemead noise ordinance prescribes limits that are considered an acceptable noise exposure for residential uses in proximity to regulated noise sources. The L50 metric used in the Rosemead noise ordinance is the level exceeded for 50% of the measurement period of thirty minutes in an hour. One-half of all readings may exceed this average standard with larger excursions from the average allowed for progressively shorter periods. The larger the deviation, the shorter the allowed duration up to a never-to-exceed 20 dB increase above the 50th percentile standard. Nighttime noise levels limits are reduced by 5 dB to reflect the increased sensitivity to noise occurring during that time period.

The City's L50 noise standard for residential use is 60 dB during the day (7 a.m. – 10 p.m.), and 45 dB at night (10 p.m. – 7 a.m.). For commercial use the L50 standard is 65 dB during the day (7 a.m. – 10 p.m.), and 60 dB at night (10 p.m. – 7 a.m.). These noise standards for residential and commercial uses are shown in Table 11. Should the ambient noise level exceed any of the noise standards, the standards shall be increased to reflect the ambient noise level.

Rosemead Municipal Code 8.36.030(A)(3) restricts hours of construction to hours of lesser noise sensitivity with heavy equipment to not operate from 8 p.m. to 7 a.m. during the week and on Saturdays, and not exceed 65 dBA at any residential property line. Construction is not permitted on Sundays or Federal Holidays.

Table 11
Rosemead Noise Ordinance Limits
(Exterior Noise Level not to be Exceeded)

	Residential Use		Commercial Use	
Maximum Allowable Duration of Exceedance	**7 AM to 10 PM (Daytime)**	**10 PM to 7 AM (Nighttime)**	**7 AM to 10 PM (Daytime)**	**10 PM to 7 AM (Nighttime)**
30 minutes/Hour (L50)	60 dB	45 dB	65 dB	60 dB
15 minutes/Hour (L25)	65 dB	50 dB	70 dB	65 dB
5 minutes/Hour (L8)	70 dB	55 dB	75 dB	70 dB
1 minute/Hour (L1)	75 dB	60 dB	80 dB	75 dB
Never (Lmax)	80 dB	65 dB	85 dB	80 dB

Source: Municipal Code Section 8.36.060

Baseline Noise Levels

Short-term (15-minute) baseline noise measurements were taken on Friday, November 20, 2020 at two locations to document the existing noise levels that occur due to on-site activities and activities in the immediate project vicinity. The existing noise levels are shown in Table 12. The measured noise levels provide a basis to calculate the noise levels that project residents would be exposed to with the existing noise generating activities in the area. The location of the noise measurements are shown in Figure 14.

Table 12
Short-Term Measured Noise Levels (dBA)

Site No.	Location	Leq	Lmax	Lmin	L_{50}
1	On-Site 30 ft. from the home north of the site	67	77	53	67
2	On-Site 50 ft. north of Garvey Avenue	69	88	59	66

Figure 14
Noise Measurement Locations

Based on previous noise monitoring experience, 24-hour weighted CNELs can be reasonably estimated from mid-day noise measurements. Thus, CNELs are approximately equal to Leq plus 2 dBA (Caltrans Technical Noise Supplement, 2009).

The on-site noise levels that were measured at Site 1 are representative of the noise levels on the site and the noise levels at the residential units north of the project along Walnut Grove Avenue. Based on the on-site noise levels, the existing noise levels are estimated to be approximately 69 dBA CNEL at 45 feet from the centerline of Walnut Grove Avenue.

The on-site noise levels that were measured at Site 2 represents the existing noise levels at approximately 50 feet north of the centerline of Garvey Avenue. At this location the noise levels of 69 dBA Leq would translate to a CNEL of 71 dBA.

The City of Rosemead considers CNELS of up to 70 dBA to be conditionally acceptable for residential use with the requirement of a noise analysis. Noise levels of up to 75 dB CNEL are considered to be conditionally acceptable for commercial use. However, unless commercial projects include noise-sensitive uses such as outdoor dining, exterior noise exposure is generally not considered a facility siting constraint.

Noise impacts are considered significant if they result in:

a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

b. Generation of excessive groundborne vibration or groundborne noise levels.

c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people living or working in the project area to excessive noise levels.

STANDARDS OF SIGNIFICANCE

Impacts may be significant if they create either a substantial permanent noise level increase or a temporary noise level increase. The term "substantial" is not quantified in CEQA guidelines. In most environmental analyses, "substantial" means a level that is clearly perceptible to humans. In practice, this is at least a +3 dB increase. Some agencies, such as Caltrans, require substantial increases to be +10 dB or more if noise standards are not exceeded by the increase. For purposes of this analysis, a +3 dB increase is considered a substantial increase. The following noise impacts due to project-related traffic would be considered significant:

1. If construction activities were to audibly intrude into adjacent sensitive uses.

2. If project traffic noise were to cause an increase by a perceptible amount (+3 dB CNEL) or expose receivers to levels exceeding city compatibility noise standards.

3. If future build-out noise levels were to expose sensitive receivers to levels exceeding compatibility standards of 65 dB CNEL exterior at any outdoor uses or 45 dB CNEL interior noise levels in any habitable space.

Sensitive Receptors

The closest noise sensitive land uses to the project site are the single-family residential units adjacent to and north of the site. There are also residences east of the site, east of Walnut Grove Avenue, from a point opposite the existing site driveway and north. There are also residences approximately 70 feet northwest of the site that access their properties from Willard Avenue.

Temporary Noise Impacts

The existing noise levels on the site and the noise levels in the immediate vicinity of the site would increase temporarily during project construction. Short-term construction noise would be generated

during demolition of the existing buildings and site improvements, grading and the construction of the proposed site improvements. Noise would also be generated by construction workers commuting to the site, the delivery of materials and supplies to the site and the operation of on-site construction equipment, etc.

Temporary construction noise impacts vary markedly due to the noise level range of the various types of construction equipment, its activity level and the distance from the equipment to the closest noise sensitive land use. Short-term construction noise impacts typically occur in discrete phases dominated by earth-moving equipment that would be used for site demolition and grading operations to construction and paving equipment that generates less noise than the heavier demolition and earth-moving equipment.

In 2006, the Federal Highway Administration (FHWA) published the Roadway Construction Noise Model that includes a national database of construction equipment reference noise emissions levels. In addition, the database provides an acoustical usage factor to estimate the fraction of time each piece of construction equipment is operating at full power during a construction phase. The usage factor is a key input variable that is used to calculate the average Leq (Equivalent Continuous Sound Pressure Level) noise levels.

Table 13 shows the anticipated construction fleet required to construct the project. The table is organized by construction activity and lists the equipment that is associated with each activity. Table 13 also shows the noise level for each individual piece of equipment at a reference 50-foot distance.

Table 13
Construction Equipment Noise Levels

Phase Name	Equipment	Usage Factor[1]	Measured Noise @ 50 feet (dBA)	Cumulative Noise @ 50 feet (dBA)
Demolition	Dozer	40%	82	78
	Grader	40%	85	81
	Loader/Backhoe	37%	78	74
Grading	Dozer	40%	82	78
	Scraper	40%	84	80
	Concrete Saw	20%	90	84
	Excavator	40%	81	78
	Loader/Backhoe	37%	78	74
Building Construction	Forklift	20%	75	68
	Loader/Backhoe	37%	78	74
	Crane	16%	81	73
	Welder	46%	74	71
Paving	Paver	50%	77	74
	Paving Equip	40%	76	72
	Roller	38%	80	76

Source: FHWA's Roadway Construction Noise Model, 2006
1. Estimates the fraction of time each piece of equipment is operating at full power during a construction operation

As shown in Table 13, typical hourly average construction generated noise levels would average approximately 68 dBA to 84 dBA Leq at a distance of 50 feet from the project site. The construction noise levels would be reduced at a rate of approximately 6 dBA per the doubling of the distance between the noise source and a receptor. Shielding by existing buildings and/or terrain often results in

lower construction noise levels at distant receptors. The potential for project construction-related noise levels to impact adjacent and nearby residential receptors would depend on the location and proximity of the on-site construction activities to these off-site receptors.

Table 14 shows the adjusted maximal noise levels from the operation of on-site construction equipment at 50 feet to the closest noise sensitive receptors to the project site.

Table 14
Construction Noise Exposure at Adjoining Sensitive Uses (dBA Leq)

Phase	Equipment	Noise Levels at Residence to the North	Noise Levels at Residence off Willard Ave	Noise Levels at Residences East of Walnut Grove
Demolition	Dozer	78	75	73
	Grader	81	78	76
	Loader/Backhoe	74	71	69
Grading	Dozer	78	75	73
	Scraper	80	77	75
	Concrete Saw	84	81	79
	Excavator	78	75	73
	Loader/Backhoe	74	71	69
Building Construction	Forklift	68	65	63
	Loader/Backhoe	74	71	69
	Crane	73	70	68
	Welder	71	68	66
Paving	Paver	74	71	69
	Paving Equip	72	69	67
	Roller	76	73	71

As shown in Table 14, construction generated noise levels would not exceed 84 dBA at any sensitive noise receptor adjacent to and in close proximity to the project site. Construction noise could impact sensitive land uses adjacent to the project site and sensitive noise receptors could experience a noise nuisance during construction activity. The noise levels would be temporary and limited to the duration of the demolition and construction at any one location within the site. The temporary noise impacts would cease once each component of construction is completed. The project is proposed to be constructed in a single phase so once construction is completed the construction noise levels would cease.

Construction would be restricted to the hours of construction as allowed by Rosemead Municipal Code 8.36.030(A)(3) that restricts hours of construction to hours of lesser noise sensitivity with heavy equipment to not operate from 8 p.m. to 7 a.m. during the week and on Saturdays, and not exceed 65 dBA at any residential property line. Construction is not permitted on Sundays or Federal Holidays. However, as shown in Table 12 the ambient noise level on the site 67 and 69 dBA and greater than the city standard of 65 dBA.

Rosemead Municipal Code 8.36.060(B)(1) restricts interior noise levels of residential receptor properties to 45 dBA. The noise levels shown in Table 14 do not take into account the 6-foot perimeter wall along the north project boundary that would attenuate and reduce the exterior noise levels to the residential units adjacent to and north of the site by approximately 1-2 d BA. Furthermore, typical residential construction materials and methods reduce exterior noise levels to interior noise levels by approximately 20-25 dBA. In this case, when taking the existing 6-foot wall along the north project

boundary and typical residential construction materials and methods into account, the interior noise levels of the residential units adjacent to and north of the project site would not exceed interior noise levels of 45 dBA as restricted by Rosemead Municipal Code 8.36.060(B)(1). Therefore, although off-site construction noise levels are calculated not to exceed 85 dBA, interior noise levels would not exceed 45 dBA in compliance with Rosemead Municipal Code 8.36.060(B)(1).

In order to minimize construction noise levels to the residential units closest to the project site, including the residential units adjacent to and north of the site and east of Walnut Grove Avenue, the following measures are recommended:

Mitigation Measure No. 8 All construction equipment shall be equipped with mufflers and other suitable noise attenuation devices (e.g., engine shields).

