MISSION VILLAS RESIDENTIAL PROJECT

DRAFT INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION

Lead Agency:

City of Rosemead
8838 Valley Blvd
Rosemead, CA 91770

Contact Person and Phone Number: Annie Lao, (626) 569-2144

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ENVIRONMENT | PLANNING | DEVELOPMENT SOLUTIONS, INC.

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November 2022

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1 INTRODUCTION

1.1 PURPOSE OF THE INITIAL STUDY

This Initial Study/Mitigated Negative Declaration ("IS/MND") has been prepared in accordance with the following:

- California Environmental Quality Act (CEQA) of 1970 (Public Resources Code Sections 21000 et seq.); and
- California Code of Regulations, Title 14, Division 6, Chapter 3 (State CEQA Guidelines, Sections 15000 et seq.).

Pursuant to CEQA, this IS/MND has been prepared to analyze the potential for significant impacts on the environment resulting from implementation of the proposed Project. As required by State CEQA Guidelines Section 15063, this Initial Study is a preliminary analysis prepared by the Lead Agency, the City of Rosemead, in consultation with other jurisdictional agencies, to determine if a Mitigated Negative Declaration (MND) or an Environmental Impact Report (EIR) is required for the Project.

This IS/MND informs City of Rosemead decision-makers, affected agencies, and the public of potentially significant environmental impacts associated with the implementation of the Project. A "significant effect" or "significant impact" on the environment means "*a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the Project*" (Guidelines §15382). As such, the IS/MND's intent is to adhere to the following CEQA principles:

- Provide meaningful early evaluation of site planning constraints, service and infrastructure requirements, and other local and regional environmental considerations. (Pub. Res. Code §21003.1)
- Encourage the applicant to incorporate environmental considerations into Project conceptualization, design, and planning at the earliest feasible time. (State CEQA Guidelines §15004[b][3])
- Specify mitigation measures for reasonably foreseeable significant environmental effects and commit Rosemead and the applicant to future measures containing performance standards to ensure their adequacy when detailed development plans and applications are submitted. (State CEQA Guidelines §15126.4)

Existing Plans, Programs, or Policies (PPPs)

Throughout the impact analysis in this Initial Study, reference is made to requirements that are applied to all development on the basis of federal, state, or local law, and Existing Plans, Programs, or Policies currently in place which effectively reduce environmental impacts. Existing Plans, Programs, or Policies are collectively identified in this document as PPPs. Where applicable, PPPs are listed to show their effect in reducing potential environmental impacts. Where the application of these measures does not reduce an impact to below a level of significance, a Project-specific mitigation measure is introduced.

1.2 DOCUMENT ORGANIZATION

This IS/MND includes the flowing sections:

Section 1.0 Introduction

Provides information about CEQA and its requirements for environmental review and explains that an Initial Study/MND was prepared by the City of Rosemead to evaluate the proposed Project's potential to impact the physical environment.

Section 2.0 Project Setting

Provides information about the proposed Project's location.

Section 3.0 Project Description

Includes a description of the proposed Project's physical features and construction and operational characteristics. Also includes a list of discretionary approvals that would be required by the proposed Project.

Section 4.0 Environmental Checklist

Includes the Environmental Checklist and evaluates the proposed Project's potential to result in significant adverse effects to the physical environment.

Section 5.0 General References

Includes a list of general reference materials relied on in the IS/MND. Each subtopic in Section 4.0 also contains a more specific list of reference materials relied on in the topical analysis.

Section 6.0 Document Preparers and Contributors

Includes the persons that prepared this IS/MND.

2 PROJECT SETTING

2.1 PROJECT LOCATION

The 3.435-acre Project site is located in the northwest portion of the City of Rosemead at 8601 Mission Drive. The site is located within Section 18, Township 1 South, Range 12 West as shown on the El Monte, California 7.5-minute U.S. Geologic Survey (USGS) topographic maps. The regional location of the Project site is shown in Figure 1, *Regional Location*.

The Project site consists of three parcels, identified by the following Assessor's Parcel Numbers (APNs): 5389-009-029, -030, and -031. The Project site is bounded by Mission Drive to the south, a vacant parcel and a nursery to the west, and residential uses to the east and north. Regional access to the Project site is provided by Interstate 10 (I-10) and Interstate State Route 19 (SR-19). Local access to the Project site is provided by Mission Drive and Walnut Grove Avenue. The Project vicinity and surrounding area is shown in Figure 2, *Local Vicinity*.

2.2 EXISTING PROJECT SITE

The Project site is comprised of three parcels encompassing approximately 3.435 gross acres (3.378 net acres) of land. The site is generally flat with elevations ranging from approximately 357 to 363 feet above mean sea level. The Project site is currently vacant and undeveloped with some groundcover and onsite improvements. Portions of concrete driveways exist at the west and south of the site. The perimeters of the site are bound by chain-link fencing, masonry block walls, and plastic fencing. There are palm trees present along the northwest property boundary. Additionally, overhead power lines exist along the southwest boundary of the site. Existing conditions of the Project site and adjacent uses are shown in Figure 3, *Aerial View* and Figure 4, *Site Photos*.

2.3 EXISTING GENERAL PLAN AND ZONING DESIGNATIONS

The Project site has a General Plan land use designation of Low Density Residential and a zoning designation of R-1 Single Family Residential. The Low Density Residential designation is characterized by low-density residential neighborhoods consisting primarily of detached single-family dwellings on individual lots. The maximum permitted density within the Low Density Residential designation is 7.0 dwelling units per acre. The R-1 zoning district identifies areas characterized by single-family dwellings.

2.4 SURROUNDING LAND USE, GENERAL PLAN AND ZONING DESIGNATIONS

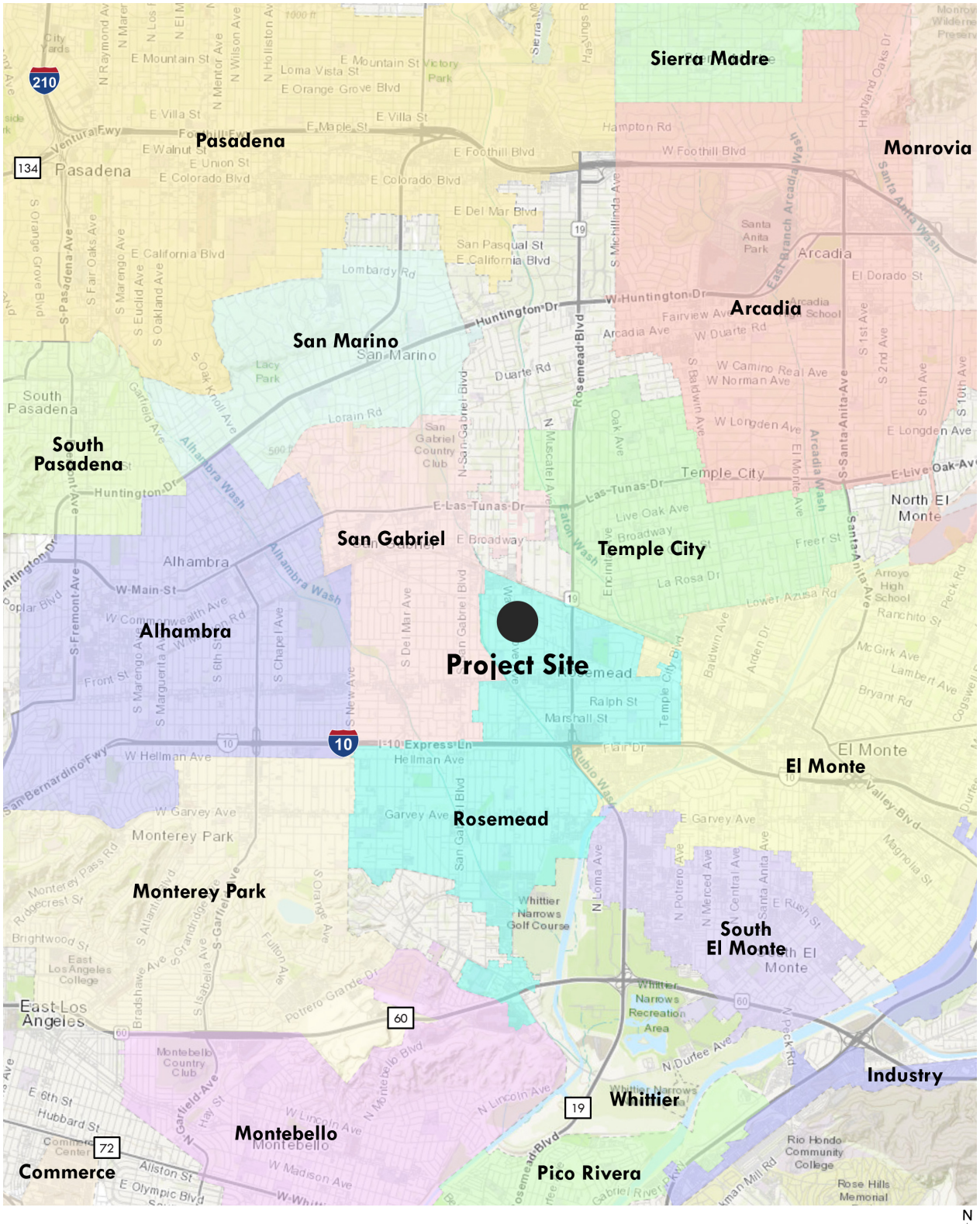
The Project site is located within a developed, urbanized area within the City of Rosemead as described below:

Table 1: Surrounding Existing Land Use and Zoning Designations

	Existing Land Use	General Plan Designation	Zoning Designation
North	Single Family Residences	Low Density Residential	R-1- Single Family Residential
East	Single Family Residences	Low Density Residential	R-1- Single Family Residential
South	Mission Drive followed by Single Family Residences	Low Density Residential	R-1- Single Family Residential

West	Open space	Public Facilities	O-S - Open Space

Regional Location



8601 Mission Drive
City of Rosemead

Figure 1

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Local Vicinity

8601 Mission Drive
City of Rosemead

Figure 2

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Aerial View

8601 Mission Drive
City of Rosemead

Figure 3

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Site Photos

View from the west side of the site off of Walnut Grove Ave.

Southwest corner of site from the intersecton of Walnut Grove Ave and Mission Dr.

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Site Photos

Southeast corner of site from Mission Dr.

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3 PROJECT DESCRIPTION

3.1 PROJECT OVERVIEW

The proposed Project would develop the approximately 3.435-acre Project site with 37 two-story dwelling units. The residential community would include parking, landscaping, common areas, and associated infrastructure. The Project also requires approval of a General Plan amendment from Low Density Residential to Medium Density Residential; a zone change from R-1 Single Family Residential to P-D Planned Development; and a tentative parcel map. Figure 5, *Conceptual Site Plan* illustrated the Project as proposed.

3.2 PROJECT FEATURES

Development Summary
The proposed Project would construct 37 two-story dwelling units on the 3.378-acre parcel, which would result in a density of 11 units per acre. The units would range in size from 1,546 square feet (SF) to 2,553 SF and include two different single-family dwelling (SFD) plan options and two different duplex plan options. Lots 14-32 would include backyard patios. The Project would include 4 affordable duplex units. Table 2 provides a summary of the proposed residential plans.

Table 2: Proposed Residence Plan Options

Unit Type	Square Footage	Number of Bedrooms	Number of Units
SFD Plan 1	2,351	4	14
SFD Plan 2	2,553	4	15
Duplex Plan 1	1,546	3	4
Duplex Plan 2	1,868	4	4
Total	---		**37**

Architectural Design
The proposed two-story residences would be designed with traditional architectural elements, multi-level rooflines, and an earth tone color scheme. The residences would incorporate stucco finishes, stone accents, decorative ceramic tiles, tiled roofs, painted shutters and decorative windows and doors in the exterior design. The tallest roofline of the proposed residences would be approximately 28 feet in height. Figures 6a-f, *Exterior Elevations*, illustrates the proposed exterior elevations.

Recreation and Open Space
The Project would include approximately 17,298 SF of common open space that would be provided in a central recreational area on the site. The central community open space area would include a fire pit, seating, and an artificial turf area. Each residential unit would have a minimum of 390 SF of private open space.

Lighting
Outdoor lighting included as part of future development on the Project site would be typical of residential uses and would consist of wall-mounted lighting as well as pole-mounted lights along the proposed internal roadways. Nighttime lighting would be used as accent/security lighting in the recreation areas. All of the Project's outdoor lighting would be directed downward and shielded to

minimize offsite spill. The location of all exterior lighting would comply with lighting standards established in the City's Municipal Code (Chapter 17.88).

Access and Circulation
Access to the Project site would be provided via one 40-foot-wide driveway on Mission Drive. A 20-foot-wide drive aisle would provide internal circulation throughout the Project site and access to garages and onsite parking. Pedestrian sidewalks would be installed to circulate the site and connect to the existing right of way along Mission Drive.

Parking
The Project would include a total of 99 automobile parking spaces. Each residential unit includes an attached, covered 2 car garage (74 spaces). An additional 25 uncovered guest parking spaces and 2 bicycle parking spaces are proposed throughout the Project site.

Landscaping
Landscaping proposed as part of the Project would consist of ornamental trees, shrubs, and groundcovers throughout the common areas of the development, such as along roadways, common walls, and the recreation areas. In addition, street trees would be installed along the proposed sidewalks throughout the Project site. The roadway entrance to the Project site would have a landscaped median and decorative landscaping to enhance the entrance to the residential neighborhood. Figure 7, *Conceptual Landscape Plan*, illustrates the proposed landscaping. The landscape plan would be consistent with the City's Water Efficient Landscape Requirements (Chapter 13.08).

Fences and Walls
The Project proposes to construct a 6-foot-high split-face concrete masonry unit (CMU) wall along the perimeter of the site. The Project also proposes to construct 6-foot-high vinyl privacy fencing in between each residential unit. The Project also proposes to construct 5-foot-high metal fences on the east and west sides of the Project's entrance. Figure 8, *Wall and Fence Plan*, illustrates the proposed walls and fences.

Infrastructure Improvements

Water
The Project would install new onsite potable water lines that would connect to existing 6-inch water lines in Mission Drive.

Sewer
The Project would also construct onsite sewer lines that would connect to the existing 8-inch sewer line in Mission Drive.

Drainage
The Project would install new storm drain lines throughout the site. Additionally, the Project would install catch basins throughout the site and an underground detention system in the southern portion of the site to collect stormwater. Additionally, multiple planter boxes would be installed for further stormwater infiltration.

3.3 GENERAL PLAN AND ZONING

The Project proposes a General Plan amendment to change the land use designation from Low Density Residential to Medium Density Residential. The Medium Density Residential designation allows for densities of up to 12 units per acre.

The Project also proposes a zone change from R-1 Single Family Residential to P-D Planned Development. The P-D zone allows for residential, commercial, industrial, and institutional uses subject to regulations set forth in Section 17.24 of the Municipal Code. A zone change to a P-D zone requires Planned Development Review, with approval of a Precise Development Plan by the Planning Commission and City Council.

3.4 CONSTRUCTION

Construction activities for the Project would occur over two phases lasting approximately 11 months and in the following stages: (1) grading and excavation; (2) site preparation, which includes clearing any remaining infrastructure, utilities, and trenching for the new utilities and services; (3) building construction; and (4) landscape installation, paving, and application of architectural coatings. Grading would begin in March 2023 and construction would end in June 2024. The Project would open in October 2024. Construction activities would be limited to the hours between 7:00 a.m. and 8:00 p.m., excluding Sundays and holidays, as pursuant to the City's requirements for noise control (Chapter 8.36)

3.5 DISCRETIONARY APPROVALS AND PERMITS

The following discretionary approvals and permits are anticipated from the City of Rosemead to be necessary for implementation of the proposed Project:

- Tentative Tract Map
- Zone Change
- General Plan Amendment
- Planned Development Review, approval of Precise Development Plan

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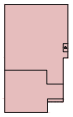
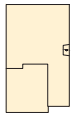
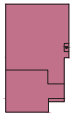
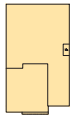
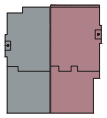
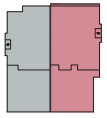
Conceptual Site Plan

SITE PLAN LEGEND

C01		FIRE DEPARTMENT VEHICULAR ACCESS
C02		FIRE HYDRANT (3 PROPOSED)
L01		BICYCLE RACK (2 SPACES)
L02		CENTRAL COMMON OPEN SPACE 1,644 TOT. SF / 1.1% WITHIN PROJECT LIMITS SURFACING: TURF
L03		OTHER COMMON OPEN SPACE 15,654 TOT. SF / 10.6% WITHIN PROJECT LIMITS SURFACING: COMMON AREA LANDSCAPING
		TOTAL OPEN SPACE 17,298 TOT. SF / 11.8% WITHIN PROJECT LIMITS
L04		REAR YARD AREAS 34,359 TOT. SF / 23.4% WITHIN PROJECT LIMITS
L05		CITY PARKWAY LANDSCAPE 489 TOT. SF / 0.3 % WITHIN PROJECT LIMITS SURFACING: PARKWAY LANDSCAPING
		TOTAL LANDSCAPE AREA 51,470 TOT. SF / 34.5% WITHIN PROJECT LIMITS
L06		R.O.W. HARDSCAPE 1,383 TOT. SF / 0.9% WITHIN PROJECT LIMITS SURFACING: NATURAL COLORED CONCRETE
L07		DRIVE AISLE HARDSCAPE 30,810 TOT. SF / 20.9% OF PROJECT SURFACING: NATURAL COLORED CONCRETE
L08		HARDSCAPE (SIDEWALKS) 9,578 TOT. SF / 6.5% WITHIN PROJECT LIMITS SURFACING: NATURAL COLORED CONCRETE
		TOTAL HARDSCAPE AREA 40,388 TOT. SF / 27.1% WITHIN PROJECT LIMITS
L09		6ft HIGH SPLIT-FACE CUM WALL w/ 4in HIGH SPLIT-FACE CUM CAP
P01		PARKING STALLS TO BE STRIPED PER CITY MUNICIPAL CODE SECTION 17.112.111H
W01		TRASH COLLECTION BIN LOCATION PER REPUBLIC SERVICES WILL SERVE LETTER

DWELLING UNIT LEGEND

	SFD PLAN 1 2,351 sf	SFD PLAN 2 2,553 sf
SPANISH COLONIAL		
HACIENDA		

	"DUPLEX" PLAN 1 1,546 sf	"DUPLEX" PLAN 2 1,868 sf
SPANISH COLONIAL		
HACIENDA		

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8601 Mission Drive
City of Rosemead

Figure 5

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Plan 1 Exterior Elevations (Spanish Colonial)

EXTERIOR ELEVATION MATERIAL LEGEND

100: BUILDING COMPONENTS
- 100 CONCRETE 'S' ROOF TILE
- 101 WOOD FASCIA BOARD
- 110 ENTRY DOOR
- 111 METAL SECTIONAL GARAGE DOOR
- 140 BUILDING ADDRESS SIGNAGE

200: EXTERIOR STUCCO FINISH
- 200 EXTERIOR STUCCO FINISH
- 210 STUCCO w/ FOAM TRIM
- 215 STUCCO w/ FOAM CORBELS
- 250 STUCCO w/ SHAPED FOAM

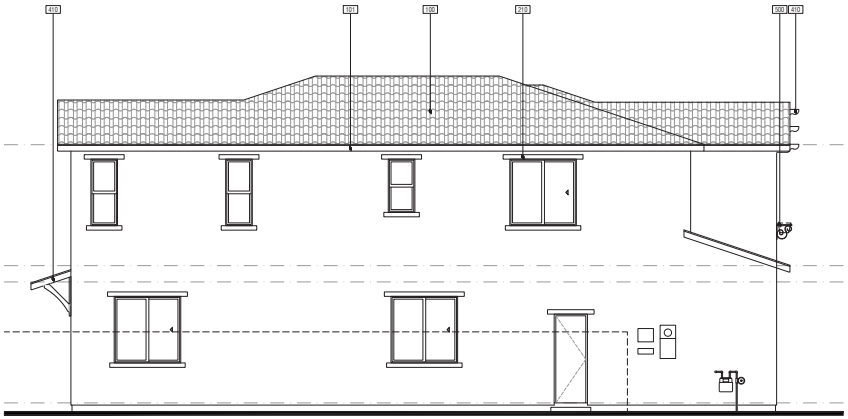
300: PAINTED DETAILS
- 300 PAINTED SHUTTER
- 350 PAINTED FOAM FAUX GABLE END VENTS

400: EXTERIOR WOOD
- 400 RAFTER TAIL
- 405 POT SHELF
- 410 OUTLOOKER / BRACKET
- 415 CORBEL

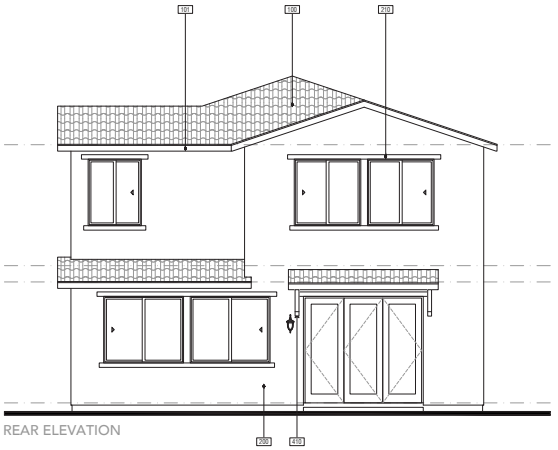
500: EXTERIOR METAL
- 500 POT SHELF

600: EXTERIOR VENEERS
- 600 ADHERED MANUFACTURED STONE VENEER

700: MISCELLANEOUS
- 700 DECORATIVE CERAMIC TILE
- 710 DECORATIVE PRECAST GABLE END DETAIL



LEFT ELEVATION



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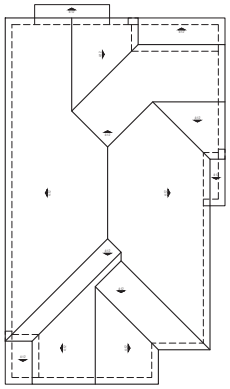
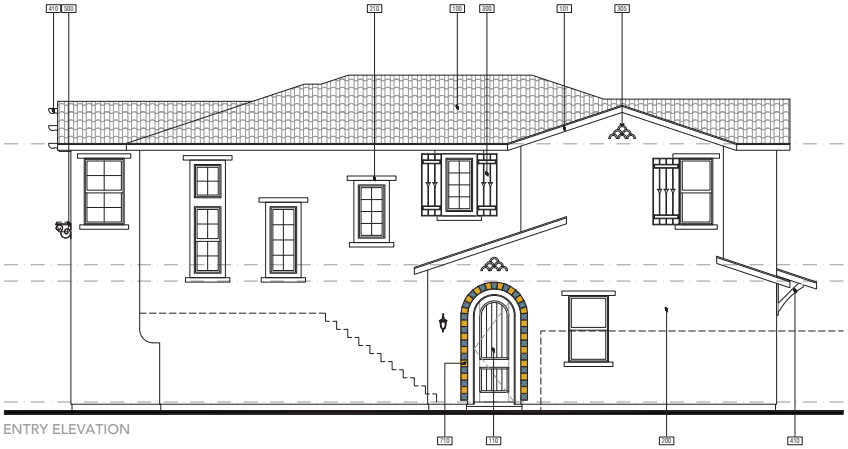


ROOF PLAN



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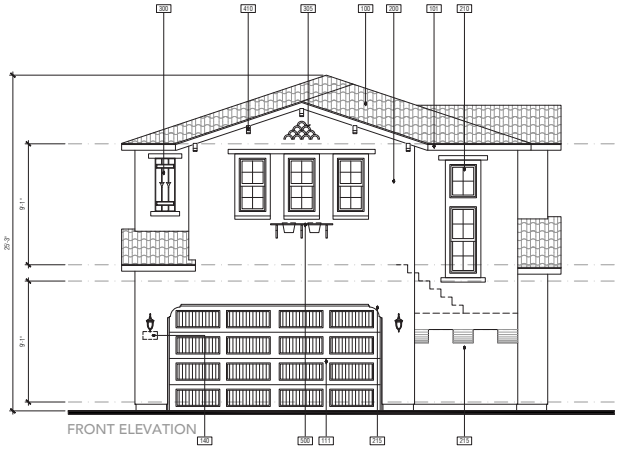

FRONT ELEVATION

8601 Mission Drive
City of Rosemead

Figure 6a

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Plan 1 Exterior Elevations (Hacienda)

EXTERIOR ELEVATION MATERIAL LEGEND

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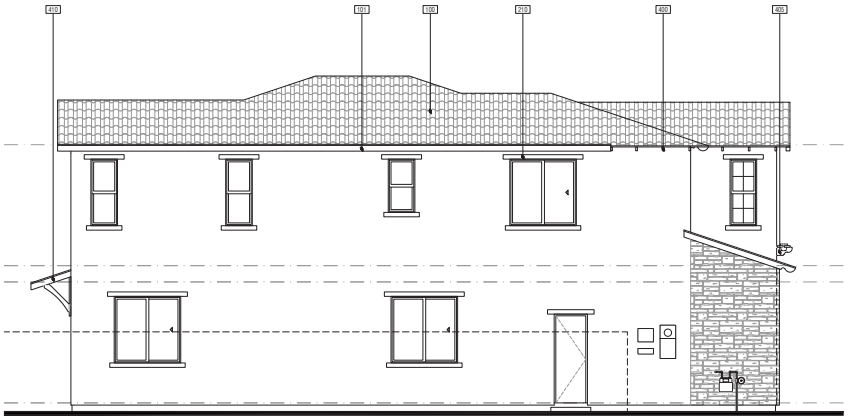
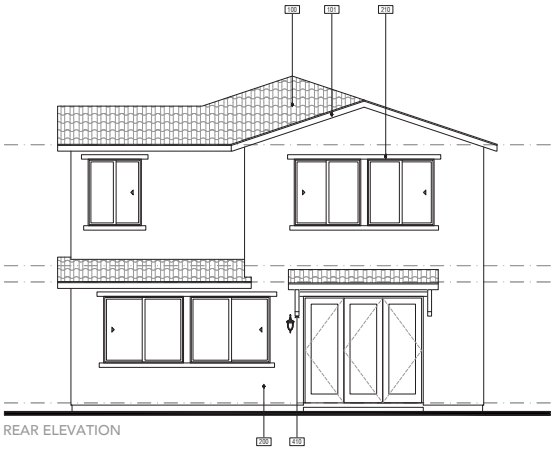


LEFT ELEVATION



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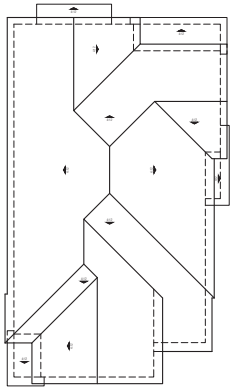
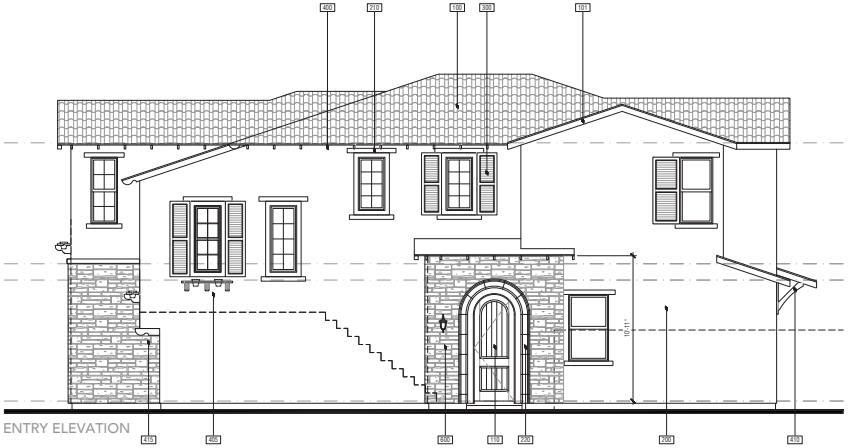

ROOF PLAN



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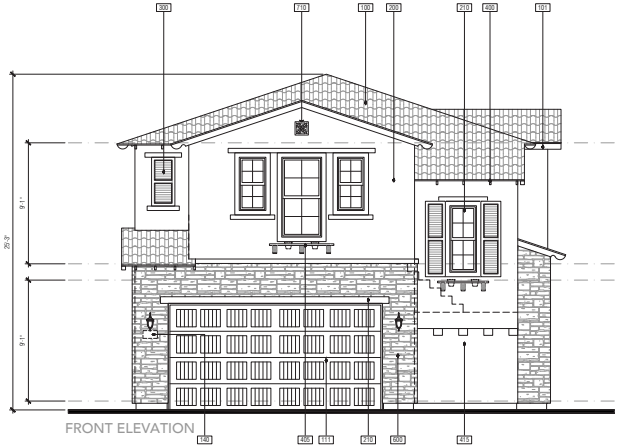

FRONT ELEVATION

8601 Mission Drive
City of Rosemead

Figure 6b

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Plan 2 Exterior Elevations (Spanish Colonial)