Mitigation Measure No. 9 Grading and construction contractors shall use rubber-tired equipment rather than track equipment, to the maximum extent feasible.

Mitigation Measure No. 10 If feasible, electric hook-ups shall be provided to avoid the use of generators. If electric service is determined to be infeasible for the site, only whisper-quiet generators shall be used (i.e., inverter generators capable of providing variable load.

Mitigation Measure No. 11 Electric air compressors and similar power tools rather than diesel equipment shall be used, where feasible.

Mitigation Measure No. 12 Generators and stationary construction equipment shall be staged and located as far from the adjacent residential structures as feasible.

Mitigation Measure No. 13 Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than 5 minutes.

Mitigation Measure No. 14 A sign shall be posted in a readily visible location at the project site that indicates the dates and duration of construction activities, as well as provide a telephone number where residents can enquire about the construction process and register complaints to an assigned construction noise disturbance coordinator.

Motor Vehicle Noise Impacts

Off-Site Project-Related Vehicular Noise Impacts

Long-term noise impacts associated with the proposed residential and commercial uses can be derived from vehicular operations on area roadways. Off-site traffic noise is addressed using the California specific vehicle noise curves (CALVENO) in the federal roadway noise model (the FHWA Highway Traffic Noise Prediction Model, FHWA-RD-77-108).

Table 15 summarizes the 24-hour CNEL level at 50 feet from the roadway centerline along nine roadway segments in the project area. Four traffic scenarios were evaluated: existing conditions and future conditions "with Project" and "without Project" as included in the traffic report.[44]

[44] Garvey Walnut Mixed Use Project, Traffic Impact Analysis, Ganddini Group, Inc., November 13, 2020.

Table 15
Traffic Noise Impact Analysis (dBA CNEL at 50 feet from centerline)

Segment		Existing No Project	Existing with Project	Future No Project	Future with Project
Garvey Ave/	Willard-Walnut Grove	70.2	70.3	70.5	70.6
	Walnut Grove-Burton	70.6	70.6	70.8	70.8
Hellman Ave/	E of Willard	63.5	63.5	64.2	64.2
	W of Walnut Grove	65.7	65.8	65.9	66.0
	E of Walnut Grove	64.0	64.0	64.1	64.1
Walnut Grove/	N of Hellman	69.9	69.9	70.1	70.1
	S of Hellman	68.6	68.7	68.8	68.9
	N of Garvey	68.7	68.9	68.9	69.0
	S of Garvey	68.5	68.6	68.7	68.7

As shown in Table 15, the traffic noise generated by the project would not significantly increase the existing traffic noise environment in the project vicinity. Because the area is built out the addition of the project traffic to the area roadway system does not significantly increase noise levels. As shown in Table 16, the largest noise level increase due to the project compared to the existing conditions is +0.2 dBA CNEL at 50 feet from the roadway centerline of Walnut Grove Avenue north of Garvey Avenue. As shown, some roadway segments show no increase in traffic noise levels due to the project. These project noise level increases are less than the +3 dBA significance threshold. Therefore, project generated traffic noise level increases are less than significant.

Table 16
Project Noise Impact (dBA CNEL at 50 feet from centerline)

Segment		Existing Impact	Future Impact
Garvey Ave/	Willard-Walnut Grove	0.1	0.1
	Walnut Grove-Burton	0.0	0.0
Hellman Ave/	E of Willard	0.0	0.0
	W of Walnut Grove	0.1	0.1
	E of Walnut Grove	0.0	0.0
Walnut Grove/	N of Hellman	0.0	0.0
	S of Hellman	0.1	0.1
	N of Garvey	0.2	0.1
	S of Garvey	0.1	0.0

Site Operational Noise

Vehicles would enter the project site at the Walnut Grove entrance, which is approximately 145 feet north of Garvey Avenue. The proposed 204 parking spaces are split between the ground floor, mezzanine parking and basement level and are interior to the proposed mixed-use building. Existing off-site land uses adjacent to the project would be noise protected by the proposed building surrounding the interior parking areas.

The project is estimated to generate 143 trips during the a.m. peak hour and 65 trips during the p.m. peak hour.[45] The noise level associated with the 143 trips is calculated to be 51.6 dBA Leq. A combination of distance attenuation to the closest sensitive uses and shielding provided by the proposed mixed-use building would provide a minimum of -10 dBA of attenuation. Thus, the daytime on-site attenuated traffic noise levels would be significantly less than the 60 dBA Leq noise standard. There would be fewer traffic trips at night than during the daytime, therefore the nighttime attenuated traffic noise level would be less than the daytime attenuated noise level.

The mechanical equipment that is proposed for the project, which includes air conditioners, fans, etc. is proposed for the roof of the mixed-use building and shielded from adjacent land uses by a 4-foot parapet screen. The proposed mechanical equipment would generate noise levels that are typically generated by the type of equipment that would be used for a mixed-use project and would be required to comply with all applicable regulatory requirements in terms of noise. The mechanical equipment for the project would be screened by a proposed 4-foot high parapet screen and the noise levels from the operation of the rooftop mechanical equipment would not significantly impact on-site residents or existing residents adjacent to the project site. Therefore, the noise impacts by the operation of on-site mechanical equipment would be less than significant.

On-Site Traffic Noise

The ground level of the project frontage along Garvey Avenue is proposed for commercial use. The residential units are proposed for the second through the fourth floors. Based on the traffic report, the noise level from existing traffic and project traffic on Garvey Avenue adjacent to and south of the project site is calculated to be less than 71 dBA CNEL at 50 feet from the centerline of Garvey Avenue. The noise levels at the balconies of the residential units closest to Garvey Avenue would not be more than 70 dBA CNEL. Much recreational space would be common space comprised of the interior courtyard, common decks at each floor and the rooftop garden.

Based on the above analysis the project would not have any significant temporary (construction) or permanent (operational) noise level impacts.

b) ***Generation of excessive ground borne vibration or ground borne noise levels? Less Than Significant*** **Impact.** There are residential homes adjacent to and north of the project and commercial uses to the east of Walnut Grove Avenue, south of Garvey Avenue, and the west. The site is subject to occasional ground borne vibration due to heavy trucks that travel on Garvey Avenue adjacent to and south of the site. Any vibration levels on the site from the occasional passing of heavy trucks on Walnut Grove Avenue and Garvey Avenue are short-term in duration and do not significantly impact the existing on-site uses.

Construction Activity Vibration

Construction activities generate ground-borne vibration when heavy equipment travels over unpaved surfaces or when it is engaged in soil movement, such as grading. The effects of ground-borne vibration include discernable movement of building floors, rattling of windows, shaking of items on shelves or hanging on walls, and rumbling sounds. Vibration related problems generally occur due to resonances in the structural components of a building because structures amplify groundborne vibration. Within the “soft” sedimentary surfaces of much of Southern California, ground vibration is quickly damped. Groundborne vibration is almost never annoying to people who are outdoors[46]

[45] Garvey Walnut Mixed Use Project, Traffic Impact Analysis, Ganddini Group, Inc., November 13, 2020.
[46] Federal Transit Administration 2006.

Groundborne vibrations from construction activities rarely reach levels that can damage structures. Vibration thresholds have been adopted for major public works construction projects, but these relate mostly to structural protection (cracking foundations or stucco) rather than for human annoyance. A vibration descriptor commonly used to determine structural damage is the peak particle velocity (ppv) and defined as the maximum instantaneous positive or negative peak of the vibration signal, usually measured in in/sec. The range of vibration levels is shown in Table 17.

Table 17
Human Response to Transient Vibration

Average Human Response	ppv (in/sec)
Severe	2.00
Strongly perceptible	0.90
Distinctly perceptible	0.24
Barely perceptible	0.03

Source: Caltrans Transportation and Construction Vibration Guidance Manual, 2013.

Over the years, numerous vibration criteria and standards have been suggested by researchers, organizations, and governmental agencies. As shown in Table 18**,** according to Caltrans and the FTA, the threshold for structural vibration damage for modern structures is 0.5 in/sec for intermittent sources, which include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment. Older residential structures have a 0.3 in/sec threshold. To be conservative, the damage threshold of 0.3 in/sec for older residential structures was used in this vibration analysis to determine potential vibration impacts to adjacent buildings. Below this level there is virtually no risk of building damage.

Table 18
FTA and Caltrans Guideline Vibration Damage Potential Threshold Criteria

Building Type	PPV (in/sec)
FTA Criteria	
Reinforced concrete, steel or timber (no plaster)	0.5
Engineered concrete and masonry (no plaster)	0.3
Non-engineered timber and masonry buildings	0.2
Buildings extremely susceptible to vibration damage	0.12
Caltrans Criteria	
Modern industrial/commercial buildings	0.5
New residential structures	0.5
Older residential structures	0.3
Historic old buildings	0.25
Fragile Buildings	0.1
Extremely fragile ruins, ancient monuments	0.08

The calculated vibration levels that would be generated by the operation of the various types of construction equipment that are anticipated to operate on the site are shown below in Table 19.

The calculation to determine PPV at a given distance is:

PPV distance = PPVref*(25/D)^1.5

Where:
PPVdistance = the peak particle velocity in inches/second of the equipment adjusted for distance,
PPVref = the reference vibration level in inches/second at 25 feet, and
D = the distance from the equipment to the receiver.

Table 19
Estimated Vibration Levels During Project Construction

Equipment	PPV at 25 ft (in/sec)	PPV at 40 ft (in/sec)	PPV at 50 ft (in/sec)	PPV at 60 ft (in/sec)	PPV at 75 ft (in/sec)
Large Bulldozer	0.089	0.044	0.031	0.024	0.017
Loaded trucks	0.076	0.037	0.027	0.020	0.015
Jackhammer	0.035	0.017	0.012	0.009	0.007
Small Bulldozer	0.003	0.001	<0.001	<0.001	<0.001

Source: Federal Highway Administration (FHWA) Transit Noise and Vibration Impact Assessment

The closest residence adjacent to the project boundary is 50 feet from the closest proposed mixed-use building façade. As shown in Table 17, the calculated vibration levels generated by construction equipment such as a large bulldozer would be below levels that could create structural damage of older residential structures (i.e., 0.3 in/sec). Large bulldozers would not likely operate directly at the shared property line, and therefore, effects of vibration such as rattling windows is not anticipated to occur at the existing structures adjacent to the project site. In the event that such equipment may pass directly along the property line of adjacent residences, vibration effects would only slightly exceed the "barely perceptible" response range, and for a very limited time, which would not be considered substantial.

Based on the above analysis, the ground borne and vibration construction impacts would be less than significant.

c) ***For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport, would the project expose people residing or working in the project area to excessive noise levels?*** **No Impact.** There are no private airstrips or public airports in the City of Rosemead or the project vicinity. The closest airport to the project is the El Monte Airport, which is approximately 3 miles northeast of the project. Operations at the El Monte Airport would not expose project employees, customers or residents to excessive noise levels. The project would not be impacted by noise levels at the El Monte Airport due to the distance of the airport from the project.