EXTERIOR ELEVATION MATERIAL LEGEND

100: BUILDING COMPONENTS
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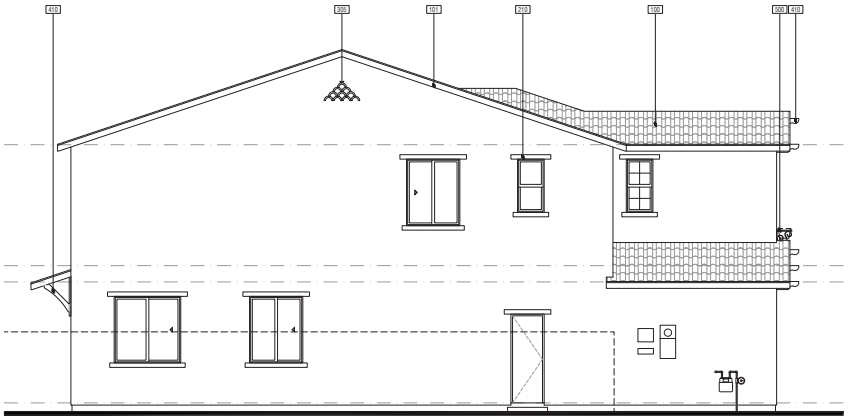
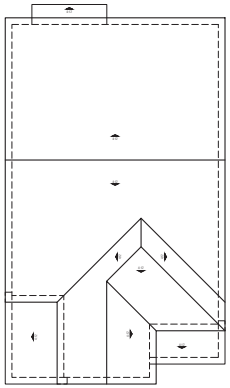
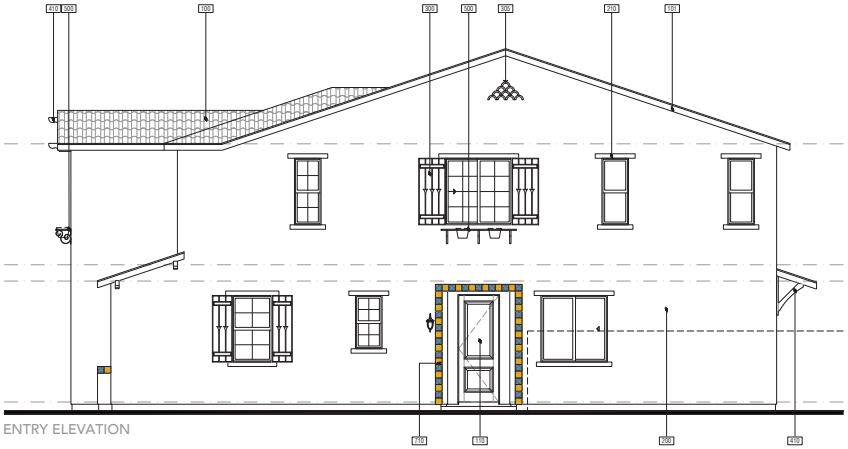


LEFT ELEVATION

REAR ELEVATION



ROOF PLAN



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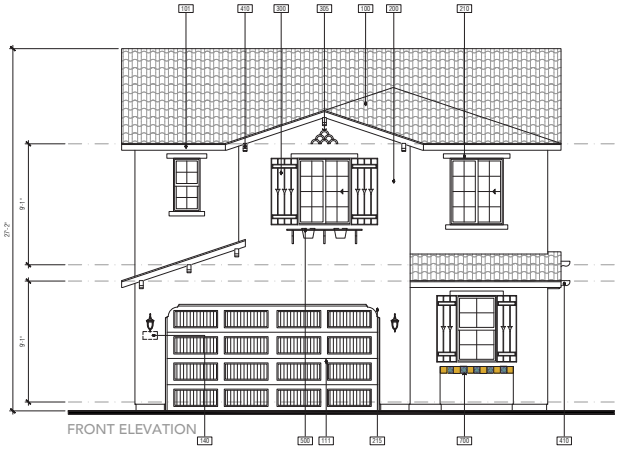

FRONT ELEVATION

8601 Mission Drive
City of Rosemead

Figure 6c

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Plan 2 Exterior Elevations (Hacienda)

EXTERIOR ELEVATION MATERIAL LEGEND

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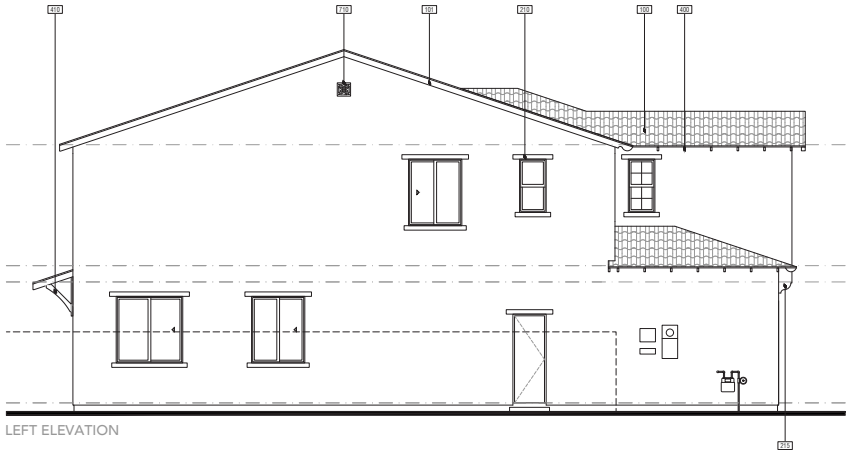
- 400 RAFTER TAIL
- 405 POT SHELF
- 410 OUTLOOKER / BRACKET
- 415 CORBEL

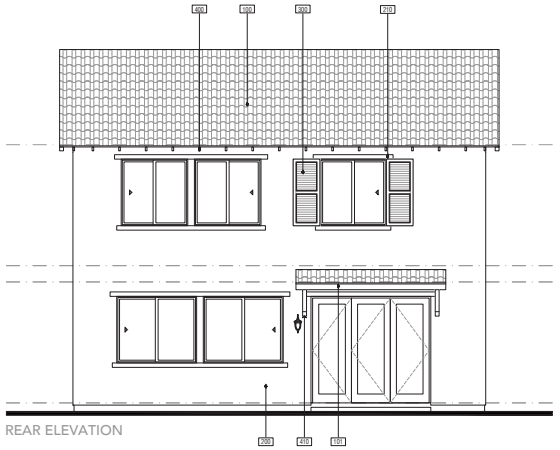
500: EXTERIOR METAL
- 500 POT SHELF

600: EXTERIOR VENEERS
- 600 ADHERED MANUFACTURED STONE VENEER

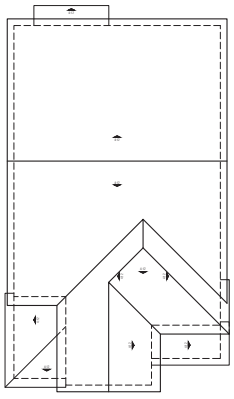
700: MISCELLANEOUS
- 700 DECORATIVE CERAMIC TILE
- 710 DECORATIVE PRECAST GABLE END DETAIL



LEFT ELEVATION

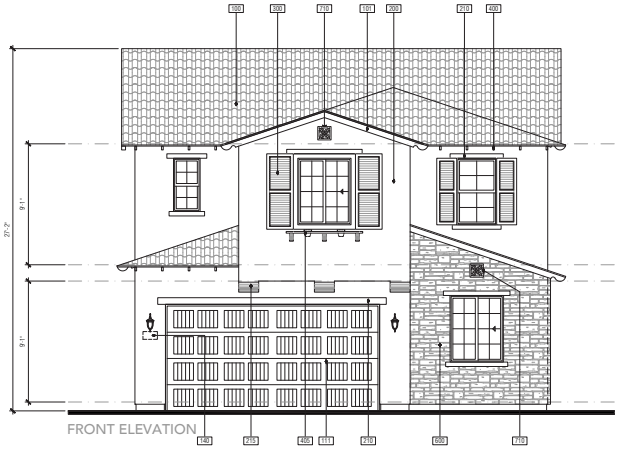


REAR ELEVATION



ROOF PLAN

ENTRY ELEVATION



FRONT ELEVATION

Mission Villas
City of Rosemead

Figure 6d

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Duplex Exterior Elevations (Spanish Colonial)

ENTRY ELEVATION (PLAN 1)

EXTERIOR ELEVATION MATERIAL LEGEND

100 BUILDING COMPONENTS
- 100 CONCRETE 'S' ROOF TILE
- 101 WOOD FASCIA BOARD
- 110 ENTRY DOOR
- 111 METAL SECTIONAL GARAGE DOOR
- 140 BUILDING ADDRESS SIGNAGE

200 EXTERIOR STUCCO FINISH
- 200 EXTERIOR STUCCO FINISH
- 210 STUCCO w/ FOAM TRIM
- 410 STUCCO w/ FOAM CORBELS
- 420 STUCCO w/ SHAPED FOAM

300 PAINTED DETAILS
- 300 PAINTED SHUTTER
- 305 PAINTED FOAM FAUX GABLE END VENTS

400 EXTERIOR WOOD
- 400 RAFTER TAIL
- 405 POT SHELF
- 410 OUTLOOKER / BRACKET
- 410 CORBEL

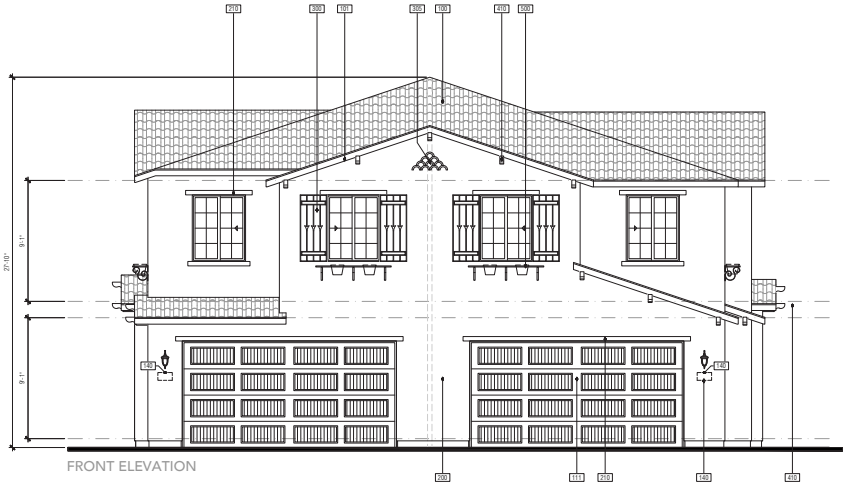
500 EXTERIOR METAL
- 500 POT SHELF

600 EXTERIOR VENEERS
- 600 ADHERED MANUFACTURED STONE VENEER

700 MISCELLANEOUS
- 700 DECORATIVE CERAMIC TILE
- 710 DECORATIVE PRECAST GABLE END DETAIL

REAR / MISSION DRIVE ELEVATION

ENTRY ELEVATION (PLAN 2)



FRONT ELEVATION

Mission Villas
City of Rosemead

Figure 6e

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Duplex Exterior Elevations (Hacienda)

ENTRY ELEVATION (PLAN 1)

EXTERIOR ELEVATION MATERIAL LEGEND

100 BUILDING COMPONENTS
- 100 CONCRETE 'S' ROOF TILE
- 101 WOOD FASCIA BOARD
- 110 ENTRY DOOR
- 111 METAL SECTIONAL GARAGE DOOR
- 140 BUILDING ADDRESS SIGNAGE

200 EXTERIOR STUCCO FINISH
- 200 EXTERIOR STUCCO FINISH
- 210 STUCCO w/ FOAM TRIM
- 215 STUCCO w/ FOAM CORBELS
- 220 STUCCO w/ SHAPED FOAM

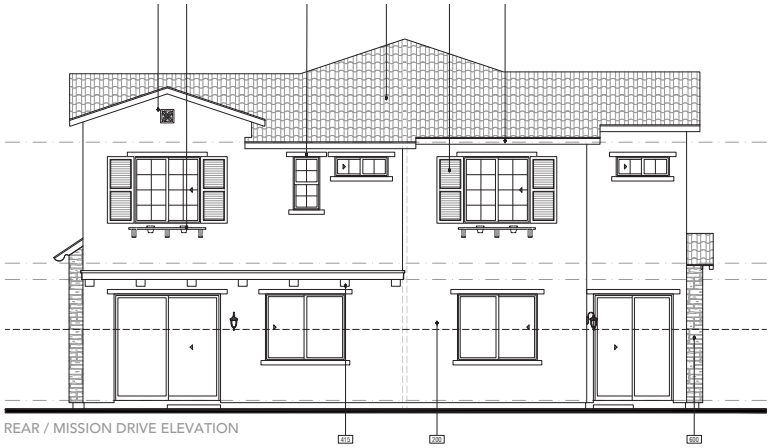
300 PAINTED DETAILS
- 300 PAINTED SHUTTER
- 305 PAINTED FOAM FAUX GABLE END VENTS

400 EXTERIOR WOOD
- 400 RAFTER TAIL
- 405 POT SHELF
- 410 OUTLOOKER / BRACKET
- 415 CORBEL

500 EXTERIOR METAL
- 500 POT SHELF

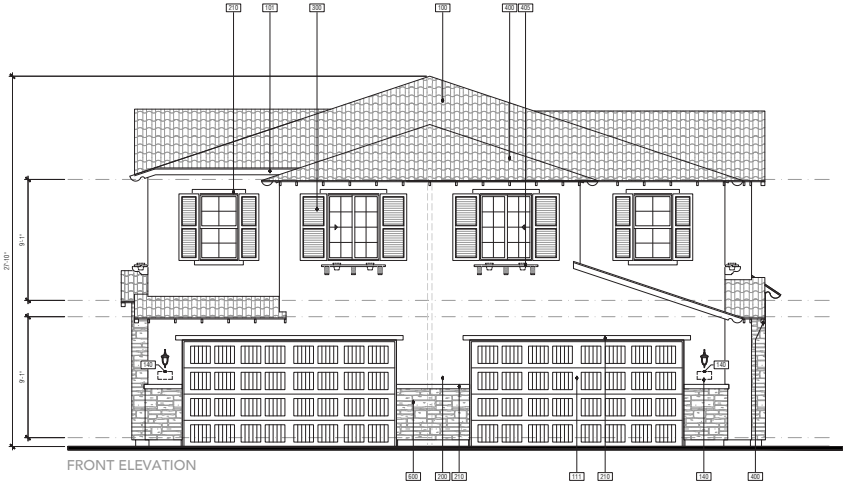
600 EXTERIOR VENEERS
- 600 ADHERED MANUFACTURED STONE VENEER

700 MISCELLANEOUS
- 700 DECORATIVE CERAMIC TILE
- 710 DECORATIVE PRECAST GABLE END DETAIL



REAR / MISSION DRIVE ELEVATION

ENTRY ELEVATION (PLAN 2)



FRONT ELEVATION

Mission Villas
City of Rosemead

Figure 6f

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Conceptual Landscape Plan

LEGEND

1. Central Community Open Space area with a fire table and adirondack seating area for social events and/or group gatherings, and Turf Area with bench seat for passive & active play.
2. Main Project Entry: Enhanced vehicular paving with palms and specimen trees. Refer to Sheet L-2 Entry Enlargement Plan.
3. Vehicular Sliding Gates.
4. Entry Kiosk.
5. Community bench at open space.
6. Dog Bag Station. Color: Black.
7. (3) Community Cluster Mailboxes and (1) Parcel Locker, per USPS review and approval.
8. Enhanced Paving at Main Project Entry.
9. Monument Signage at Project Entry.
10. Proposed tree, per Planting Plan.
11. Proposed wall, pilaster, gate or fence, per Wall & Fence Plan.
12. 4' wide community natural colored concrete sidewalk, with broom finish and saw-cut joints.
13. 4' wide unit entry natural colored concrete walk, with broom finish and saw-cut joints.
14. Natural colored concrete driveway, with light broom finish and tooled joints.
15. Private patio / yard area, homeowner maintained.
16. Common area landscape, builder installed and HOA maintained.
17. Property line.
18. Public street R.O.W.
19. Existing public street sidewalk, per Civil plans.
21. Residential/Guest parking stall.
22. Utilities per Civil plans.
23. Temporary Bicycle Parking (1 stall for 2 bikes)
24. Privacy Hedge, per Planting Plan.