XIV. POPULATION AND HOUSING: Would the project:

a) ***Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example through extension of roads or other infrastructure*)? Less Than Significant Impact.** The project proposes to demolish the existing commercial building, duplex and single-family detached residence to allow for the construction of the proposed mixed-use building consisting of 18,646 square feet of retail space and 42 condominiums. Currently there are nine current residents that live in the existing residential units on the site. The 42 condominiums include 29 two-bedroom condominiums and 13 one-bedroom condominiums. The project is estimated to generate approximately 160 residents based on the average number of people

for all household types in the City of Rosemead that is 3.8 persons per household.[47] Based on the type of units proposed, it is anticipated that the proposed condominiums would generate less than 3.8 persons per household so the total number of residents is anticipated to be less than 160 people. It is anticipated that many of the future project residents are existing Rosemead residents and currently live in Rosemead. Any existing Rosemead residents that move to and relocate from their existing residence in Rosemead to the project would not increase the city's population. For those future project residents that currently live outside Rosemead and would move to the site, the city's population is not anticipated to increase significantly.

The project would incrementally increase the city's population. However, it is not anticipated the project would induce a substantial unplanned population growth in Rosemead either directly or indirectly since it is anticipated that some of the future project residents are current city residents and the number of future residents that move to Rosemead from outside the city would be minimal. Therefore, the project is not anticipated to significantly increase the city's population.

b) ***Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?*** **Less Than Significant Impact.** The existing nine current residents on the project site would be displaced and would be required to find other housing either in Rosemead or other areas outside the city. Based on city information, there are for-sale and rent residential units available in the City of Rosemead for the project residents that would be displaced by the project to find alternative housing. Although the project would displace the nine current residents, there is alternative housing in the City of Rosemead that could meet the housing needs of the displaced residents. Therefore, the project would have a less than significant impact to the existing project residents.

XV. PUBLIC SERVICES:

a) ***Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:***

i. ***Fire protection?*** **Less Than Significant Impact.** Fire protection services are provided by the Los Angeles County Fire Department. Replacing the existing older commercial building on the site with a new mixed-use building that meets all applicable California Building Codes (CBC) could reduce the need for fire protection services at the site by the Los Angeles County Fire Department in the future. As a result, the project is not anticipated to have a significant impact on the Los Angeles County Fire Department.

ii. ***Police protection?*** **Less Than Significant With Mitigation Incorporated.** Police protection services are provided by the Los Angeles County Sheriff Department. The Temple Sheriff's Station located at 8838 Las Tunas Drive serves the project site. The response time to the project site is approximately 3.5 minutes.[48] Compared to the existing condition, the project is anticipated to increase calls for police protection due to more people and increased activity on the site. The incorporation of security measures, such as surveillance cameras in the parking areas, proper lighting, and secure doors and windows would minimize the increase in service calls to the Los Angeles County Sheriff Department.

The incorporation of the following measure would reduce police protection impacts to less than significant.

[47] http://www.dof.ca.gov/Forecasting/Demographics/Estimates/e-5/, January 1, 2019.
[48] Lt. Tony Duong, Los Angeles County Sheriff Department, telephone conversation, June 23, 2020.

Mitigation Measure No. 15 Prior to the issuance of an occupancy permit, the project developer shall install surveillance cameras, proper lighting and secure doors and windows to the satisfaction of the Los Angeles County Sheriff Department.

iii. ***Schools?*** **Less Than Significant Impact.** The project is located in the Garvey School District and serves students from pre-K to 8th grade. The project would generate students to schools in the Garvey School District that include Francis Willard Elementary School located at 3152 N. Willard Avenue and Roger Temple Intermediate School located at 8510 E. Fern Avenue. Students grades 9-12 would attend Rosemead High School located at 9063 E. Mission Drive that is in the El Monte Union High School District. The Garvey School District has capacity to serve the students generated by the project.[49]

Both school districts collect a development fee for residential and commercial development. The student impact fee is used by schools to provide additional classrooms to accommodate the students generated by residential and commercial/industrial development projects. The project developer would be required to pay the State mandated student impact fee to each District before building permits would be issued for construction. Payment of the required development fee would reduce impact of the students generated by the project to the Garvey School District and El Monte Union High School District to less than significant.

iv. ***Parks?*** **Less Than Significant Impact.** The closest City of Rosemead public park to the project is Zapopan Park that is located at 3018 N. Charlotte Avenue and approximately 1,500 feet west of the project. Zapopan Park is a 7-acre neighborhood park with picnic facilities, an outdoor basketball court and two playgrounds.

The project is required to provide 6,300 square feet of common open space. The project proposes approximately 15,329 square feet of common open space in the form of outdoor decks, a courtyard, library, gym, recreation area, board room, and roof garden or 9,029 square feet more common open space than required. The project is also required to provide 2,520 square feet of private open space. The project proposes 3,917 square feet, or 1,397 more square feet of private open space in the form of private decks and balconies than required by the Rosemead Municipal Code. The project proposes more public and private open space than required for the site.

It is anticipated that any existing Rosemead residents that move to the project will not significantly increase their use of City park and recreational facilities. For those residents that move to the site from outside Rosemead, there could be an increase in the use of City park and recreational facilities. It is anticipated that most of the project residents will not use City park and recreational facilities to a level that will significantly impact the existing facilities.

The project developer would be required to pay the city-required development impact fee as required by RMC Chapter 17.170.010. The development impact fee could be used by the City to provide park facilities as allowed by RMC Chapter 17.170.090, which includes the purchase of land, design, construction, equipment, etc. as deemed necessary to serve city residents, including project residents. The payment of the required development impact fee by the project developer would reduce potential park and recreational impacts to less than significant.

v. ***Other public facilities?*** **No Impact.** There are no public facilities or services that would be impacted by the project.

[49] Liliane Awadalla, Garvey Elementary School District, email December 9, 2020.

XVI. RECREATION

a) ***Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?*** **Less Than Significant Impact.** The project would not significantly impact recreation facilities. Please see Public Services section "XV.a.iv" above.

b) ***Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?*** **Less Than Significant Impact.** As discussed in Public Services section "XV.a.iv" above, the project does not propose the construction of any on-site recreational facilities. However, as discussed in Public Services section "XV.a.iv" above, the project would be required to pay the city-required park fee as required by RMC 12.44.020. The park fee would be used by the City at its discretion to either expand existing recreational facilities or acquire new parkland. The project does not require the construction or the expansion of other recreational facilities that would impact the environment.

XVII. TRANSPORTATION: Would the project:

a) ***Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*** **Less Than Significant Impact.** A traffic report[50] was prepared for the project and is included in Appendix F.

The project is estimated to generate approximately 1,009 daily vehicle trips, including 143 AM and 65 PM trips as shown in Table 20.

Table 20
Project Trip Generation Summary

Trip Generation Rates									
Land Use	**Source[1]**	**Units[2]**	**AM Peak Hour**			PM Peak Hour			**Daily Rate**
			% In	**% Out**	**Rate**	**% In**	**% Out**	**Rate**	
Multifamily Housing (Mid-Rise)	ITE 221	DU	26%	74%	0.36	61%	39%	0.44	5.44
Recreational Community Center	ITE 495	TSF	66%	34%	1.76	47%	53%	2.31	28.82
General Office	ITE 710	TSF	86%	14%	1.16	16%	84%	1.15	9.74
Shopping Center	ITE 820	TSF	62%	38%	0.94	48%	52%	3.81	37.75
Coffee/Donut shop without Drive-Through Window	ITE 936	TSF	51%	49%	101.14	50%	50%	36.31	363.1

Trips Generated									
Land Use	**Quantity**	**Units[2]**	**AM Peak Hour**			**PM Peak Hour**			**Daily**
			In	**Out**	**Total**	**In**	**Out**	**Total**	
Condominiums	42	DU	4	11	15	11	7	18	228
Internal Capture[3]			0	-2	-2	-5	-2	-7	-9
Community Hall[4]	5.520	TSF	6	3	9	6	7	13	159
Office	5.470	TSF	5	1	6	1	5	6	53

[50] Garvey Walnut Mixed Use Project, Traffic Impact Analysis, Ganddini Group, Inc., May 3, 2021.

Internal Capture[3]			-1	0	-1	0	-1	-1	-2
Retail[5]	5.274	TSF	3	2	5	10	10	20	199
Internal Capture[3]			0	0	0	-7	-6	-13	-13
Pass-by Trips (34% PM)[6]			0	0	0	-1	-1	-2	-2
Café/Food Service	1.130	TSF	58	56	114	21	21	42	410
Internal Capture			-2	-1	-3	-4	-7	-11	-14
Net New Trips Generated			**73**	**70**	**143**	**32**	**33**	**65**	**1,009**

Notes:
1) ITE = Institute of Transportation Engineers, Trip Generation Manual, 10th Edition, 2017; ### = Land Use Code.
2) DU = Dwelling Units, TSF = Thousand Square Feet.
3) Internal Capture calculated using the NCHRP 684 Internal Capture Estimation Tool included in the ITE Trip Generation Handbook (3rd Edition, 2017).
4) Trip generation for the community hall is based on the floor area used for occupancy and parking calculations; the additional 1,272 square feet of storage area is considered ancillary and will not generate additional new trips.
5) The retail floor area includes 1,021 square feet of commercial manager's office.
6) Pass-by rates obtained from ITE Trip Generation Handbook (3rd Edition, 2017).

The following four (4) intersections were included in the study area for analysis:

1. I-10 Eastbound Ramps (NS) at Hellman Avenue (EW)
2. Walnut Grove Avenue (NS) at Hellman Avenue (EW)
3. Walnut Grove Avenue (NS) at Hellman Avenue (EW)
4. Walnut Grove Avenue (NS) at Garvey Avenue (EW)