N

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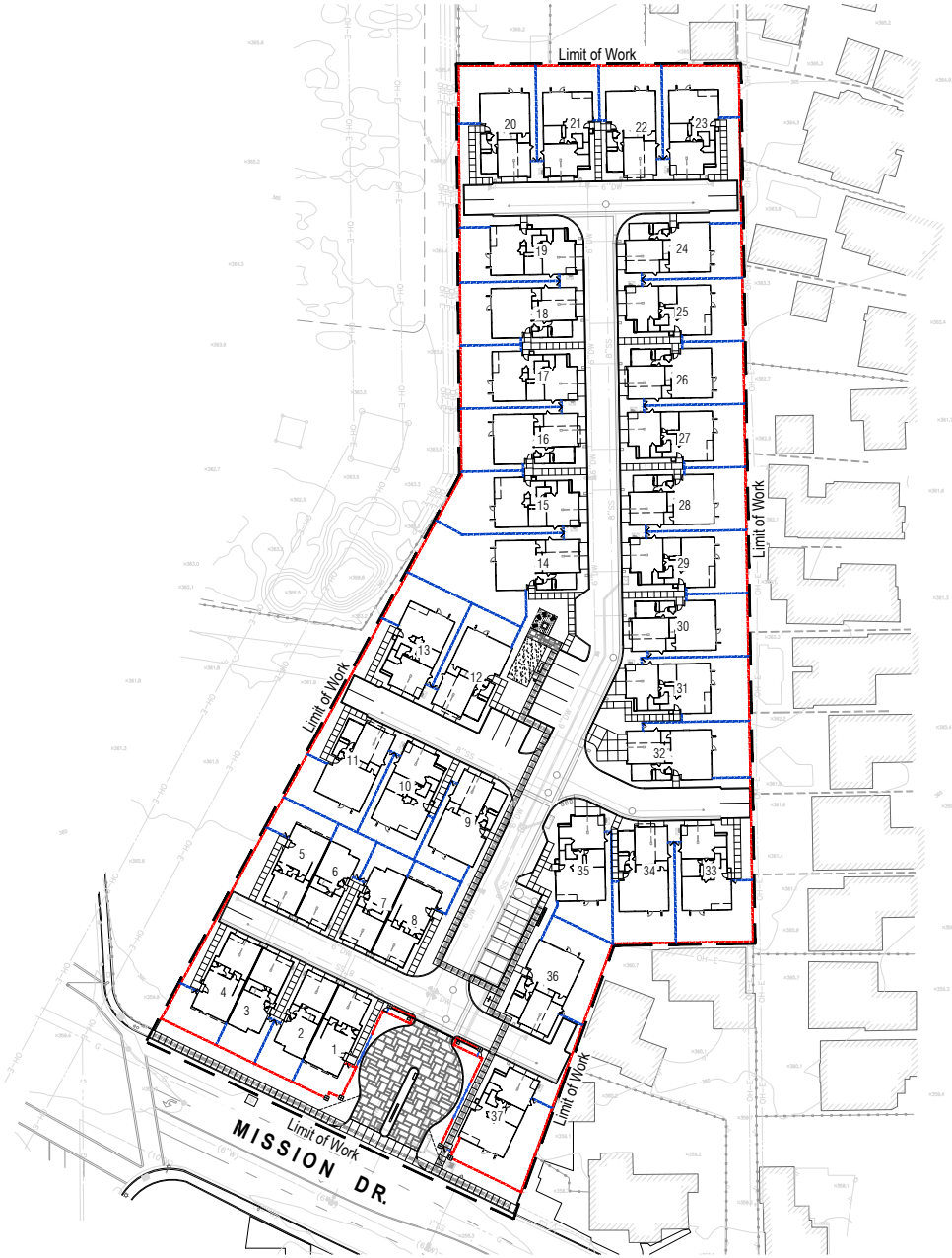
Wall and Fence Plan



WALL LEGEND

- 6'-0" High Split-face CMU Wall, with 4" High Split-face CMU Cap (Color: Tan).
- 6'-0" High Vinyl private yard Fence (Color: White)
- 5'-0" High T. S. Metal Fence (Color: Black).
- 6'-6" High (24" sq.) Stone veneer over CMU pilaster, with Precast cap (Stone Veneer: To match Architecture; Cap Color: Tan).
- 5'-6" High Vinyl private yard Gate (Color: White).
- ADA Path of Travel.

N

Mission Villas
City of Rosemead

Figure 8

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4 ENVIRONMENTAL CHECKLIST

This section includes the completed environmental checklist form. The checklist form is used to assist in evaluating the potential environmental impacts of the proposed Project. The checklist form identifies potential Project effects as follows: 1) Potentially Significant Impact; 2) Less Than Significant with Mitigation Incorporated; 3) Less Than Significant Impact; and, 4) No Impact. Substantiation and clarification for each checklist response is provided in Section 5 (Environmental Evaluation). Included in the discussion for each topic are standard condition/regulations and mitigation measures, if necessary, that are recommended for implementation as part of the proposed Project.

4.1 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below (☒) would be potentially affected by this Project, involving at least one impact that is "Less than Significant with Mitigation Incorporated" as indicated by the checklist on the following pages.

Environmental Factors Potentially Affected

☐	Aesthetics	☐	Agriculture and Forest Resources	☐	Air Quality
☒	Biological Resources	☒	Cultural Resources	☐	Energy
☐	Geology/Soils/Paleontological	☐	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

4.2 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 effect on the environment, and a NEGATIVE DECLARATION will be prepared.
☒	I find that although the proposed Project could have a significant effect 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 the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it 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	Date
	City of Rosemead
Printed Name	For

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: Potentially Significant Unless Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less 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 Analysis," as described in (5) below, may be cross-referenced).

5) Earlier analysis 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 analysis of each issue should identify: (a) the significance criteria or threshold used to evaluate each question; and (b) the mitigation measure identified, if any, to reduce the impact to less than significance.

4.3 ENVIRONMENTAL CHECKLIST QUESTIONS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. 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 which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

a) Have a substantial adverse effect on a scenic vista?

No Impact. Scenic vistas consist of expansive, panoramic views of important, unique, or highly valued visual features that are seen from public viewing areas. This definition combines visual quality with information about view exposure to describe the level of interest or concern that viewers may have for the quality of a particular view of visual setting.

The Project site is within an urbanized developed area of the City of Rosemead. The site is surrounded by single family residences to the north, east, south, and open space to the west. Existing public vantage points exist along roadways that surround the Project site, which do not contain scenic vistas. Due to the existing one and two-story development surrounding the Project site and a flat topography, the views surrounding the Project site are limited to roadway corridor views of developed areas along Mission Drive and Walnut Grove Avenue with powerlines along Walnut Grove Avenue.

The Project would develop the site and construct new two-story residential structures that would be the same height or one story higher than the residential structures that are located to the east, north, and south of the site. In addition, the new residential buildings would be setback 30-feet from Mission Drive and the proposed 6-foot-high wall would be setback 16-feet from Mission Drive and the proposed structures on the site would not encroach into views along the urban roadway corridor. Also, the area is urban and there are no existing scenic vistas. Thus, development of the Project site

with two-story residential buildings would not obstruct, interrupt, or diminish a scenic vista; and impacts would not occur.

b) Substantially damage scenic resources, including, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. The nearest Officially Designated State Scenic Highway is a portion of State Route 110 (SR-110), which is located approximately 5 miles northwest of the Project site and is not visible from the Project site. (Caltrans 2022). Therefore, no impacts to scenic resources within a state scenic highway would occur.

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 site is located within an urbanized area of the City of Rosemead, along Mission Drive and is surrounded by residential and open space. The Project site is vacant and undeveloped with some groundcover and onsite improvements. Public views of the Project site from the street are limited to views of chain-link and picket fencing surrounding the Project site with scattered palm trees throughout the site as shown on Figure 4a and 4b, *Site Photos*.

The Project would develop the Project to provide 37 two-story dwelling units as shown in Figure 5, *Conceptual Site Plan*. The architectural design of the proposed buildings is characterized as traditional architectural elements, multi-level rooflines, and an earth tone color scheme. The Project would utilize concrete roof tile, metal sectional garage doors, exterior stucco finish with foam trim, painted shutters, and exterior wood as shown in Figures 6a through 6f, *Exterior Elevations*. Large residential windows, sidewalks, and landscaping would provide a residential character.

A 6-foot-high block wall is proposed to be located along the frontage of the Project site along Mission Drive and along the boundary of the Project site. The wall would be setback 16 feet from the right of way with landscape improvements within the setback, as shown in Figure 5, *Conceptual Site Plan*. Therefore, forefront public views of the site would be primarily of the new landscaping, decorative wall, and the driveway with enhanced pavement along Mission Drive.

General Plan. The Project site has a General Plan land use designation of Low Density Residential which consists primarily of detached single-family dwellings on individual lots and allows for a maximum permitted density of 7.0 dwelling units per acre. As part of the Project, a General Plan Amendment is proposed to change the land use designation of the site to Medium Density Residential, which allows for up to 12 units per acre. Housing types within this density range include single-family homes on smaller lots, duplexes, and attached units. The proposed Project would result in a density of 11 units per acre, which would not exceed the allowable density for the proposed land use designation. Therefore, the Project would not conflict with an applicable General Plan land use regulation related to scenic quality, and impacts would be less than significant.

Zoning. The Project site is currently zoned R-1 Single Family Residential. Section 17.12.010 describes the R-1 zoning district as areas characterized by single-family dwellings. The Project includes a zone change to Planned Development (P-D). The P-D zone is intended to provide for residential, commercial, industrial, or institutional developments that are characterized by innovative use and design concepts. This zone provides for a new development to offer amenities, quality, design excellence and other similar benefits to the community and not be inhibited by strict

numerical development standards. A P-D zone shall include a parcel of land containing not less than one acre. The proposed density of a residential planned development shall be consistent with the land use element of the General Plan. As detailed, in Table AES-1, the Project would be consistent with the Municipal Code standards for the P-D zone. Therefore, the Project would not conflict with an applicable zoning regulation related to scenic quality, and impacts would be less than significant.

Table AES-1: Consistency with Proposed Zoning Development Standards

Development Feature	P-D Zoning Requirement	Proposed Project Consistency
Minimum Lot Area	1 acre	**Consistent.** The proposed Project site is 3.38 net acres which exceeds the 1 acre minimum.
Minimum Lot Width	None	**Consistent.** The Project site has varying lot widths and lot sizes ranging from 2,002 SF to 127,151 SF
Maximum Density	12 DU/Acre	**Consistent.** The Project proposes to have a density of 11 DU/acre.
Setbacks		
Front	10 feet	**Consistent** The proposed Project would provide a minimum 20-foot front setback from Mission Drive.
Front (Adjoining Residential Zone)	15 feet	**Not Applicable.** The front of the proposed Project does not adjoin a residential zone.
Side	10 feet	**Not Applicable.**
Side 1st Floor (Adjoining Residential Zone)	Greater of 5 ft or 10% of lot width	**Consistent.** The Project would provide minimum 13-foot side setbacks from lots adjoining residential zones. for abutting the Residential R zone to the east.
Side 2nd Floor	5 ft min. 15 ft combined	**Consistent.** The Project would provide minimum 13-foot side setbacks from lots adjoining residential zones. for abutting the Residential R zone to the east.
Rear	10 feet	**Not Applicable.**
Rear (Adjoining Residential Zone)	Greater of 5 ft or 10% of lot width	**Consistent.** The Project would provide rear setbacks from the patios that range from 6.24 feet to 15 feet.
Height	None	**Consistent.** The proposed residential dwelling units would range from 25 feet 3 inches to 27 feet 10 inches in height.
Parking	2 spaces per dwelling unit in an enclosed garage Guest parking: 1 space per 2 dwelling units	**Consistent.** The Project would include 74 garage spaces and 25 guest spaces which would exceed the 19-guest space requirement. Thus, a total of 99 spaces would be included which exceeds the 2 spaces per dwelling unit requirement.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less than Significant Impact. The Project site is located within a developed urban area. Existing sources of light in the vicinity of the Project site includes: streetlights, lights from the athletic tract adjacent to the north of the site, lighting from vehicle headlights along Mission Drive and Walnut Grove Avenue, parking lot lighting, building illumination, security lighting, landscape lighting, and lighting from building interiors that passthrough windows.

Construction. Although construction activities would occur primarily during daylight hours,

construction activities could extend into the evening hours, as permitted by Chapter 8.36 of the City's Municipal Code (permitted construction activities from 7:00 a.m. to 8:00 p.m. on weekdays, including Saturday). Construction activities shall not take place on Sunday or federal holidays. Lighting required during construction of the Project would be shielded and directed toward work activity areas, in compliance with Municipal Code Chapter 17.88 (included as PPP AES-1) that provides for directing lighting away from adjacent uses and intensity of security lighting. In addition, construction may include nighttime security lighting; however, this would be similar to the surrounding uses adjacent to the site and streetlights. Also, any construction related lighting would be temporary (approximately 11 months). Therefore, construction of the Project would not create a new source of substantial light that would adversely affect day or nighttime views in the area, and light impacts associated with construction would be less than significant.

Operation. The Project would include the provision of nighttime lighting for security purposes around entrances, public sidewalks, open areas, and parking areas pursuant to Chapter 17.88 of the City's Municipal Code. The Project would introduce new sources of light with implementation of the Project. Thus, the Project would contribute additional sources to the overall ambient nighttime lighting conditions. However, the site is located within an urban area that includes various sources of nighttime lighting, including the street lighting along Mission Drive and Walnut Grove Avenue. All outdoor lighting would be of low intensity and shielded so that light will not spill out onto surrounding properties or Project above the horizontal plane in accordance with Chapter 17.88 of the City's Municipal Code (included as PPP AES-1). Because the Project area is within an already developed area with various sources of existing nighttime lighting, and because the Project would be required to comply with the City's lighting regulations that would be verified by the City during the plan check and permitting process, any increase in lighting that would be generated by the Project would not adversely affect day or nighttime views in the area. Overall, lighting impacts would be less than significant.

Reflective light (glare) can be caused by sunlight or artificial light reflecting from finished surfaces such as window glass or other reflective materials. Generally, darker or mirrored glass would have a higher visible light reflectance than clear glass. Buildings constructed of highly reflective materials from which the sun reflects at a low angle can cause adverse glare. However, the Project would not use highly reflective surfaces, or glass sided buildings. Although the building would contain windows, the windows would be comprised of blue reflective glazing, which reduces glare over other transparent surfaces and the windows would be separated by stucco that would limit the potential of glare. As described previously, onsite lighting would be angled down and be compliant with Chapter 17.88 of the City's Municipal Code (included as PPP AES-1), which would avoid the potential of onsite lighting generating offsite glare. Therefore, the Project would not generate substantial sources of glare, and impacts would be less than significant.

Existing Plans, Programs, or Policies

PPP AES-1: Light and Glare. Pursuant to Municipal Code Chapter 17.88, exterior lighting shall be of low intensity and shielded so that light will not spill out onto surrounding properties or Project above the horizontal plane.

Mitigation Measures

No mitigation measures related to aesthetics are required.

Sources

Caltrans State Scenic Highway System Map (Caltrans 2022). Accessed: https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=2e921695c43643b1aaf7000dfcc19983

City of Rosemead General Plan. Accessed: https://cdn5-hosted.civiclive.com/UserFiles/Servers/Server_10034989/File/Gov/City%20Departments/Community%20Development/Planning/Rosemead.pdf

City of Rosemead Municipal Code. Accessed: https://library.municode.com/ca/rosemead/codes/code_of_ordinances

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
2. 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 Dept. of Conservation as an optional model to use in assessing impacts on agriculture and 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 result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, 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 vacant and undeveloped and located within an area that is largely developed for urban uses. The Project site and its vicinity are void of agricultural uses. The California Department of Conservation Farmland Mapping and Monitoring Program identifies the site as urban land and it is not identified as Prime, Unique, or Farmland of Statewide Importance (CDC 2021). Therefore, conversion of such farmland designations would not occur from implementation of the proposed Project. No impact would occur.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The Project site is currently zoned R-1 Single Family Residential, which does not provide for agricultural uses. In addition, the site is not subject to a Williamson Act contract. Thus, the proposed Project would not result in impacts related to conflict with an existing agricultural zone or Williamson contract, and impacts would not occur.

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. The Project site currently vacant and undeveloped and within an urbanized developed area. No forest land exists on or adjacent to the Project site. The Project site is currently zoned R-1 Single Family Residential and is not zoned for forest land or timberland uses. Thus, the proposed Project would not result in impacts related to a conflict with existing forest land or timberland zoning, and impacts would not occur.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. The Project site is currently vacant and undeveloped and within an urbanized developed area. No forest land exists on or adjacent to the Project site. Thus, the Project would not result in the loss of forest land or conversion of forest land to a non-forest use, and impacts would not occur.

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?

No Impact. As described above, the Project site is vacant and undeveloped and is within an urbanized developed area. No forest land exists on or adjacent to the Project site. Therefore, the implementation of the proposed Project would not involve other changes in the existing environment which would result in the conversion of farmland to a non-agricultural use or the conversion of forest land to a non-forest use. Therefore, no impacts would occur.

Existing Plans, Programs, or Policies

There are no impact reducing Plans, Programs, and Policies related to agriculture and forestry that are applicable to the Project.

Mitigation Measure

No mitigation measures related to agriculture and forestry are required.

Sources

California Department of Conservation (CDC 2022). Division of Land Resource Protection. California Important Farmland Finder. Available at: https://maps.conservation.ca.gov/DLRP/CIFF/

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
3. 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 pollutant 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) affecting a substantial number of people?	☐	☐	☒	☐

The discussion below is based on the Air Quality, Energy and Greenhouse Gas Impact Analysis, prepared by EPD Solutions. Inc., which is included as Appendix A.

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less than Significant Impact. The Project site is located in the South Coast Air Basin, which is under the jurisdictional boundaries of the South Coast Air Quality Management District (SCAQMD). The SCAQMD and Southern California Association of Governments (SCAG) are responsible for preparing the Air Quality Management Plan (AQMP), which addresses federal and state Clean Air Act (CAA) requirements. The 2016 AQMP details goals, policies, and programs for improving air quality in the Basin.

As described in Chapter 12, Section 12.2 and Section 12.3 of the SCAQMD's CEQA Air Quality Handbook (1993), for purposes of analyzing consistency with the AQMP, if a proposed Project would result in growth that is substantially greater than what was anticipated, then the proposed Project would conflict with the AQMP. On the other hand, if a Project's density is within the anticipated growth of a jurisdiction, its emissions would be consistent with the assumptions in the AQMP, and the Project would not conflict with SCAQMD's attainment plans. In addition, the SCAQMD considers Projects consistent with the AQMP if the Project would not result in an increase in the frequency or severity of existing air quality violations or cause a new violation.

The site is an undeveloped site that is located along a minor arterial roadway that is adjacent to residential land uses and open space. The proposed Project would develop 37 two-story dwelling units on the site. As further described in Section 14, *Population and Housing*, the 37 two-story

dwelling units would result in a 1.2 percent increase in residential units within the City. This limited level of growth would not exceed growth Projections and would be consistent with the assumptions in the 2016 AQMP.

Also, emissions generated by construction and operation of the proposed Project would not exceed thresholds. As described in the analysis below and detailed in Appendix A, the Project would not result in an increase in the frequency or severity of existing air quality violations or cause a new violation. Therefore, impacts related to conflict with the 2016 AQMP from the proposed Project would be less than significant.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard?

Less than Significant Impact. The South Coast Air Basin (SCAB) is in a non-attainment status for federal ozone standards, federal carbon monoxide standards, and state and federal particulate matter standards. Any development in the SCAB, including the proposed Project, could cumulatively contribute to these pollutant violations. The methodologies from the SCAQMD CEQA Air Quality Handbook are used in evaluating Project impacts. SCAQMD has established daily mass thresholds for regional pollutant emissions, which are shown in Table AQ-1. Should construction or operation of the proposed Project exceed these thresholds a significant impact could occur; however, if estimated emissions are less than the thresholds, impacts would be considered less than significant.

Table AQ-1: SCAQMD Regional Daily Emissions Thresholds

Pollutant	Construction (lbs/day)	Operations (lbs/day)
NOx	100	55
VOC	75	55
PM10	150	150
PM2.5	55	55
SOx	150	150
CO	550	550
Lead	3	3

Source: Regional Thresholds presented in this table are based on the SCAQMD Air Quality Significance Thresholds, March 2015 (revised April 2019)

Construction

Construction activities associated with the proposed Project would generate pollutant emissions from the following construction activities: demolition, site preparation, grading, building construction, paving, architectural coating. The amount of emissions generated on a daily basis would vary, depending on the intensity and types of construction activities occurring. Construction activities would generate emissions from the demolition of the onsite pavement, site preparation, grading, and building construction. In addition, the Project would generate a need for construction worker vehicle trips to and from the Project site during the estimated 11 months of construction.

It is mandatory for all construction Projects to comply with several SCAQMD Rules, including Rule 403 for controlling fugitive dust, PM_{10}, and $PM_{2.5}$ emissions from construction activities. Rule 403 requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the proposed Project site, covering all trucks hauling

soil with a fabric cover and maintaining a freeboard height of 12-inches, and maintaining effective cover over exposed areas. Compliance with Rule 403 was accounted for in the construction emissions modeling and is included as PPP AQ-2.

In addition, implementation of SCAQMD Rule 1113 that governs the VOC content in architectural coating, paint, thinners, and solvents, would be required and is included as PPP AQ-3. As shown in Table AQ-2, CalEEMod results provide that construction emissions generated by the proposed Project would not exceed SCAQMD regional thresholds. Therefore, construction activities would result in a less than significant impact.

Table AQ-2: Regional Construction Emissions Summary

Construction Activity	Maximum Daily Regional Emissions (pounds/day)					
	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
2023						
Demolition	2.9	28.3	24.9	0.0	1.7	1.2
Site Prep	4.0	39.7	35.5	0.1	6.9	4.3
Grading	2.1	20.1	20.7	0.0	2.8	1.8
Building Construction	1.4	13.1	15.7	0.0	0.6	0.6
Paving	1.1	8.5	10.5	0.0	0.4	0.4
Maximum Daily Emissions	4.0	39.7	35.5	0.1	6.9	4.3
2024						
Paving	1.1	8.2	10.5	0.0	0.4	0.4
Architectural Coating	31.3	1.2	1.5	0.0	0.0	0.0
Maximum Daily Emissions	31.3	8.2	10.5	0.0	0.4	0.4
Maximum Daily Emission 2023-2024	**31.3**	**39.7**	**35.5**	**0.1**	**6.9**	**4.3**
SCAQMD Significance Thresholds	*75*	100	*550*	150	150	*55*
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Notes: NOx = nitrogen oxides; CO = carbon monoxide; PM10 and PM2.5 = particular matter; ROG = reactive organic gasses; SOx = sulfur oxides
Source: EPD, 2022 (Appendix A)

Operation

Implementation of the 37 two-story dwelling units would result in long-term regional emissions of criteria air pollutants and ozone precursors associated with area sources, such as natural gas consumption, landscaping, applications of architectural coatings, and consumer products. However, operational vehicular emissions would generate a majority of the emissions generated from the Project.

Operational emissions associated with the proposed Project were modeled using CalEEMod and are presented in Table AQ-3. As shown, the proposed Project would result in long-term regional emissions of the criteria pollutants that would be below the SCAQMD's applicable thresholds. Therefore, the Project's operational emissions would not exceed the NAAQS and CAAQS, would not result in a cumulatively considerable net increase of any criteria pollutant impacts, and would be less than significant.

Table AQ-3: Summary of Regional Operational Emissions

Operational Activity	Maximum Daily Regional Emissions (pounds/day)					
	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Area	2.2	0.6	2.4	0.0	0.1	0.1
Energy	0.0	0.6	0.3	0.0	0.1	0.1
Mobile	1.3	1.1	11.6	0.0	0.9	0.2
Total Project Operational Emissions	**3.5**	**2.4**	**14.2**	**0.0**	**1.0**	**0.3**
SCAQMD Significance Thresholds	*55*	*55*	*550*	150	150	*55*
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Source: EPD, 2022 (Appendix A)

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. The SCAQMD recommends the evaluation of localized NO_2, CO, PM_{10}, and $PM_{2.5}$ construction-related impacts to sensitive receptors in the immediate vicinity of the Project site. Such an evaluation is referred to as a localized significance threshold (LST) analysis. The impacts were analyzed pursuant to the SCAQMD's Final Localized Significance Threshold Methodology. SCAQMD has developed LSTs that represent the maximum emissions from a Project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standards, and thus would not cause or contribute to localized air quality impacts. LSTs are developed based on the ambient concentrations of NOx, CO, PM_{10}, and $PM_{2.5}$ pollutants for each of the 38 source receptor areas (SRAs) in the SCAB. The Project site is located in SRA 11, South San Gabriel Valley.

Sensitive receptors can include residential uses such as long-term health care facilities, rehabilitation centers, and retirement homes. Residences, schools, playgrounds, childcare centers, and athletic facilities can also be considered sensitive receptors. The nearest LST sensitive receptors to the Project site are the existing residences that are to the northwest of the site.

Construction

The localized thresholds from the mass rate look-up tables in SCAQMD's Final Localized Significance Threshold Methodology document, were developed for use on Projects that are less than or equal to 5-acres in size or have a disturbance of less than or equal to 5 acres daily and were used to evaluate LSTs. Localized construction emissions associated with the proposed Project were modeled using CalEEMod and are presented in Table AQ-4. As shown in Table AQ-4, with implementation of SCAQMD Rules 403 and 1113 (included as PPP AQ-2 and PPP AQ-3), the maximum daily construction emissions from the proposed Project would not exceed the applicable SCAQMD LST thresholds. The maximum daily emissions assumes that demolition, preparation, grading, building construction, and paving would overlap and occur at the same time. However, these are separate stages of work and would not occur simultaneously. Thus, a conservative analysis was utilized for the maximum daily emissions.

Table AQ-4: Localized Construction Emissions

Construction Activity	Maximum Daily Regional Emissions (pounds/day)			
	NO_x	CO	PM_{10}	$PM_{2.5}$
2022				
Demolition	27.3	23.5	1.7	1.2
Site Prep	39.7	35.5	6.9	4.3

Grading	20.0	19.7	2.8	1.8
Building Construction	12.8	14.3	0.6	0.6
Paving	8.5	10.5	0.4	0.4
Maximum Daily Emissions	39.7	35.5	6.9	4.3
2023				
Paving	8.2	10.5	0.4	0.4
Architectural Coating	1.2	1.5	0.0	0.0
Maximum Daily Emissions	8.2	10.5	0.4	0.4
Maximum Daily Emission 2023-2024	**39.7**	**35.5**	**6.9**	**4.3**
SCAQMD Significance Thresholds	121	1,031	7	5
Threshold Exceeded?	**No**	**No**	**No**	**No**

Source: EPD, 2022 (Appendix A)

Operation

Localized Significance Analysis. The proposed Project would operate 37 two-story dwelling units, which would not involve vehicles idling or queueing for long periods. Therefore, due to the lack of significant stationary source emissions, impacts related to operational localized significance thresholds would be less than significant.

CO Hotspots. Areas of vehicle congestion have the potential to create pockets of CO called hotspots. These pockets have the potential to exceed the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm. Because CO is produced in greatest quantities from vehicle combustion and does not readily disperse into the atmosphere, adherence to ambient air quality standards is typically demonstrated through an analysis of localized CO concentrations. Hotspots are typically produced at intersections, where traffic congestion is highest because vehicles queue for longer periods and are subject to reduced speeds.

With the turnover of older vehicles and introduction of cleaner fuels, electric vehicles, and vehicles with stop-start systems (where the engine shuts down when the vehicle is stopped and restarts when the break petal is released), as well as implementation of control technology on industrial facilities, CO concentrations in the SCAB and the state have steadily declined.

The analysis of CO hotspots compares the volume of traffic that has the potential to generate a CO hotspot (exceedance the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm) and the volume of traffic with implementation of the proposed Project. In 2003, the SCAQMD estimated that a Project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal air does not mix—in order to exceed state standards and generate a CO hot spot.

As detailed in Section 17, *Transportation* (Table TR-1), based on the trip rates from the Institute of Transportation Engineers, *Trip Generation, 11th Edition,* 2021, the proposed Project would generate 26 vehicle trips (7 inbound trips and 19 outbound trips) during the AM peak hour. During the PM peak hour, the Project would generate 35 new vehicle trips (22 inbound trips and 13 outbound trips). Thus, the proposed Project would not result in an increase in traffic volumes at a single intersection by more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal air does not mix and would not generate a CO hotspot. Therefore, impacts related to CO hotspots from operation of the proposed Project would be less than significant.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less Than Significant Impact. The proposed Project would not emit other emissions, such as those generating objectionable odors, that would affect a substantial number of people. The threshold for odor is identified by SCAQMD Rule 402, Nuisance, which states:

> *A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.*

The type of facilities that are considered to result in other emissions, such as objectionable odors, include wastewater treatments plants, compost facilities, landfills, solid waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), dairy farms, petroleum refineries, asphalt batch plants, chemical manufacturing, and food manufacturing facilities.

The proposed Project would implement residential development within the Project area that does not involve the types of uses that would emit objectionable odors affecting a substantial number of people. In addition, odors generated by non-residential land uses are required to be in compliance with SCAQMD Rule 402, which would prevent nuisance odors.

During construction, emissions from construction equipment, architectural coatings, and paving activities may generate odors. However, these odors would be temporary, intermittent in nature, and would not affect a substantial number of people. The noxious odors would be confined to the immediate vicinity of the construction equipment. Also, the short-term construction-related odors would cease upon the drying or hardening of the odor-producing materials. Therefore, impacts associated with other emissions, such as odors, would not adversely affect a substantial number of people.

Existing Plans, Programs, or Policies

PPP AQ-1: Rule 402. The construction plans and specifications shall state that the Project is required to comply with the provisions of South Coast Air Quality Management District (SCAQMD) Rule 402. The Project shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

PPP AQ-2: Rule 403. The construction plans and specifications shall state that the Project is required to comply with the provisions of South Coast Air Quality Management District (SCAQMD) Rule 403, which includes the following:

- All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 mph per SCAQMD guidelines in order to limit fugitive dust emissions.

- The contractor shall ensure that all disturbed unpaved roads and disturbed areas within the Project are watered, with complete coverage of disturbed areas, at least 3 times daily during dry weather; preferably in the mid-morning, afternoon, and after work is done for the day.
- The contractor shall ensure that traffic speeds on unpaved roads and Project site areas are reduced to 15 miles per hour or less.