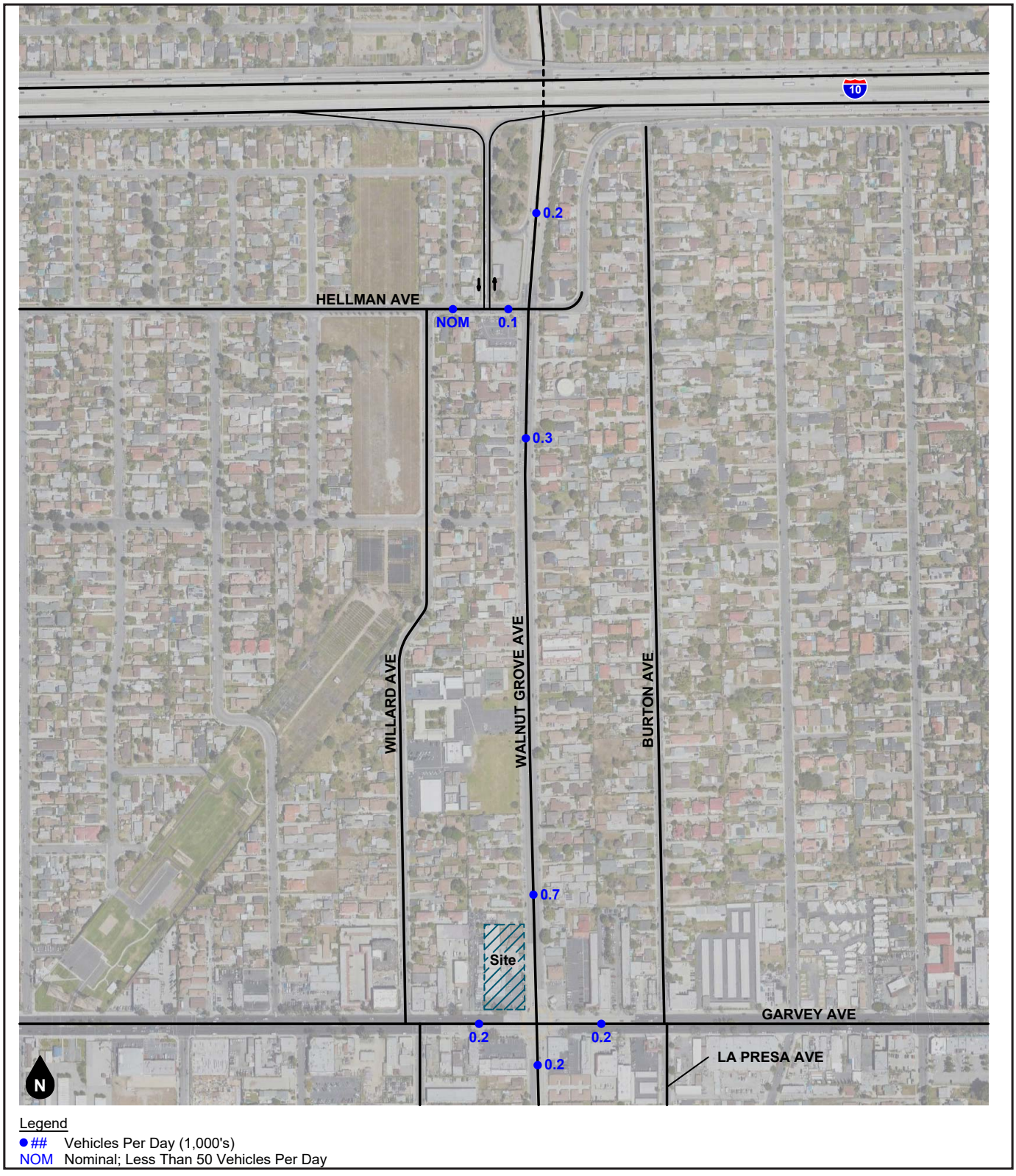
Current traffic counts were taken at the four intersections to determine the existing level of service (LOS) of each intersection. As shown in Table 21, all of the four intersections currently operate at LOS A, LOS B and LOS C, which are considered acceptable by the City.

Table 21
Existing Intersection Levels of Service at Study Area Intersections

ID	Study Intersection	Traffic Control[1]	AM Peak Hour		PM Peak Hour	
			ICU[2]	LOS[3]	ICU[2]	LOS[3]
1.	I-10 EB Ramps at Hellman Ave.	TS	0.591	A	0.583	A
2.	Walnut Grove Avenue at Hellman Ave.	TS	0.685	B	0.726	C
3.	Walnut Grove Avenue at Garvey Ave.	TS	0.696	B	0.765	C
Caltrans Highway Capacity Methodology Analysis						
ID	Study Intersection	Traffic Control[1]	AM Peak Hour		PM Peak Hour	
			Delay[2]	LOS[3]	Delay[2]	LOS[3]
1.	I-10 EB Ramps at Hellman Ave.	TS	34.3	C	34.0	C

Notes:
(1) TS = Traffic Signal; CSS = Cross Street Stop
(2) ICU = Intersection Capacity Utilization; Per the Highway Capacity Manual, overall average intersection delay and Level of Service are shown for intersections with all way stop control.
(3) LOS = Level of Service

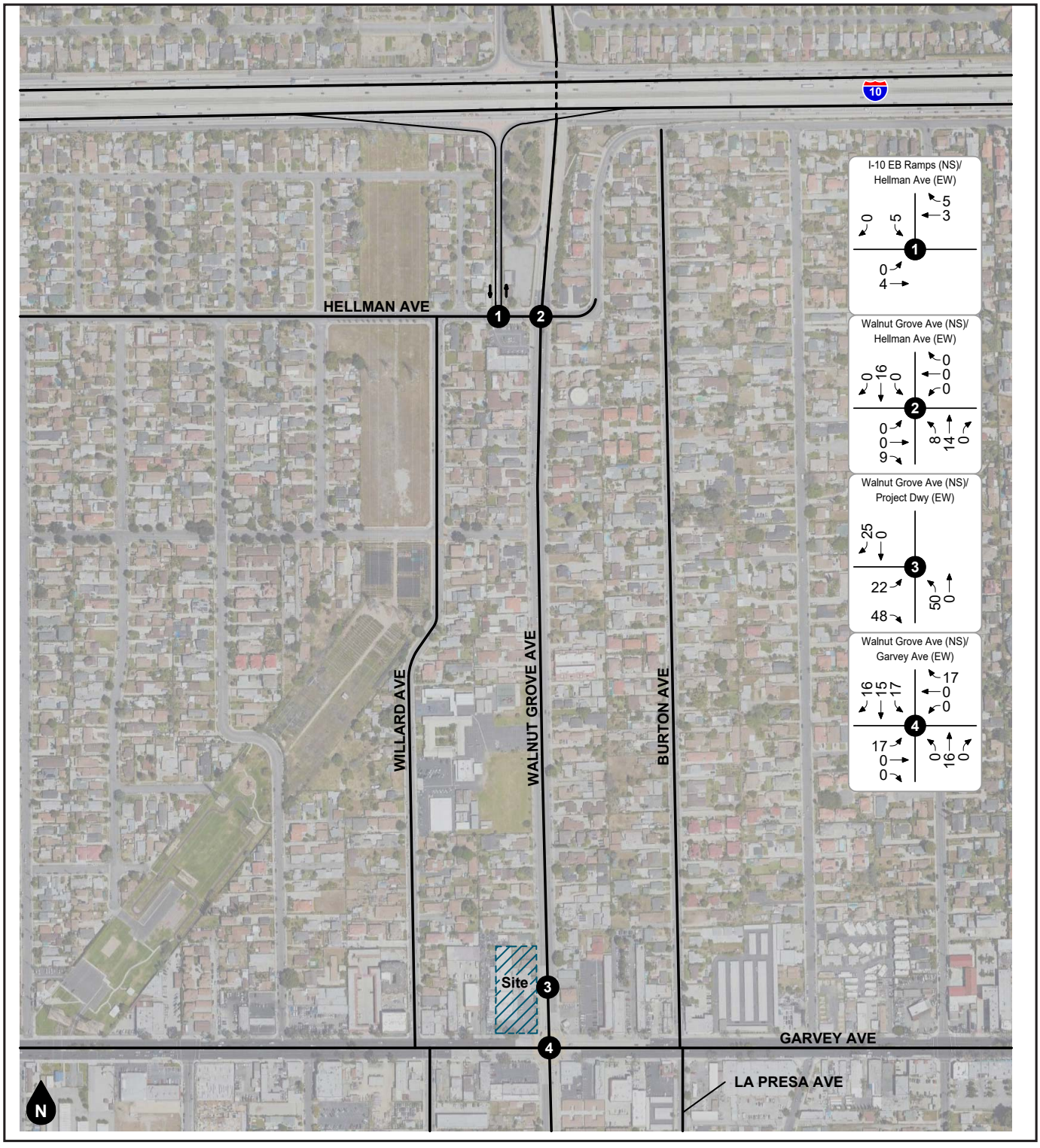
Based on the estimated project trip generation and distribution for each of the types of proposed uses, including residential, office and retail/restaurant the estimated average daily traffic volumes are shown in Figure 15. The estimated AM and PM peak hour intersection turning movement volumes are shown in Figure 16 and 17, respectively.



Source: Ganddini Group, Inc.

Figure 15

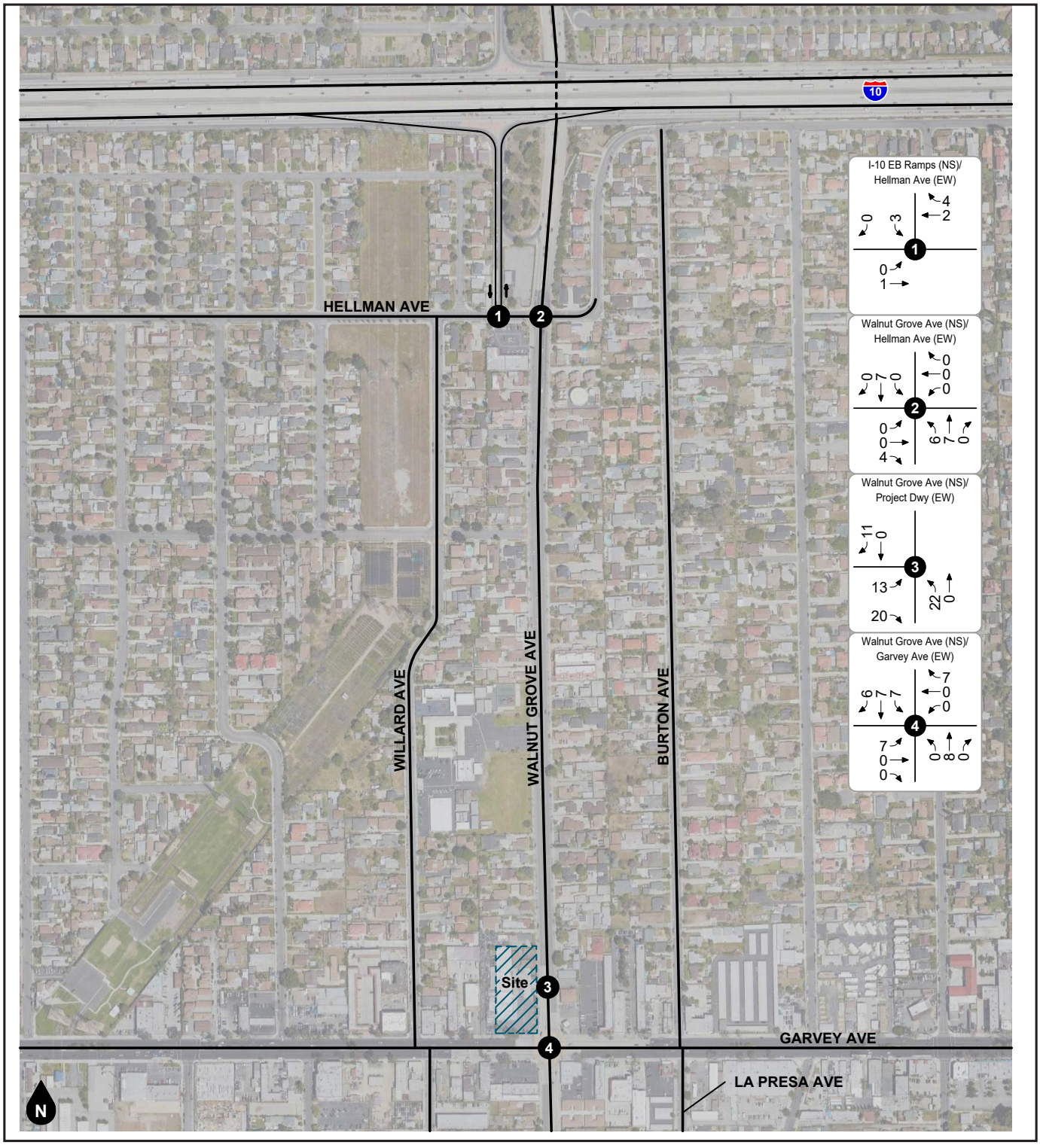
Project Average Daily Trip Volumes



Source: Ganddini Group, Inc.

Figure 16

Project AM Peak Hour Intersection Turning Movement Volumes



Source: Ganddini Group, Inc.

Figure 17

Project PM Peak Hour Intersection Turning Movement Volumes

The project is estimated to be operational by the end of 2022. The estimated project trips that are shown in Table 22 were added to the existing traffic volumes to determine the estimated future levels of service at the studied intersections when operational in 2022. As shown in Table 22, all of the study intersections are projected to operate at an acceptable level of service (LOS D) or better during the peak hours for the Opening Year (2022) with the project, with the exception of the project driveway at Walnut Grove Avenue. In 2022 with the project the driveway at Walnut Grove Avenue is estimated to operate at LOS E.

Table 22
Opening Year (2022) With Project Intersection Level of Service

ID	Study Intersection	Traffic Control[1]	AM Peak Hour		PM Peak Hour	
			ICU[2]	LOS[3]	ICU[2]	LOS[3]
1.	I-10 EB Ramps at Hellman Ave.	TS	0.629	B	0.628	B
2.	Walnut Grove Avenue at Hellman Ave.	TS	0.715	C	0.760	C
	Walnut Grove Avenue at Project Driveway	CSS	35.3	E	30.9	D
4.	Walnut Grove Avenue at Garvey Ave.	TS	0.741	C	0.799	C
Caltrans Highway Capacity Methodology Analysis						
ID	**Study Intersection**	**Traffic Control[1]**	**AM Peak Hour**		**PM Peak Hour**	
			Delay[2]	**LOS[3]**	**Delay[2]**	**LOS[3]**
1.	I-10 EB Ramps at Hellman Ave.	TS	35.0	D	34.7	C

Notes:
(1) TS = Traffic Signal; CSS = Cross Street Stop
(2) ICU = Intersection Capacity Utilization; Per the Highway Capacity Manual, overall average intersection delay and Level of Service are shown for intersections with all way stop control.
(3) LOS = Level of Service

Operational Performance Standards

Based on California Department of Transportation established performance standards, a potentially operational traffic impact is defined to occur if the addition of project generated trips is forecast to cause the performance of a State Highway study intersection to change from acceptable Level of Service (D or better) to unacceptable Level of Service (E or F).

According to the City of Rosemead guidelines, a project operational traffic impact would occur if a project related increase in the volume-to-capacity ratio equals or exceeds the threshold that is shown in Table 23.

Table 23
Significant Impact Threshold for Intersections

Level of Service	Volume/Capacity	Incremental Increase
F	1.01 or more	0.02 or more

The operational traffic impacts at the project study intersections for Opening Year (2022) with the project are shown in Table 24. As shown, the project would not have any operational traffic impacts at the study intersections for the opening year (2022).

Community Hall

The proposed community hall, which requires a Conditional Use Permit, includes 5,500 square feet, including a non-fixed stage area. As designed, the total occupancy could be up to 300 non-fixed seats. The existing Taiwan Center hours of operation are 9:00 AM to 5:00 PM daily, except for Mondays when it is closed. The proposed community hall would have the same hours of operation. While the community hall can be rented out to the public, it is not planned to be rented out with any frequency since the existing hall rarely gets rented out by the public.

Table 24
Opening Year (2022) With Project Operational Impact Assessment

		AM Peak Hour						PM Peak Hour					
		Without Project		With Project		Project-Related Change	Operational Impact?[3]	Without Project		With Project		Project-Related Change	Operational Impact?[3]
ID	Study Intersection	ICU[1]	LOS[2]	ICU[1]	LOS[2]			ICU[1]	LOS[2]	ICU[1]	LOS[2]		
1.	I-10 EB Ramps at Hellman Ave	0.620	B	0.629	B	+0.009	No	0.623	B	0.628	B	+0.005	No
2.	Walnut Grove Ave at Hellman Ave	0.706	C	0.715	C	+0.009	No	0.755	C	0.760	C	+0.005	No
3.	Walnut Grove Ave at Project Driveway	33.5	D	35.3	E	+1.800	No	29.1	D	30.9	D	+1.800	No
4.	Walnut Grove Ave at Garvey Ave	0.713	C	0.741	C	+0.028	No	0.787	C	0.799	C	+0.012	No

The community hall is typically used for lectures approximately once a month and painting and dance classes once a week. The estimated attendance for lectures is approximately 120 people and up to approximately 30 people for painting and dance classes. Lectures and painting and dance classes are typically held during the daytime, off-peak hours. An annual event by the Taiwan Center would continue to be held at an off-site venue. Holiday events occur 2 to 3 times per year, including New Year and the Moon Festival. There are up to approximately 200 people at these events that are held at the Taiwan Center from the hours of 9:00 AM to 9:00 PM.

Valet parking for the larger events at the Taiwan Center can be provided when necessary. Valet parking would serve to minimize and reduce circulation and parking impacts at the site during the larger events that are held once or twice a year at the site. Although large scale events are planned twice a year, it is recommended that a valet parking plan be prepared and submitted to the City for review. This valet parking plan will need to be approved by the Los Angeles County Fire Department.

Based on the above traffic analysis, the project would not have any significant operational traffic impacts.

b) ***Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?*** **No Impact.** CEQA Guidelines section 15064.3, subdivision (b) addresses project vehicle miles traveled (VMT). The traffic study that was prepared for the project includes a VMT analysis.[51]

California Senate Bill 743 (SB 743) directs the State Office of Planning and Research (OPR) to amend the California Environmental Quality Act (CEQA) Guidelines for evaluating transportation impacts to provide alternatives to Level of Service that "promote the reduction of greenhouse gas emissions, the

[51] Garvey Walnut Mixed Use Project, Traffic Impact Analysis, Ganddini Group, Inc., May 3, 2021, page 67.

development of multimodal transportation networks, and a diversity of land uses." The 2020 CEQA Guidelines, specifically Section 15064.3, recommends the use of Vehicle Miles Travelled (VMT) as the primary metric for the evaluation of transportation impacts associated with land use and transportation projects. In general terms, VMT quantifies the amount and distance of automobile travel attributable to a project or region. All agencies and projects in California are required to utilize CEQA Guidelines Section 15064.3 that requires VMT to evaluate transportation impacts as of July 1, 2020.

The CEQA Guidelines allow a lead agency the discretion to establish the VMT methodologies and thresholds, provided there is substantial evidence to demonstrate that the established procedures promote the intended goals of the legislation. Where quantitative models or methods are unavailable, Section 15064.3 allows agencies to assess VMT qualitatively using factors such as availability of transit and proximity to other destinations. The Office of Planning and Research (OPR) Technical Advisory on Evaluating Transportation Impacts in CEQA (State of California, December 2018) ["OPR Technical Advisory"] provides technical considerations regarding methodologies and thresholds with a focus on office, residential, and retail developments as these projects tend to have the greatest influence on VMT.

The VMT analysis for the project is based on adopted City of Rosemead VMT guidelines and direction from city staff. Consistent with recommendations in the OPR Technical Advisory, the City of Rosemead established screening criteria for certain projects that may be presumed to have a less than significant VMT impact and includes projects located in low-VMT generating areas. Based on City of Rosemead VMT Guidelines the proposed project is located in a low-VMT generating area. Therefore, the proposed project satisfies the screening criteria for a low-VMT generating area and as allowed would have a less than significant VMT impact.

c) ***Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*** **Less Than Significant Impact.** Existing access to the project site is by a two-way driveway from Walnut Grove Avenue. The project proposes a two-way driveway at Walnut Grove Avenue for site access. The proposed project driveway would allow southbound right-turns in and right-turns out, northbound left-turns into the project and eastbound left-turns onto northbound Walnut Grove Avenue.

A queuing analysis was conducted for the 2022 opening year for southbound through/right turn movements at the intersection of Walnut Grove Avenue at Garvey Avenue. Because the proposed project driveway is located approximately 155 feet north of the Walnut Grove at Garvey Avenue intersection the traffic movements at the intersection is key for ingress/egress for the project.

Table 25 shows the queuing analysis summary on Walnut Grove Avenue at the project driveway. Based on the queuing analysis in Table 22, the southbound through/right turn movements at the intersection of Walnut Grove Avenue at Garvey Avenue are calculated to queue north on Walnut Grove Avenue past the project driveway. As a result, there is the potential for southbound vehicles on Walnut Grove Avenue to queue northbound from the Walnut Grove Avenue at Garvey Avenue intersection and block vehicular access in/out of the project driveway. Outbound project trips at the project driveway would queue internally on the project site and not affect traffic operations on Walnut Grove Avenue. However, vehicles heading northbound on Walnut Grove Avenue and wanting to turn left into the project site may need to stop and wait for southbound vehicles on Walnut Grove Avenue to clear the project driveway so that they can turn into the project site. Since the northbound left turning vehicles would be turning into the project site from a shared northbound through/left turn lane, northbound motorists on Walnut Grove Avenue may be forced to stop and queue behind the northbound left turning vehicles into the project site, which could impact traffic operations on northbound Walnut Grove Avenue.

Table 25
Queuing Analysis Summary

ID	Study Intersection	Lane[1]	Existing Storage Length (Feet/Lane)	95th-Percentile Queue Length (Feet/Lane)	
				Opening Year With Project	
				AM Peak Hour	PM Peak Hour
4.	Walnut Grove Ave at Garvey Ave	SBTR	155	325	325

Notes:
(1) SB = Southbound; TR = Through/Right

The traffic report studied the effects of restricting motor vehicle turning movements at the project driveway to reduce potential northbound left turning movements on Walnut Grove Avenue into the project site. If turning movements at the project driveway are restricted to right turns in/out only, motor vehicles that want to exit the project site and go northbound on Walnut Grove Avenue and northbound motor vehicles on Walnut Grove Avenue that want to enter the project site would need to change their local travel patterns accordingly. A change in the travel patterns would increase traffic volumes on nearby roadway segments and intersections and increase VMT since the direct routes to/from the project site with a full access driveway would be eliminated. Table 26 shows an Opening Year (2022) With Project intersection level of service analysis based on the above driveway access restrictions, which includes right turns in/out only. As shown, the project driveway is forecast to operate at LOS B during both the AM and PM peak hours. As a full access driveway, the project driveway was forecast to operate at LOS E during the AM peak hour. Therefore, the proposed project driveway is calculated to operate at a City acceptable LOS during the peak hours.