PPP AQ-3: Rule 1113. The construction plans and specifications shall state that the Project is required to comply with the provisions of South Coast Air Quality Management District Rule (SCAQMD) Rule 1113. Only "Low-Volatile Organic Compounds" paints (no more than 50 gram/liter of VOC) and/or High Pressure Low Volume (HPLV) applications shall be used.

Mitigation Measures

No mitigation measures related to air quality are required.

Sources

Air Quality, Energy, and Greenhouse Gas Impact Analysis. Prepared by EPD Solutions (EPD, 2022) (Appendix A).

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
4. BIOLOGICAL RESOURCES. Would the Project:				
a) Have a substantial adverse effect, 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 Game 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 Game or US 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, filling, 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 a 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?	☐	☐	☐	☒

The discussion below is based on the General Biological Assessment, prepared by Hernandez Environmental Services, which is included as Appendix B.

a) Have a substantial adverse effect, 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 Game or U.S. Fish and Wildlife Service?

Less than Significant with Mitigation Incorporated. The Project site is vacant and contains a portion of a paved driveway, disturbed dirt trails, and gravel. The perimeters of the site are bound by chain-link fencing, masonry block walls, and plastic fencing. There are palm trees present along the

northwest property boundary. The Project site is surrounded by urban developed areas with structures, paved parking, and ornamental landscaping.

Sensitive Plant Species

The Project site consists of ruderal habitat dominated by non-native plant species. A total of 45 sensitive species of plants have the potential to occur on or within the vicinity of the Project site. A total of 13 plant species are listed as state or federally Threatened, Endangered, or Candidate species. A field survey was conducted by Hernandez Environmental Services on June 27, 2022. Linear transects approximately 50 feet apart were walked for 100 percent coverage. All species observed were recorded and Global Positioning System (GPS) way points were taken to delineate specific habitat types and species locations. Table BIO-1 shows survey results for listed and potential plant species and demonstrates that no sensitive plant species are present on the Project site.

Table Bio-1: Potentially Occurring Plant Species

Plant Species	Presence
Braunton's Milk-vetch	Not Present
Parish's Brittlescale	Not Present
Nevin's Barberry	Not Present
Lucky Morning-glory	Not Present
Southern Tarplant	Not Present
Smoorth Tarplant	Not Present
Parry's Spineflower	Not Present
Slender-horned Spineflower	Not Present
San Gabriel Mountains Dudleya	Not Present
Mesa Horkelia	Not Present
Coulter's Goldfields	Not Present
California Orcutt Grass	Not Present
Brand's Star Phacelia	Not Present

Source: Hernandez, 2022 (Appendix B)

Sensitive Animal Species

As discussed above, a field survey was conducted by Hernandez Environmental Services on June 27, 2022, linear transects approximately 50 feet apart were walked for 100 percent coverage. All species observed were recorded and Global Positioning System (GPS) way points were taken to delineate specific habitat types and species locations. Based on the California Natural Diversity Database (CNDDB), a total of 45 sensitive species of animals have the potential to occur on or within the vicinity of the Project site. A total of 10 wildlife species are listed as state and/or federally Threatened, Endangered, Rare or Candidate Species. Table BIO-2 below shows survey results for listed and potential plant species and demonstrates that no sensitive animal species are present on the Project site, with the exception of the Bell's Sage Sparrow that has the potential to be present.

Table Bio-2: Potentially Occurring Animal Species

Plant Species	Presence
Arroyo Toad	Not currently present, no potential for presence
Swainson's Hawk	Not currently present, no potential for presence

Bell's Sage Sparrow	Not currently present, has potential to be present in future
Santa Ana Sucker	Not currently present, no potential for presence
Southwestern Willow Flycatcher	Not currently present, no potential for presence
Coastal California gnatcatcher	Not currently present, no potential for presence
Foothill Yellow-Legged Frog	Not currently present, no potential for presence
Southern Mountain Yellow-Legged Frog	Not currently present, no potential for presence
Bank Swallow	Not currently present, no potential for presence
Least Bell's Vireo	Not currently present, no potential for presence
Coulter's Goldfields	Not currently present, no potential for presence
California Orcutt Grass	Not currently present, no potential for presence
Brand's Star Phacelia	Not currently present, no potential for presence

Source: Hernandez, 2022 (Appendix B)

As determined by the field survey and the California Native Plant Society (CNPS) Rare Plant Inventory, no endangered, rare, threatened, or special status plant species (or associated habitats) or wildlife species designated by the U.S. Fish and Wildlife Service (USFWS), California Department of Fish and Wildlife (CDFW), or California Native Plant Society (CNPS) currently occur on the site. However, The Bell's Sage Sparrow has potential to occur onsite. Therefore, Mitigation Measure (MM) BIO-1 is included to require vegetation removal and other disturbance activities to be conducted outside of nesting bird season and would require a pre-construction nesting bird survey if construction activities are required during nesting bird season. Potential impacts to the Bell's Sage Sparrow would be less than significant with mitigation. As no sensitive species or habitat occur onsite and the Project would comply with MM BIO-1, implementation of the Project would not result in an adverse effect, either directly or through habitat modifications, on any sensitive species, and impacts would be reduced to less than significant with mitigation incorporated.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?

No Impact. Riparian habitats occur along the banks of rivers, streams, or wetland areas. Sensitive natural communities are natural communities that are considered rare in the region by regulatory

agencies or are known to provide habitat for sensitive animal or plant species. As described in the previous response, the Project site is within an urban area, developed, and does not contain any natural habitats, including riparian habitat or sensitive natural community. Additionally, the Project site is bound by developed areas that include buildings, pavement, roadways, and small areas of open space that do not contain sensitive natural habitat areas. Thus, no impacts related to riparian habitat or other sensitive natural communities identified in local or regional plans would result from Project implementation.

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, filling, hydrological interruption, or other means?

No Impact. Wetlands are defined under the federal Clean Water Act as land that is flooded or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that normally does support, a prevalence of vegetation adapted to life in saturated soils. Wetlands include areas such as swamps, marshes, and bogs. The Project site and adjacent areas are located within a developed urban area and do not contain wetlands. Therefore, the Project would not result in impacts to wetlands.

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?

Less than Significant with Mitigation Incorporated. Wildlife corridors are areas where wildlife movement is concentrated due to natural or anthropogenic constraints and corridors provide access to resources such as food, water, and shelter. Animals use these corridors to move between different habitats and provide avenues for wildlife dispersal, migration, and contact between other populations. The Project site does not support conditions of migratory wildlife corridors or linkages. The Project site is surrounded by a roadway and developed land uses. The site and surrounding areas do not provide function for wildlife movement. Additionally, the surrounding area is developed and urban. There are no rivers, creeks, or open drainages near the site that could function as a wildlife corridor. Thus, implementation of the Project would not result in impacts related to wildlife movement or wildlife corridors.

However, the Project site contains existing ornamental trees that could be used for nesting by bird species that are protected by the federal Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code Sections 3503.5, 3511, and 3515 during the avian nesting and breeding season that occurs between February 1 and September 15. The provisions of the MBTA prohibits disturbing or destroying active nests. Therefore, MM BIO-1 has been included to require that if commencement of vegetation clearing occurs between February 1 and September 15, a qualified biologist shall conduct a nesting bird survey no more than 3 days prior to commencement of activities to confirm the absence of nesting birds. With implementation of MM BIO-1, potential impacts to nesting birds would be less than significant.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. There are no local biological related policies or ordinances, such as a tree preservation policy or ordinance that is applicable to the Project. Oak trees in the City are protected under the City's Municipal Code Chapter 17.104 which creates conditions for the preservation and

propagation of oak trees within the City. The Project does not contain any oak trees and would install new trees throughout the Project site. Therefore, implementation of the Project would not conflict with local polices or ordinances protecting trees and no impact would occur.

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 Project site is disturbed and in an urban area. The Project site does not contain any natural lands that are subject to an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, the Project would not result in impacts to biological habitat plans.

Existing Plans, Programs, or Policies

None.

Mitigation Measures

Mitigation Measure BIO-1: Migratory Bird Treaty Act. Prior to commencement of grading activities, the City Building Department, shall verify that in the event that vegetation and tree removal activities occur within the active breeding season for birds (February 1–September 15), the Project applicant (or their Construction Contractor) shall retain a qualified biologist (meaning a professional biologist that is familiar with local birds and their nesting behaviors) to conduct a nesting bird survey no more than 3 days prior to commencement of construction activities.

The nesting survey shall include the Project site and areas immediately adjacent to the site that could potentially be affected by Project-related construction activities, such as noise, human activity, and dust, etc. If active nesting of birds is observed within 100 feet of the designated construction area prior to construction, the qualified biologist shall establish an appropriate buffer around the active nests (e.g., as much as 500 feet for raptors and 300 feet for non-raptors [subject to the recommendations of the qualified biologist]), and the buffer areas shall be avoided until the nests are no longer occupied and the juvenile birds can survive independently from the nests.

Sources

City of Rosemead, Municipal Code, Chapters 17.104, Street Trees. Available at: https://library.municode.com/ca/rosemead/codes/code_of_ordinances?nodeId=CD_ORD_TIT17ZO_ART4SUST_CH17.104OATRPR

U.S. Fish and Wildlife Service Migratory Bird Treaty Act. Available at: https://www.fws.gov/law/migratory-bird-treaty-act-1918

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
5. CULTURAL RESOURCES. Would the Project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to in § 15064.5?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

The discussion below is based on the Cultural Resources Study for the 8601 Mission Drive Project by Brian F. Smith and Associates, Inc. (Appendix C).

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

Less Than Significant Impact. According to the *State CEQA Guidelines*, a historical resource is defined as something that meets one or more of the following criteria:

(1) listed in, or determined eligible for listing in, the California Register of Historical Resources (CRHR);

(2) listed in a local register of historical resources as defined in Public Resources Code (PRC) Section 5020.1(k);

(3) identified as significant in a historical resources survey meeting the requirements of PRC Section 5024.1(g); or

(4) determined to be a historical resource by the Project's Lead Agency.

According to the PRC, a resource is considered historically significant if it meets at least one of the following criteria:

1) Associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States;

2) Associated with the lives of persons important to local, California or national history;

3) Embodies the distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic values; or

4) Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation.

The Cultural Resources Assessment prepared for the Project site indicated that a church was constructed on the Project site between 1953 and 1964 but was demolished in 1992. The structure

was not listed in the CRHR files. The records search and literature review concluded that there is a low potential for prehistoric sites to be contained within the boundaries of the Project site due to the extensive nature of past ground disturbances. In addition, there is a SCE Mesa-Ravendale-Rush 66kV transmission line located within the Project site that was identified as a cultural resource at the SCCIC. However, according to the site record form, the transmission line was evaluated and did not appear to be eligible under National Register/California Register Criterion A/4. In addition, the transmission line is not situated within the Project site and is located above a portion of the site. The 11-mile span of low-voltage electrical transmission lines were not installed or constructed to include any innovative or unique features or materials that could be considered important to local, state, or national history. The records searches did not identify any events on the Project site or persons in relation to the Project site, that would meet the California Register criteria of a historic resource. Therefore, the transmission line does not meet the CEQA criteria for a historic resource and impacts would be less than significant.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Less than Significant Impact with Mitigation Incorporated. As previously described, the Cultural Resources Assessment identified one historic-aged cultural resource onsite. However, the Cultural Resources Assessment concluded that the Transmission Line did not appear to be eligible under National Register/California Register Criterion A/4. The Cultural Resources Assessment (including field survey) prepared for the Project did not identify any archaeological resources within the Project site. However, as discussed in the Cultural Resources Assessment, there is a potential for previously unknown archaeological resources to be below the soil surface. Therefore, MM CUL-1 would require monitoring during ground-disturbing activities such as grading or trenching. In addition, MM TCR-1 would require Native American monitoring to ensure cultural resource impacts would remain less than significant with mitigation. With implementation of MM CUL-1 and MM TCR-1, potential impacts to archaeological resources would be less than significant.

c) Disturb any human remains, including those interred outside of formal cemeteries?

Less than Significant Impact. The Project site has been previously disturbed, as described above, and has not been previously used as a cemetery. It is not anticipated that implementation of the proposed Project would result in the disturbance of human remains. Existing regulation under the California Health and Safety Code, included as PPP CUL-1, outlines the procedures to undertake if human remains are found on the Project site. Compliance with existing regulations would ensure impacts related to potential disturbance of human remains would be less than significant.

Existing Plans, Programs, or Policies

PPP CUL-1: Human Remains. Should human remains be discovered during Project construction, the Project will be required to comply with State Health and Safety Code Section 7050.5, which states that no further disturbance may occur in the vicinity of the body until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission, which will determine the identity of and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD must complete the inspection within 48 hours of notification by the NAHC.

Mitigation Measures

Mitigation Measure CUL-1: Archaeological Monitoring. The Applicant shall retain a qualified archaeologist to perform archaeological monitoring and the archaeologist shall be present during initial ground-disturbing activities (e.g., site preparation and grading) to identify and assess any known or suspected archaeological and/or cultural resource. The qualified archaeologist shall develop a Cultural Resources Management Plan to address the details, timing, and responsibility of all archaeological and cultural resource activities that occur on the Project site. The plan shall include a scope of work, project grading and development scheduling, pre-construction meeting (with consultants, contractors, and monitors), a monitoring schedule during all initial ground-disturbance related activities, safety requirements, and protocols to follow in the event of previously unknown cultural resources discoveries that could be subject to a cultural resources evaluation. The plan shall be submitted to the City and the Consulting Tribe(s) for review and comment, prior to final approval by the City.

Mitigation Measure TCR-1: Native American Monitoring. 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.

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.

Sources

California Public Resources Code Section 21084.1

Brian Smith and Associates. Cultural Resources Study for the 8601 Mission Drive Project. March 2022. (Appendix C)

Governor's Office of Planning and Research, *State CEQA Guidelines*, Section 15064.5(a).

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
6. 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?	☐	☐	☐	☒

The discussion below is based on the Air Quality, and Energy Greenhouse Gas Impact Analysis, prepared by EPD Solutions. Inc., which is included as Appendix A.

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.

Construction

During construction of the proposed Project, energy would be consumed in three general forms:

1. Petroleum-based fuels used to power off-road construction vehicles and equipment on the Project sites, construction worker travel to and from the Project sites, as well as delivery truck trips;
2. Electricity associated with providing temporary power for lighting and electric equipment; and
3. Energy used in the production of construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

Construction activities related to the proposed building and the associated infrastructure would not be expected to result in demand for fuel greater on a per-unit-of-development basis than other development Projects in southern California. Construction does not involve any unusual or increased need for energy. In addition, the extent of construction activities that would occur are limited to an approximate 11-month period, and the demand for construction-related electricity and fuels would be limited to that time frame.

Construction contractors are required to demonstrate compliance with applicable California Air Resources Board (CARB) regulations governing the accelerated retrofitting, repowering, or replacement of heavy-duty diesel on- and off-road equipment as part of the City's construction permitting process. In addition, compliance with existing CARB idling restrictions, which is included as PPP E-1, would reduce fuel combustion and energy consumption. The Project construction fuel usage over the estimated 11-month construction period would result in the need for 10,233 gallons of diesel fuel, which is summarized in Table E-1.