Table 26
Opening Year (2022) With Project Intersection Level of Service – With Driveway Restrictions

ID	Study Intersection	Traffic Control[1]	AM Peak Hour		PM Peak Hour	
			ICU/Delay[2]	LOS[3]	ICU/Delay[2]	LOS[3]
1.	I-10 EB Ramps at Hellman Ave.	TS	0.641	B	0.633	B
2.	Walnut Grove Ave at Hellman Ave.	TS	0.718	C	0.761	C
3.	Walnut Grove Ave at Project Dwy	CSS	12.9	B	11.6	B
4.	Walnut Grove Ave at Garvey Ave.	TS	0.726	C	0.793	C

Notes:
(1) TS = Traffic Signal; CSS = Cross Street Stop
(2) ICU = Intersection Capacity Utilization. Per the Highway Capacity Manual, overall average intersection delay and Level of Service are shown for intersections with all way stop control. For intersections with cross street stop control, the delay and Level of Service for the worst individual movement (or movements sharing a single lane) are shown.
(3) LOS = Level of Service

In order to allow northbound left turn movements on Walnut Grove Avenue into the project site and left turns onto northbound Walnut Grove Avenue from the project site and not impact southbound traffic queues on Walnut Grove Avenue at the intersection with Garvey Avenue due to cars exiting the site at the project driveway at peak hours, the following mitigation measures are recommended.

Mitigation Measure No. 16 Prior to the issuance of the first occupancy permit, a sign shall be posted at the project driveway exit that states, “No left-turns from the hours of 7:00 – 9:00 AM and 3:00 - 6:00 PM”. The same sign shall also be posted on the building exterior at the project driveway entrance to restrict left-turns into the project from northbound Walnut Grove Avenue during the hours of 7:00 – 9:00 AM and 3:00 - 6:00 PM. The City Engineer shall determine the location of both signs.

Mitigation Measure No. 17 Should the City Engineer determine that based on Los Angeles County Sheriff Department accident reports and/or traffic citations for left-turn violations at the project driveway, or queuing impacts at the intersection of Walnut Grove Avenue and Garvey Avenue, the City Engineer shall require the project applicant to construct at the applicants expense a median in Walnut Grove Avenue opposite the project driveway based on a design determined by the City Engineer.

Truck Access and Circulation

The traffic report studied project site and internal access for service trucks to serve the proposed commercial uses and trash pick-up.

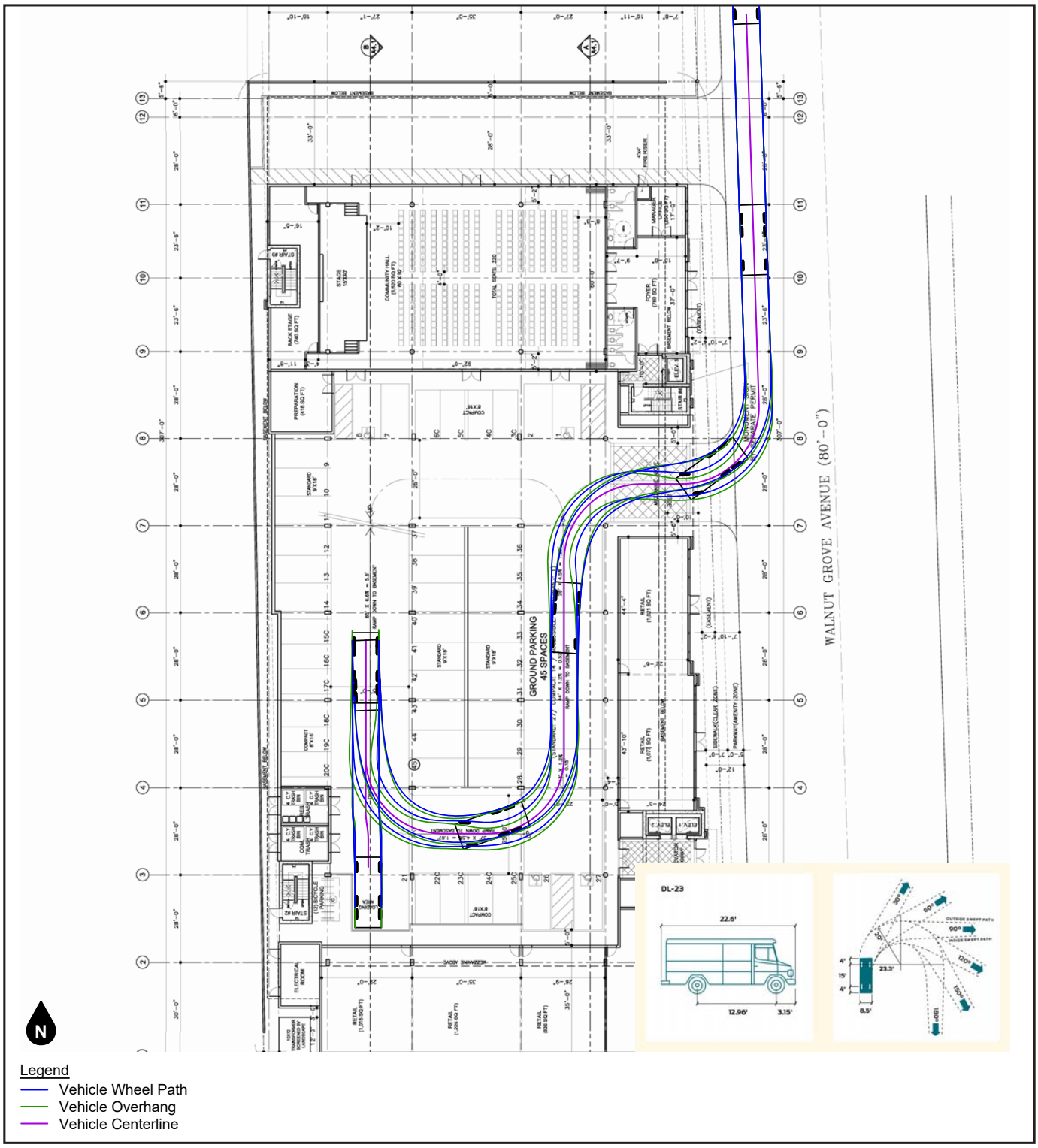
The height of the project driveway at Walnut Grove Avenue is 13 feet. A standard garbage truck would not be able to safely access and travel easily within the covered parking area to gain access to the proposed trash receptacles in the southwest area of the parking structure. Therefore, pickup trucks equipped to lift dumpsters to move the trash from the trash enclosures to Garvey Avenue would be required. A pickup truck would remove the trash enclosure from within the parking structure and drop the trash enclosures on Garvey Avenue adjacent to the site on the City designated day for trash collection for normal trash collection. At the end of the day, the private pickup truck would return the dumpsters to their respective location within the parking structure.

Delivery service trucks that would serve the proposed retail uses on the first floor would enter the project site from Walnut Grove Avenue and park in a designated parking space in the southwest area of the ground floor. The height of the project entrance is 13 feet. Therefore, delivery trucks would be limited to a maximum height of 9’ 6”.

Figures 18 and 19 show the inbound and outbound truck turning templates to access the project site to/from the designated loading area on the ground floor, respectively. Truck turning templates are provided for both inbound and outbound truck turning movements on Walnut Grove Avenue to/from the project site. As shown on Figure 20, inbound trucks would enter the driveway from Walnut Grove Avenue and proceed to the designated loading area. Trucks would then drive northbound through the drive aisle to the northwest portion of the project site. The delivery trucks would leave the loading area and proceed to the driveway using the same path of travel to get to the loading area.

Based on the truck turning templates the delivery trucks would have adequate access to serve the project without impacting traffic flow within the parking structure.

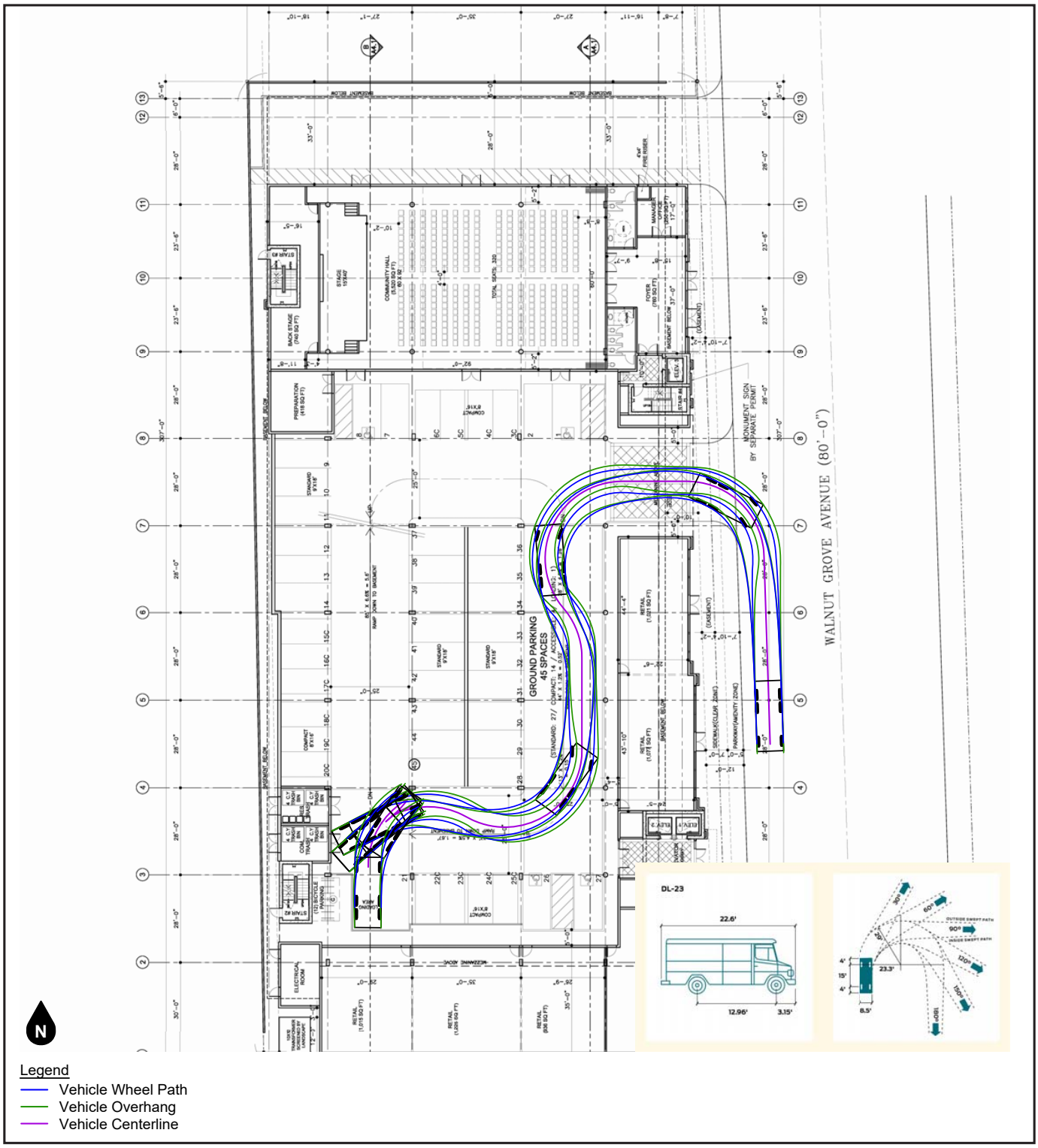
Truck deliveries shall occur only during off-peak hours so that any potential conflict between trucks and customers of the project site land uses will be minimal.



Source: Ganddini Group, Inc.

Figure 18

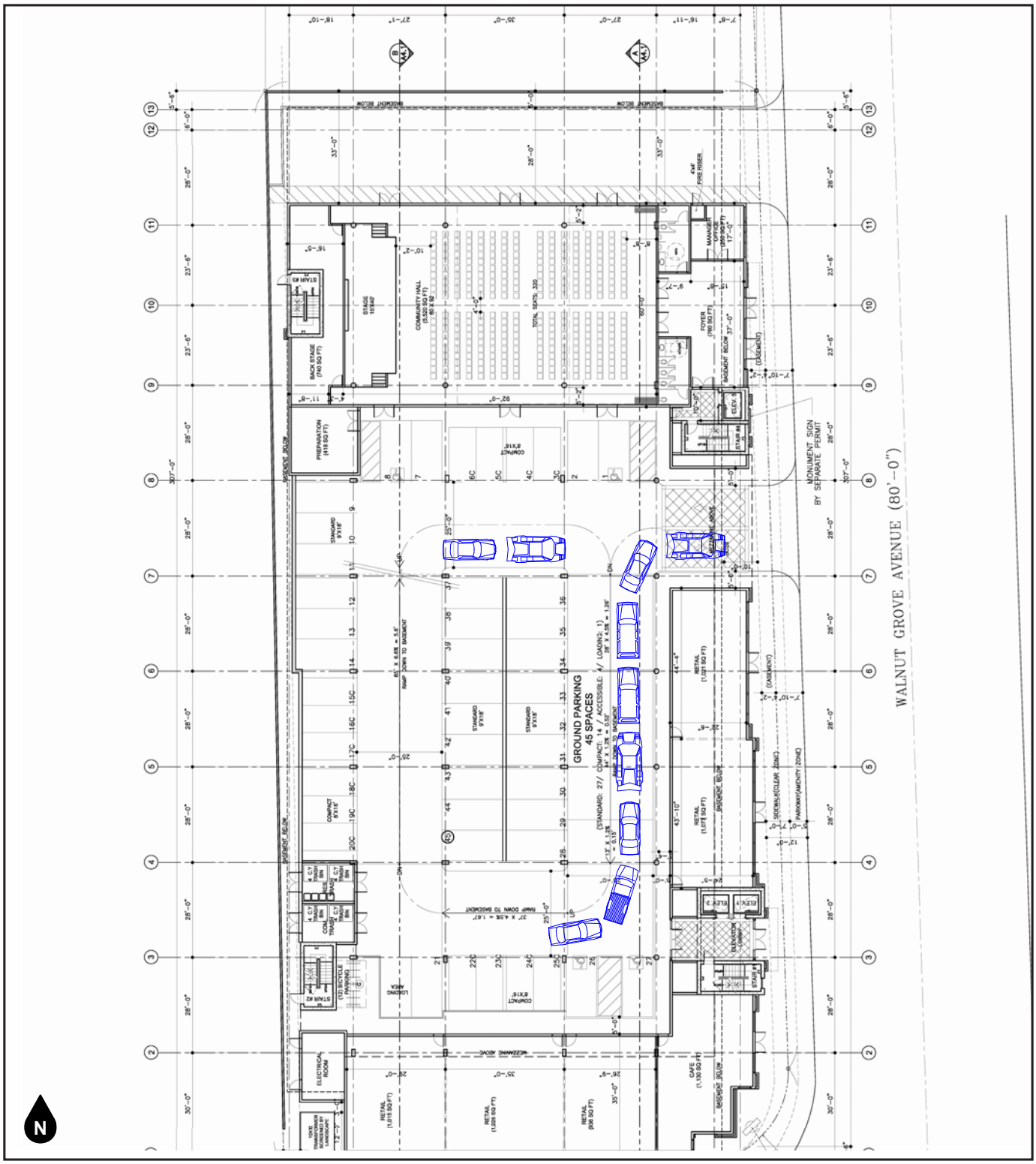
Truck Turning Template - Inbound



Source: Ganddini Group, Inc.

Figure 19

Truck Turning Template - Outbound



Source: Ganddini Group, Inc.

Figure 20
On-Site Stacking

On-Site Vehicular Stacking

Figure 20 shows the on-site stacking for outbound vehicles leaving the project site. Based on Figure 20, there is adequate on-site stacking for vehicles exiting the project site.

There are no additional proposed driveways, curves, dangerous intersections, or site access designs that would significantly impact traffic or have significant circulation hazards.

d) ***Result in inadequate emergency access?*** **Less Than Significant Impact.** The existing public streets and circulation system that serve the site would continue to provide adequate emergency vehicle access for the project. The project proposes a driveway from Walnut Grove Avenue that measures 25 feet wide and 13-feet high. The project also proposes a 28-foot wide fire lane from Walnut Grove Avenue at the north end of the project site. Police, fire, paramedic/ambulance, and other emergency vehicles would have adequate site access to respond to on-site emergencies to the site via the proposed project driveway and the fire lane at the north end of the project site. As stated in section "VII. c)" above, the project driveways would be reviewed by the city, including the police and fire departments, to ensure the driveways have adequate widths and turning radius for emergency vehicles to safely enter and exit the site prior to the issuance of a building permit. The project would not significantly impact emergency access to the site.

XVIII. TRIBAL CULTURAL RESOURCES: Would the project:

a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

i. **Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1 (k). Potentially Significant Unless Mitigation Incorporated.** As required by AB 52, the City mailed letters to the area Native American Indians that are on record with the City that may have cultural resources associated with the site. The Gabrieleño Band of Mission Indians – Kizh Nation (Kizh Nation) submitted a letter to the City requesting consultation.

Because the project site lies within the ancestral tribal territory of the Kizh Nation, tribal cultural resources could exist on the site. The following mitigation measures are recommended to reduce potential impacts to Tribal resources, if present.

Mitigation Measure No. 18 Prior to the commencement of any ground disturbing activity at the project site, the project applicant shall retain a Native American Monitor approved by the Gabrieleño Band of Mission Indians-Kizh Nation. A copy of the executed contract shall be submitted to the City of Rosemead Planning and Building Department prior to the issuance of any permit necessary to commence a ground-disturbing activity. The Tribal monitor shall only be present on-site during the construction phases that involve ground-disturbing activities. Ground disturbing activities are defined by the Tribe as activities that may include, but are not limited to, pavement removal, potholing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area. The Tribal Monitor shall complete daily monitoring logs that shall provide descriptions of

the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when all ground-disturbing activities on the project site are completed, or when the Tribal Representatives and Tribal Monitor have indicated that all upcoming ground-disturbing activities at the project site have little to no potential to impact Tribal Cultural Resources.

Mitigation Measure No. 19 Upon discovery of any Tribal Cultural Resources, construction activities shall cease in the immediate vicinity of the find (not less than the surrounding 100 feet) until the find can be assessed. All Tribal Cultural Resources unearthed by project activities shall be evaluated by the qualified archaeologist and Tribal monitor approved by the Consulting Tribe. If the resources are Native American in origin, the Consulting Tribe shall retain it/them in the form and/or manner the Tribe deems appropriate, for educational, cultural and/or historic purposes. If human remains and/or grave goods are discovered or recognized at the project site, all ground disturbance shall immediately cease, and the county coroner shall be notified per Public Resources Code Section 5097.98, and Health & Safety Code Section 7050.5. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2). Work may continue on other parts of the project site while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5[f]). If a non-Native American resource is determined by the qualified archaeologist to constitute a "historical resource" or "unique archaeological resource," time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be available. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and PRC Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any historic archaeological material that is not Native American in origin shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.

Implementation of the recommended mitigation measures would reduce potential tribal cultural resource impacts to less than significant.

ii) **A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. Potentially Significant Unless Mitigation Incorporated.** As discussed in section "XVIII.a.i." above, the project could significantly impact tribal

resources if present. The implementation of the recommended mitigation measures would reduce potential impacts to tribal resources to less than significant.

XIX. UTILITIES AND SERVICE SYSTEMS: Would the project:

a) ***Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?*** **Less Than Significant Impact.** Water is currently provided to the project site by the San Gabriel Water Company. There is an existing 12-inch water main in Walnut Grove Avenue adjacent to the site that serves the existing uses on the site. The 12-inch water main in Walnut Grove Avenue has capacity to provide the required potable water supply and fire flow for the project without the need to construct new water supply facilities or expand existing facilities. An existing 11-inch sewer line in Walnut Grove Avenue adjacent to the site has existing capacity to serve the project. Wastewater in the existing 11-inch sewer line would flow south and connect to a 39-inch diameter sewer trunk line in Klingerman Street at Bartlett Avenue that has capacity to serve the project. Wastewater generated by the project would be treated at the Whittier Narrows Water Reclamation Plant located in the City of South El Monte, which has capacity to treat the wastewater from the project.[52] All other utilities required to serve the project, including storm drainage, electricity, natural gas and telecommunications are located in Walnut Grove Avenue and have capacity to serve the project and would not have to be relocated. The project would not have any significant public utility impacts.

The project would consume more water and generate more wastewater than the existing uses on the site. The project is estimated to consume approximately 12,686 gallons of water per day as shown in Table 27. The project is estimated to generate approximately 1,998 gallons per day of wastewater.[53] The project water and wastewater needs can be accommodated by the existing facilities and construction of new or expanded water or wastewater facilities would not be required. The project would be required to install State mandated low flow water fixtures to minimize water consumption and wastewater generation. The project will not require the construction of any sewer or water lines and have any significantly environmental impacts.

Table 27
Estimated Project Water Consumption

Use	Units/Sq. Ft.	Consumption Rate[54]	Consumption
Residential	42 units	160 gallons/day/unit	6,720 gallons/day
Retail	18,646 sq. ft.	320 gallons/day/1,000 sq. ft.	5,966gallons/day
		Total	**12,686 gallons/day**

b) ***Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?*** **Less Than Significant Impact.** Potable water is provided to the project site by the San Gabriel Valley Water Company. As shown in Table 27, the project is estimated to consume approximately 12,686 gallons of water per day. Based on the San Gabriel Valley Water Company, Los Angeles County Division 2015 Urban Water Management Plan the San Gabriel Valley Water Company has an adequate water supply to meet the demand of the project into the future.[55] The project would have a less than significant impact on water supply.