Table E-1: Estimated Construction Equipment Fuel Consumption

Activity	Equipment	Number	Hours per day	Horse-power	Days of Construction	Total Horsepower-hours	Fuel Rate (gal/hp-hr)	Fuel Use (gallons)
Demolition	Rubber Tired Dozers	2	8	367	2	4,698	0.020615155	97
	Concrete/Industrial Saws	1	8	33	2	385	0.041912413	16
	Excavators	3	8	36	2	657	0.019868435	13
Site Preparation	Rubber Tired Dozers	3	8	367	5	17,616	0.020615155	363
	Tractors/Loaders/Backhoes	4	8	84	5	4,973	0.019155948	95
Grading	Graders	1	8	148	8	3,884	0.021167864	82
	Excavators	1	8	36	8	876	0.019868435	17
	Tractors/Loaders/Backhoes	3	8	84	8	5,967	0.019155948	114
	Rubber Tired Dozers	1	8	367	8	9,395	0.020615155	194
Model Building Construction	Cranes	1	8	367	230	195,831	0.014896922	2,917
	Forklifts	3	8	82	230	90,528	0.010444038	945
	Generator Sets	1	8	14	230	19,062	0.042356362	807
	Tractors/Loaders/Backhoes	1	8	84	230	57,187	0.019155948	1,095
	Welder	3	8	46	230	114,264	0.025848623	2,954
Paving	Tractors/Loaders/Backhoes	1	8	84	18	4,476	0.019155948	86
	Cement and Mortar Mixers	2	8	10	18	1,613	0.019767572	32
	Pavers	1	8	81	18	4,899	0.021536901	106
	Paving Equipment	2	8	89	18	9,228	0.01846541	170
	Rollers	2	8	36	18	3,940	0.019837453	78
Architectural Coating	Air Compressors	1	8	78	18	5,391	0.027606329	149
							Total	**10,233**

Source: EPD, 2022 (Appendix A)

Table E-2 shows that construction related vehicle usage would use approximately 1,246 gallons of diesel fuel and 3,095 gallons of gasoline to travel to and from the Project site. Tables E-3 shows that a total of approximately 11,479 gallons of diesel fuel and 3,095 gallons of gasoline would be used for construction of the proposed Project.

Table E-2: Estimated Construction Vehicle Fuel Consumption

Construction Source	Number	VMT	Fuel Rate	Gallons of Diesel Fuel	Gallons of Gasoline Fuel
Haul Trucks	56	1,120	5.96	188	0
Vendor Trucks	4	9,384	8.87	1,058	0
Worker Vehicles	72	80,179	25.91	0	3,095
Total				1,246	3,095

Source: EPD, 2022 (Appendix A)

Table E-3: Estimated Total Construction Fuel Usage

Construction Source	Gallons of Diesel Fuel	Gallons of Gasoline Fuel
Construction Vehicles	1,246	3,095
Off-road Construction Equipment	10,233	0
Total	11,479	3,095

Source: EPD, 2022 (Appendix A)

In addition, construction contractors are required to demonstrate compliance with applicable California Air Resources Board (CARB) regulations governing the accelerated retrofitting, repowering, or replacement of heavy-duty diesel on- and off-road equipment. Also, compliance with existing CARB idling restrictions and the use of newer engines and equipment would reduce fuel combustion and energy consumption. Overall, construction activities would require limited energy consumption, would comply with all existing regulations, and would therefore not be expected to use large amounts of energy or fuel in a wasteful manner. Thus, impacts related to construction energy usage would be less than significant.

Operation

Once operational, the Project would generate demand for electricity, natural gas, as well as gasoline for motor vehicle trips. Operational use of energy includes the heating, cooling, and lighting of the residences, water heating, operation of electrical systems and plug-in appliances, parking lot and outdoor lighting, and the transport of electricity, natural gas, and water to the areas where they would be consumed. This use of energy is typical for urban development, and no operational activities or land uses would occur that would result in extraordinary energy consumption. As detailed in Table E-4, operation of the proposed Project would use approximately 252,539 kilowatt-hour (kWh) per year of electricity, approximately 1,242,170 thousand British thermal units (kBTU) per year of natural gas, and 45,533 gallons of gasoline annually.

Table E-4: Estimated Annual Operational Energy Consumption

Operational Source	Energy Usage	
Electricity (Kilowatt-Hours)		
Project	252,539	
Natural Gas (Thousands British Thermal Units)		
Project	1,242,170	
Petroleum (gasoline) Consumption		
	Annual VMT	Gallons of Gasoline Fuel
Project	1,127,736	43,533

Source: EPD, 2022 (Appendix A).

Consistent with the 2019 CA Building Energy Efficiency Standards (Title 24 Part 6), the Project would include photovoltaic (PV) solar panels on the rooftops of each of the residences. The State of California provides a minimum standard for building design and construction standards through Title 24 of the California Code of Regulations (CCR). Compliance with Title 24 is mandatory at the time new building permits are issued by the City that the Project shall comply with the adopted California Energy Code (Code of Regulations, Title 24 Part 6). The City's administration of the Title 24 requirements includes review of design components and energy conservation measures that occurs during the permitting process, and is included as PPP E-1, which ensures that all requirements are met. Typical Title 24 measures include insulation; use of energy-efficient heating, ventilation, and air conditioning equipment (HVAC); energy-efficient indoor and outdoor lighting systems; reclamation of heat rejection from refrigeration equipment to generate hot water; and incorporation of skylights, etc. In complying with the Title 24 standards, impacts to peak energy usage periods would be minimized, and impacts on statewide and regional energy needs would be reduced. The California Energy Commission estimates that single-family homes built in compliance with the 2019 energy efficiency standards uses about 7 percent less energy due to energy-efficiency measures versus those built under the 2016 code. With use of rooftop solar electricity generation, homes built under the 2019 code use about 53 percent less energy than those under the 2016 standards (2019 Fact Sheet). In addition, the Project would be built to comply with the 2019 energy efficiency standards as discussed in PPP E-1. Thus, operation of the Project would not use large amounts of energy or fuel in a wasteful manner, and less than significant operational energy impacts would occur.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

No Impact. The proposed Project would be required to meet the California Energy Code efficiency standards in effect during permitting of the Project, as included as PPP E-1. The City's administration of the requirements includes review of design components and energy conservation measures during the permitting process, which ensures that all requirements are met. In addition, the Project would not conflict with or obstruct opportunities to use renewable energy, such as solar energy. As discussed, the Project proposes to use photovoltaic (PV) solar panels on each of the residences to offset their energy demand in accordance with the existing Title 24 requirements (included as PPP E-1). As such, the Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency, and impacts would not occur.

Existing Plans, Programs, or Policies

PPP E-1: California Energy Code Compliance. The Project is required to comply with the 2019 California Energy Code as included in the City's Municipal Code (Chapter 12.24) to ensure efficient use of energy. California Energy Code specifications are required to be incorporated into building plans as a condition of building permit approval.

Mitigation Measures

No mitigation measures related to energy are required.

Sources

Air Quality, Greenhouse Gas, and Energy Impact Analysis, Prepared by EPD Solutions (EPD, 2022) (Appendix A).

2019 Residential Energy Code Fact Sheet (2019 Fact Sheet). Accessed: https://energycodeace.com/content/resources-ace/file_type=fact-sheet

2019 Building Energy Efficiency Standards. Accessed: https://energycodeace.com/site/custom/public/reference-ace-2019/index.html#!Documents/section1500mandatoryfeaturesanddevices.htm#mairdistributionandventilationsystemductsplenumsandfans.htm

City of Rosemead Municipal Code. Accessed: https://library.municode.com/ca/rosemead/codes/code_of_ordinances?nodeId=CD_ORD_TIT15BUCO_CH15.24ENCO

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
7. GEOLOGY AND SOILS. Would the Project:				
a) Directly or indirectly cause potential 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?	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the 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 waste water 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?	☐	☒	☐	☐

The discussion below is based on the Preliminary Geotechnical Investigation, prepared by Albus & Associates, Inc., 2021 (GEO 2021) (Appendix D), the Phase I Environmental Site Assessment, prepared by Stantec (Phase 1 2021) (Appendix F), and the Paleontological Assessment prepared by Brian F. Smith and Associates, Inc. (PALEO 2022) (Appendix E).

a) Directly or indirectly cause potential 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?

Less than Significant Impact. The Project site is not located within a designated Alquist-Priolo Earthquake Fault Zone and no faults were identified on the site (GEO 2021). The closet known active fault is the Elysian Park (Upper) fault located approximately 1.74 miles from the Project site. Therefore, the potential for ground rupture due to an earthquake beneath the site is considered low and any impact would be less than significant.

ii. Strong seismic ground shaking?

Less than Significant Impact. The Project site is located within a seismically active region of Southern California. As mentioned previously, the Elysian Park (Upper) fault is located approximately 1.74 miles from the site. The amount of motion expected at the Project site can vary from none to forceful depending upon the distance to the fault and the magnitude of the earthquake. Greater movement can be expected at sites located closer to an earthquake epicenter, that consists of poorly consolidated material such as alluvium, and in response to an earthquake of great magnitude. However, the Project site is not located near an earthquake epicenter. Thus, greater movement would not be expected.

Structures built in the City of Rosemead are required to be built in compliance with the California Building Code (CBC), which regulates all building and construction Projects within the City and implements a minimum standard for building design and construction that includes specific requirements for seismic safety, excavation, foundations, retaining walls, and site demolition. Compliance with the CBC would include the incorporation of: 1) seismic safety features to minimize the potential for significant effects as a result of earthquakes; 2) proper building footings and foundations; and 3) construction of the building structures so that it would withstand the effects of strong ground shaking. Implementation of CBC standards would be verified by the City during the plan check and permitting process. Because the proposed Project would be constructed in compliance with the CBC, the proposed Project would result in a less than significant impact related to strong seismic ground shaking.

iii. Seismic-related ground failure, including liquefaction?

Less than Significant Impact. Soil liquefaction is a phenomenon in which saturated, cohesionless soils layers, located within approximately 50 feet of the ground surface, lose strength due to cyclic pore water pressure generation from seismic shaking or other large cyclic loading. During the loss of stress, the soil acquires "mobility" sufficient to permit both horizontal and vertical movements. Soil properties and soil conditions such as type, age, texture, color, and consistency, along with historical depths to ground water are used to identify, characterize, and correlate liquefaction susceptible soils.

According to the Preliminary Geotechnical Investigation, the Project site is not located within a State-designated zone of potentially liquefiable soils (GEO 2021). Additionally, groundwater was not encountered to the maximum depth of 51.5 feet drilled during exploration. Furthermore,

groundwater well measurements conducted by the Los Angeles County in the vicinity of the Project site since 1949 indicate that groundwater has been deeper than 50 feet for more than 70 years. Therefore, historical high groundwater is anticipated to be deeper than 50 feet below the ground surface. As a result, the potential for liquefaction to occur beneath the site is considered very low (GEO 2021). In addition, the proposed Project would be required to be constructed in compliance with the CBC and the City's Municipal Code, included as PPP GEO-1, which would be verified through the City's plan check and permitting process. With compliance with existing regulations, impacts related to seismically related ground failure and liquefaction would be less than significant.

iv. Landslides?

No Impact. Landslides and other slope failures are secondary seismic effects that occur during or soon after earthquakes. Areas that are most susceptible to earthquakes induced landslides are steep slopes underlain by loose, weak soils, and areas on or adjacent to existing landslide deposits.

The site is relatively flat with elevations ranging from approximately 357 to 363 feet above mean sea level (GEO 2021) and is surrounded by level areas that do not include hills or other changes in topography that may result in landslides. As described above, the Project site is located in a seismically active region subject to strong ground shaking. However, the Geotechnical Investigation states that the site is not within an area identified to have a potential for landsliding (GEO 2021). Therefore, the Project would not cause potential substantial adverse effects related to seismically induced landslides.

b) Result in soil erosion or the loss of topsoil?

Less than Significant Impact. Construction of the proposed Project has the potential to contribute to soil erosion and the loss of topsoil. Excavations and grading activities that would be required for the Project would expose and loosen topsoil, which could be eroded by wind or water.

The City's Municipal Code Chapter 13.16, Storm Water Management, implements the requirements of the Los Angeles County Regional Water Quality Control Board (RWQCB) National Pollutant Discharge Elimination System (NPDES) Storm Water Permit Order No. R4-2012-0175, as amended, (MS4 Permit) establishes minimum stormwater management requirements and controls that are required to be implemented for construction activities for the Project.

To reduce the potential for soil erosion and the loss of topsoil, a Stormwater Pollution Prevention Plan (SWPPP) is required by these City and RWQCB regulations to be developed by a QSD (Qualified SWPPP Developer), which would be implemented by PPP WQ-1. The SWPPP is required to address site-specific conditions related to specific grading and construction activities that could cause erosion and the loss of topsoil and provide erosion control best management practices (BMPs) to reduce or eliminate the erosion and loss of topsoil. Erosion control BMPs include use of silt fencing, fiber rolls, or gravel bags, stabilized construction entrance/exit, hydroseeding, etc. With compliance with the City's Municipal Code stormwater management requirements, RWQCB SWPPP requirements, and installation of BMPs, which would be implemented by the City's Project review by the Department of Public Works, construction impacts related to erosion and loss of topsoil would be 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 offsite landslide, lateral spreading, subsidence, liquefaction or collapse?

Less than Significant Impact. Landslides and other forms of mass wasting, including mud flows, debris flows, and soil slips, occur as soil moves downslope under the influence of gravity. Landslides are frequently triggered by intense rainfall or seismic shaking. As described in Response a) iv., the Project site is located in a relatively flat developed urban area that does not contain or adjacent to large slopes, and the Project would not generate large slopes. Therefore, impacts related to landslides would not occur.

Lateral spreading is a type of liquefaction-induced ground failure associated with the lateral displacement of surficial blocks of sediment resulting from liquefaction in a subsurface layer. Once liquefaction transforms the subsurface layer into a fluid mass, gravity plus the earthquake inertial forces may cause the mass to move downslope towards a free face (such as a river channel or an embankment). Lateral spreading may cause large horizontal displacements and such movement typically damages pipelines, utilities, bridges, and structures. According to the Geotechnical Investigation, the Project site is not within a liquefaction zone, and high groundwater is not located at the Project site. Therefore, the site has a low potential for lateral spreading. In addition, site soils settlement would be reduced with implementation of the excavation and recompaction of the upper two feet of onsite soils as proposed by the Project and compliance with the CBC. Thus, impacts related to lateral spreading would be less than significant.

Subsidence is a general lowering of the ground surface over a large area that is generally attributed to lowering of the ground water levels within a groundwater basin. Localized or focal subsidence or settlement of the ground can occur as a result of an earthquake motion in an area where groundwater in basin is lowered. As described previously, groundwater was not encountered to the maximum depth of 51.5 feet drilled during site exploration (GEO 2021). In addition, the Project would not involve groundwater pumping from the Project area. Thus, impacts related to subsidence would not occur from implementation of the Project.

Also, as described in Response a) iii., the Project site is not within a potential liquefaction area as groundwater is not located within 50 feet of the ground surface. Construction would include removal and re-compaction of onsite soils in compliance with the CBC which would also reduce any potential of liquefaction, settlement, and subsidence. Therefore, impacts would be less than significant. As described previously, the Project would be required to be constructed in compliance with the CBC and the City's Municipal Code, which would be verified through the City's plan check and permitting process. Thus, potential impacts related to liquefaction, settlement, and subsidence would be less than significant.