[52] Ms. Adriana Raza, County Sanitation Districts of Los Angeles County, letter dated June 25, 2020.
[53] Ibid.
[54] City of Los Angeles, Bureau of Engineering.
[55] Liuzong Zhour, P.E., San Gabriel Water Company, letter dated December 10, 2020.

c) ***Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*** **Less Than Significant Impact.** Please see section "XIX.a" above.

d) ***Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?*** **Less Than Significant Impact.** The project would generate more solid waste from the site than the current uses due to an increase in the amount of development proposed for the site compared to the existing development on the site. The solid waste from the project would be hauled to the Puente Hills Materials Recovery Facility (MRF) in the City of Whittier and operated by the Sanitation Districts of Los Angeles County. The MRF separates recyclable material from municipal solid waste and all residual waste is hauled to permitted landfills and all recovered recyclable materials are recycled. The Puente Hills MRF is permitted to accept up to 4,400 tons per day (8,800,000 pounds/day) of municipal solid waste. The project is estimated to generate approximately 126 pounds per day of solid waste of which approximately 50% is recycled and the remaining 50% is hauled to a permitted landfill. The municipal solid waste generated by the project is not anticipated to significantly impact the permitted capacity of any Los Angeles County Sanitation Districts landfills. Solid waste collection will be required to conform to RMC 17.28.030(D)(5) in terms of collection hours, trash enclosures, screening, etc. The project will not have any significant solid waste impacts.

Once the project is constructed and operational, it is estimated to generate approximately 394 pounds of solid waste per day.[56] Of the 394 pounds, approximately 50%, or 197 pounds per day would be recycled and the balance of non-recycled material would be hauled to a permitted landfill. The 197 pounds of solid waste that is estimated to be generated by the project represents a nominal amount of the solid waste that would be hauled to a landfill that would serve the project. Therefore, the impact of the solid waste generated by the project would be less than significant.

e) ***Comply with federal, state, and local statutes and regulations related to solid waste?*** **Less Than Significant Impact.** The City of Rosemead complies with all Federal, State, and local statutes and regulations related to solid waste. The project would not have any solid waste impacts because the residents and commercial uses would be required to comply would all applicable solid waste statues and regulations and large quantities of solid waste would not be generated.

XX. WILDFIRE: If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

a) **Substantially impair an adopted emergency response plan or emergency evacuation plan? No Impact.** The project does not propose any improvements that would not impair or impact any emergency response or emergency evacuation plan associated with an emergency response to a fire in the closest Local Responsibility Area (LRA) or State Responsibility Area (SRA) fire hazard zones in close proximity to the site.

c) ***Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?*** **Less Than Significant Impact.** There are no moderate, high or very high fire hazard severity zones in a SRA within the City of Rosemead.[57] The closest SRA designated fire hazard zone is the open space in Turnball Canyon located approximately four miles southeast of the project. There are also no Very High Fire Hazard Safety Zones in a LRA in the City of Rosemead. The closest LRA designated Very High Fire Hazard Safety Zone is the open space in the City of Whittier located

[56] https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates, Residential - 4 pounds/day/unit, Commercial – 13 pounds/1,000 sq. ft/day.
[57] https://osfm.fire.ca.gov/media/6705/fhszs_map19.pdf

approximately three miles southeast of the project. While the project is not within or adjacent to any LRA or SRA fire hazard areas, Santa Ana winds could expose project occupants to smoke and other pollutants associated with wildfires located the LRA and SRA fire hazard areas southeast of the project. However, that exposure would not be site specific because much of the City of Rosemead and the general geographic area would be also be exposed and not the project site specifically. The project would not expose project occupants to significant pollutant concentrations from a wildfire due to slope, prevailing winds or other factors.

d) ***Reguire the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*** **No Impact.** The project would be required by the CBC to install fire sprinklers. However, the project would not be required to install and maintain any roads, fuel breaks, emergency water sources, power lines or other utilities to protect the project and the immediate area from a wildfire because the project is not located in a Moderate, High or Very High fire hazard zone as discussed in section "XX. a." above.

e) ***Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result or runoff, post-fire slope instability, or drainage changes?*** **No Impact.** As discussed in Section "XX. a." above, the project is not located within a Moderate, High or Very High fire SRA or LRA hazard zone. The project site as well as the area surrounding the project site are relatively flat and there are no slopes or flooding that could impact the project site due to landslides as a result of slope runoff, post-fire slope instability or drainage changes. Therefore, the project would not be exposed and impacted by secondary impacts of a wildfire.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE:

a) ***Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?*** **Less Than Significant Impact.** The 1.06-acre site is developed and the existing vegetation on the site is introduced urban landscape materials. There are no rare, endangered, or sensitive plants or wildlife on the site that would be impacted by the project. The existing buildings on the site do not represent California history or prehistory that would be significantly impacted. The project would not significantly impact biological or historical resources.

b) ***Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)*** **Less Than Significant Impact.** The City of Rosemead has identified 11 projects that, along with the proposed project, could have cumulative impacts. The cumulative projects are shown in Table 28 and their locations are shown in Figure 21.

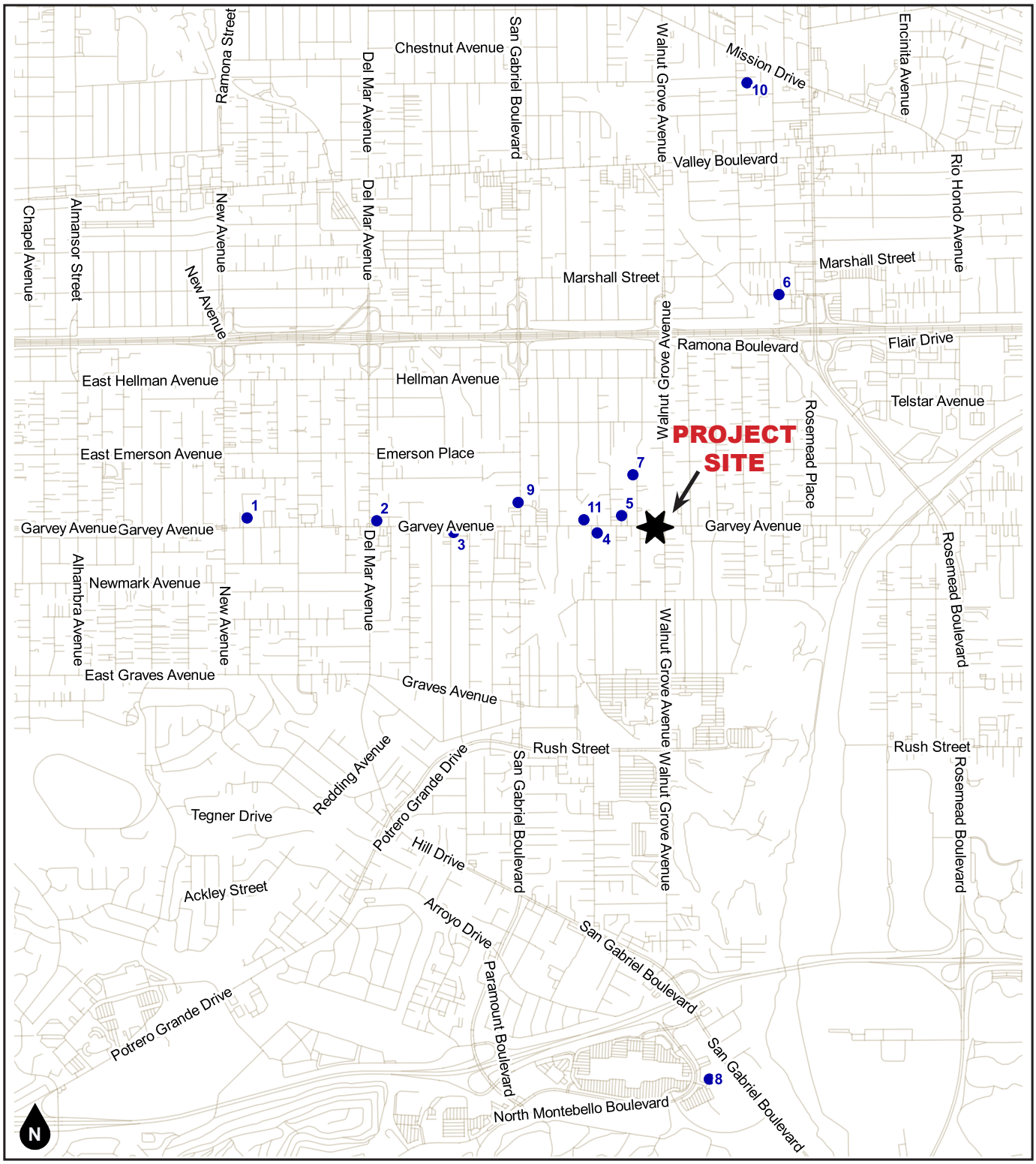
Table 28
Cumulative Projects

Address	Proposed Project	Status
#1 - 7419-7459 Garvey Avenue	20,000 sq. ft. commercial use and 218 residential units	Plans Being Revised

#2 - 7801-7825 Garvey Avenue	Mixed Use with 15,903 sq. ft. of commercial (office, retail, restaurant) and 60 residential units	Building Plan Check
#3 - 8002 Garvey Avenue	Mixed Use with 87,919 sq. ft. of commercial hotel, office, retail, restaurant) and 92 residential units	Plans Being Revised
#4 - 8408 Garvey Avenue	Mixed Use with 11,500 sq. ft. of commercial (office and retail) and 46 residential units, including 7 low-income apartments	Under Construction
#5 - 8449 Garvey Avenue	Mixed Use with 7,200 sq. ft. commercial (office, retail, restaurant) and 35 residential units, including 6 low-income apartments	Under Construction
#6 - 8900 Glendon Way	Five story Hampton Inn & Suites Hotel with 123 guest rooms	Building Plans Approved
#7 - 3133-3141 Willard Avenue	31 residential units	Entitled
#8 - 500 Montebello Boulevard	Six story Marriott Dual Hotel with 199 guest rooms	Entitlements Submitted
#9 - 3035 San Gabriel Boulevard	Mixed Use with 51,711 sq. ft. commercial and 144 residential units	Site Plan Review
#10 - 4316 Muscatel Avenue	10 condominiums	Entitlements Submitted
#11 - 8399 Garvey Avenue	Proposed 15,000 sq. ft. medical clinic	Entitled

Based on the air quality report, the short-term construction emissions and the long-term operational emissions of the project would not exceed any adopted air emission thresholds. Therefore, the project would not have any significant short-or long-term cumulative air quality impacts. The project would not have any individual or cumulative noise or traffic impacts. In addition, the project would not have any significant impacts associated with aesthetics, agricultural, biological resources, cultural resources, hazardous, hydrology, soils and geology, land use, public services, utilities or wildfire that along with the cumulative projects listed in Table 2817.74 would not result in any significant cumulative impacts.

c) ***Does the project have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly? Less Than*** **Significant Impact.** There are no significant impacts associated with the proposed project that would cause substantial adverse effects and significantly impact human beings either directly or indirectly.



Source: Ganddini Group, Inc.

Figure 21

Cumulative Project Location Map