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. Expansive soils contain certain types of clay minerals that shrink or swell as the moisture content changes; the shrinking or swelling can shift, crack, or break structures built on such soils. Arid or semiarid areas with seasonal changes of soil moisture experience, such as southern California, have a higher potential of expansive soils than areas with higher rainfall and more constant soil moisture.

The Geotechnical Investigation determined that the site soils are anticipated to have a "very low" expansion potential based on soils testing (GEO 2021). In addition, as described in the previous responses, the Project would be required to be constructed in compliance with the CBC and the City's Municipal Code, that requires appropriate backfill, compaction of soils, and foundation design to ensure stable soils, which would be verified through the City's plan check and permitting process. Thus, impacts related to expansive soils would be less than significant.

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 wastewater?

No Impact. No septic tanks or alternative wastewater disposal systems are proposed. The Project would install onsite sewers that would connect to the existing infrastructure that is adjacent to the site. Therefore, no impacts related to the use of such facilities would occur from implementation of the Project.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less than Significant with Mitigation Incorporated. Paleontological resources, or fossils, are the remains of ancient plants and animals that can provide scientifically significant information about the history of life on Earth. Paleontological "sensitivity" is defined as the potential for a geologic unit to produce scientifically significant fossils. This sensitivity is determined by rock type, past history of the rock unit in producing significant fossils, and fossil localities that are recorded from that unit. Paleontological sensitivity is assigned based on fossil data collected from the entire geologic unit, not just a specific site.

The Paleontological Assessment confirmed that Holocene young alluvial fan and valley deposits are mapped at the surface of the site. Based on the lack of known significant fossil localities nearby and a low sensitivity rating assigned to Holocene-aged young alluvial deposits for yielding paleontological resources, it is recommended that paleontological monitoring not be implemented during mass grading and excavation activities, since impacts to potential paleontological resources are considered to be less than significant. Although monitoring for paleontological resources is not required for the Project, should paleontological resources be discovered at any time during earth disturbance activities, pursuant to MM PAL-1, a paleontologist shall be contacted to assess the find (PALEO 2021). Implementation of MM PAL-1 would reduce impacts to paleontological resources to less than significant.

Existing Plans, Programs, or Policies

PPP GEO-1: California Building Code. The Project is required to comply with the California Building Code as included in the City's Municipal Code Chapter 15.04 to preclude significant adverse effects associated with seismic hazards. California Building Code related and geologist and/or civil engineer specifications for the Project are required to be incorporated into grading plans and specifications as a condition of Project approval.

PPP WQ-1: SWPPP. Prior to grading permit issuance, the Project developer shall have a Stormwater Pollution Prevention Plan (SWPPP) prepared by a QSD (Qualified SWPPP Developer) in accordance with the City's Municipal Code Chapter 13.16 Stormwater Management and Discharge Control and the Los Angeles County RWQCB NPDES Storm Water Permit Order No. R4-2012-0175. The SWPPP shall incorporate all necessary Best Management Practices (BMPs) and other NPDES regulations to limit the potential of erosion and polluted runoff during construction activities. Project contractors shall be required to ensure compliance with the SWPPP and permit periodic inspection of the construction site by City of Rosemead staff or its designee to confirm compliance.

Mitigation Measures

Mitigation Measure PAL-1: Incidental Discoveries. Prior to issuance of a grading permit, the City of Rosemead Planning Department shall verify that all Project grading and construction plans and specifications state that in the event that potential paleontological resources are discovered during excavation, grading, or construction activities, work shall cease within 50 feet of the find until a qualified paleontologist (i.e., a practicing paleontologist that is recognized in the paleontological community and is proficient in vertebrate paleontology) from the City or County List of Qualified Paleontologists has evaluated the find and established a protocol for addressing the find, in accordance with federal and state regulations. Construction personnel shall not collect or move any paleontological materials and associated materials. If any fossil remains are discovered, the paleontologist shall make a recommendation if monitoring shall be required for the continuance of earth moving activities, and shall provide such monitoring if required.

Sources

Paleontological Assessment, prepared by Brian F. Smith and Associates, Inc., 2022 (PALEO 2022) (Appendix E).

Phase I Environmental Site Assessment, prepared by Stantec (Phase 1 2021) (Appendix F).

Preliminary Geotechnical Investigation, prepared by Albus & Associates, Inc., 2020 (GEO 2021) (Appendix D).

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
8. 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?	☐	☐	☒	☐

The discussion below is based on the Air Quality, Energy, and Greenhouse Gas Impact Analysis, prepared by EPD Solutions. Inc., which is included as Appendix A.

Explanation

Constituent gases of the Earth's atmosphere, called atmospheric greenhouse gases (GHGs), play a critical role in the Earth's radiation amount by trapping infrared radiation from the Earth's surface, which otherwise would have escaped to space. Prominent greenhouse gases contributing to this process include carbon dioxide (CO_2), methane (CH_4), ozone (O_3), water vapor, nitrous oxide (N_2O), and chlorofluorocarbons (CFCs). This phenomenon, known as the Greenhouse Effect, is responsible for maintaining a habitable climate. Anthropogenic (caused or produced by humans) emissions of these greenhouse gases in excess of natural ambient concentrations are responsible for the enhancement of the Greenhouse Effect and have led to a trend of unnatural warming of the Earth's natural climate, known as global warming or climate change. Emissions of gases that induce global warming are attributable to human activities associated with industrial/manufacturing, agriculture, utilities, transportation, and residential land uses.

Section 15364.5 of the California Code of Regulations defines GHGs to include carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons and sulfur hexafluoride. Transportation is responsible for 37 percent of the state's greenhouse gas emissions, followed by electricity generation. Emissions of CO_2 and N_2O are byproducts of fossil fuel combustion. Methane, a potent greenhouse gas, results from off-gassing associated with agricultural practices and landfills. Sinks of CO_2, where CO_2 is stored outside of the atmosphere, include uptake by vegetation and dissolution into the ocean.

California has passed several bills and the Governor has signed at least three executive orders regarding greenhouse gases. GHG statues and executive orders (EO) include AB 32, SB 1368, EO S-03-05, EO S-20-06 and EO S-01-07. These regulations require the use of alternative energy, such as solar power. Solar Projects produce electricity with no GHG emissions and assist in offsetting GHG emissions produced by fossil-fuel-fired power plants.

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less than Significant Impact. Global climate change (GCC) describes alterations in weather features (e.g., temperature, wind patterns, precipitation, and storms) that occur across the Earth as a whole. GCC is not confined to a particular Project area and is generally accepted as the consequence of global industrialization over the last 200 years. A typical Project, even a very large one, does not generate enough GHG emissions on its own to influence global climate change significantly; hence, the issue of global climate change is, by definition, a cumulative environmental impact.

The principal GHGs of concern contributing to the greenhouse effect are CO2, CH4, N2O, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. GHGs are produced by both direct and indirect emissions sources. Direct emissions include consumption of natural gas, heating and cooling of buildings, landscaping activities and other equipment used directly by land uses. Indirect emissions include the consumption of fossil fuels for vehicle trips, electricity generation, water usage, and solid waste disposal. The large majority of GHG emissions generated from residential Projects are related to vehicle trips.

The City has not established local CEQA significance thresholds for GHG emissions; however, the SCAQMD has proposed interim numeric GHG significance thresholds that are based on capture of approximately 90 percent of emissions from development, which is 3,000 metric tons carbon dioxide equivalent (MTCO2e) per year (SCAQMD 2008). Construction emissions are amortized over a period of 30 years, added to the operational emissions, and compared to the applicable threshold. This approach is widely used by cities in the South Coast Air Basin, including the City of Rosemead. As such, this threshold is utilized herein to determine if GHG emissions from this Project would be significant.

Construction

During construction, temporary sources of GHG emissions include construction equipment and workers' commutes to and from the site. The combustion of fossil-based fuels creates GHGs such as CO_2, CH_4, and N_2O. Construction GHG emissions associated with the proposed Project were modeled using CalEEMod and are presented in Table GHG-1. As shown on Table GHG-1, the Project has the potential to generate a total of approximately 12 MTCO2e per year from construction emissions amortized over 30 years per SCAQMD methodology.

Table GHG-1: Project Construction Emissions

Activity	Annual GHG Emissions ($MTCO_2e$)
2023	369
2024	2
Total Emissions	371
Total Emissions Amortized Over 30 Years	12

Source: EPD, 2022 (Appendix A)

Operation

During operations, the proposed residences would generate long-term GHG emissions from vehicular trips; water, natural gas, and electricity consumption; and solid waste generation. Natural gas use results in the emission of two GHGs: CH_4 (the major component of natural gas) and CO_2

(from the combustion of natural gas). Electricity use can result in GHG production if the electricity is generated by combusting fossil fuel.

Operational GHG emissions associated with the 37 residential units were modeled using CalEEMod and are presented in Table GHG-2. The large majority of GHG emissions generated from the residences would be from vehicle trips. As shown in Table GHG-2, the Project would generate approximately 601 MTCO2e per year, which is less than the SCAQMD threshold of 3,000 MTCO2e. Therefore, impacts would be less than significant.

Table GHG-2: Project Total GHG Emissions

Activity	Annual GHG Emissions ($MTCO_2e$)
Project Operational Emissions	
Mobile	412
Area	10
Energy	172
Water	4
Waste	3
Total Project Gross Operation Emissions	601
Project Construction Emissions	12
Total Emissions	**613**
Significance Threshold	3,000
Threshold Exceeded?	**No**

Source: EPD, 2022 (Appendix A)

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less than Significant Impact. The Project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. As described in the previous response, the Project would not exceed thresholds related to GHG emissions. In addition, the Project would comply with regulations imposed by the state and the SCAQMD that reduce GHG emissions, as described below:

- Global Warming Solutions Act of 2006 (AB 32) is applicable to the Project because many of the GHG reduction measures outlined in AB 32 (e.g., low carbon fuel standard, advanced clean car standards, and cap-and-trade) have been adopted over the last 5 years and implementation activities are ongoing. The proposed Project would not conflict with fuel and car standards or cap-and-trade.
- Pavley Fuel Efficiency Standards (AB 1493) establishes fuel efficiency ratings for new (model year 2009-2016) passenger cars and light trucks. The Project would develop new residential units that would not conflict with fuel efficiency standards for vehicles.
- Title 24 California Code of Regulations (Title 24) establishes energy efficiency requirements for new construction that address the energy efficiency of new (and altered) buildings. The Project is required to comply with Title 24, which would be verified by the City during the plan check and permitting process.

- Title 17 California Code of Regulations (Low Carbon Fuel Standard [LCFS]) requires carbon content of fuel sold in California to be 10 percent less by 2020. Because the LCFS applies to any transportation fuel that is sold or supplied in California, all vehicle trips generated by the Project would comply with LCFS.
- California Water Conservation in Landscaping Act of 2006 (AB 1881) provides requirements to ensure water efficient landscapes in new development and reduced water waste in existing landscapes. The Project is required to comply with AB 1881 landscaping requirements, which would be verified by the City during the plan check and permitting process.
- Emissions from vehicles, which are a main source of operational GHG emissions, would be reduced through implementation of federal and state fuel and air quality emissions requirements that are implemented by CARB. In addition, as described in the previous response, the Project would not result in an exceedance of an air quality standard.

The City currently does not have an adopted Climate Action Plan to reduce GHG emissions, and as described in the previous response, emissions would not exceed the thresholds. Therefore, implementation of the Project would not conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

Existing Plans, Programs, or Policies

See (b) above for applicable regulations.

Mitigation Measures

No mitigation measures related to greenhouse gas emissions are required.

Sources

South Coast Air Quality Management District Draft Guidance Document – Interim CEQA Greenhouse Gas Significance Thresholds (SCAQMD 2008). Accessed: http://www.aqmd.gov/docs/defaultsource/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significancethresholds/ghgattachmente.pdf

Air Quality, Energy, and Greenhouse Gas, Impact Analysis. Prepared by EPD Solutions (EPD, 2022) (Appendix A).

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
9. 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?	☐	☐	☒	☐
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 or public use airport, would the Project result in a safety hazard or excessive noise for people residing or working 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?	☐	☐	☐	☒

The discussion below is based on the Phase I Environmental Site Assessment, prepared by Stantec (Phase I 2021) (Appendix F) and Remedial Excavation Completion Report, prepared by Stantec (Excavation 2022) (Appendix G).

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 hazardous material is defined as any material that, due to its quantity, concentration, or physical or chemical characteristics, poses a significant present or

potential hazard to human health and safety or to environment if released into the environment. Hazardous materials include, but are not limited to, hazardous substances, hazardous wastes, and any material that regulatory agencies have a reasonable basis for believing would be injuries to the health and safety of persons or harmful to the environment if released into the home, workplace, or environment. Hazardous wastes require special handling and disposal because of their potential to damage public health and the environment.

Construction
The proposed construction activities would involve the transport, use, and disposal of hazardous materials such as paints, solvents, oils, grease, and caulking. In addition, hazardous materials would be needed for fueling and servicing construction equipment on the site. These types of materials are not acutely hazardous, and all storage, handling, use, and disposal of these materials are regulated by federal and state requirements that are implemented by the City during building permitting for construction activities. These regulations include: the federal Occupational Safety and Health Act and Hazardous Materials Transportation Act; Title 8 of the California Code of Regulations (CalOSHA), and the state Unified Hazardous Waste and Hazardous Materials Management Regulatory Program. As a result, routine transport and use of hazardous materials during construction would be less than significant.

Operation
The Project involves operation of 37 new two-story dwelling units and central common open space, which involve routinely using hazardous materials including solvents, cleaning agents, paints, pesticides, batteries, fertilizers, and aerosol cans. These types of materials are not acutely hazardous and would only be used and stored in limited quantities. The normal routine use of these hazardous materials products pursuant to existing regulations would not result in a significant hazard to people or the environment in the vicinity of the Project. Therefore, operation of the Project would not result in a significant hazard to the public or to the environment through the routine transport, use, or disposal of hazardous waste, and impacts would be less than significant.

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.

Construction
Accidental Releases. While the routine use, storage, transport, and disposal of hazardous materials in accordance with applicable regulations during construction activities would not pose health risks or result in significant impacts; improper use, storage, transportation and disposal of hazardous materials and wastes could result in accidental spills or releases, posing health risks to workers, the public, and the environment. To avoid an impact related to an accidental release, the use of best management practices (BMPs) during construction would be implemented as part of a Stormwater Pollution Prevention Plan (SWPPP) as required by the National Pollution Discharge Elimination System General Construction Permit (and included as PPP WQ-1). Implementation of an SWPPP would minimize potential adverse effects to workers, the public, and the environment. Construction contract specifications would include strict on-site handling rules and BMPs that include, but are not limited to:

- Establishing a dedicated area for fuel storage and refueling and construction dewatering activities that includes secondary containment protection measures and spill control supplies;

- Following manufacturers' recommendations on the use, storage, and disposal of chemical products used in construction;
- Avoiding overtopping construction equipment fuel tanks;
- Properly containing and removing grease and oils during routine maintenance of equipment; and
- Properly disposing of discarded containers of fuels and other chemicals.

Historical On-Site Agricultural Use. The Project site was used for agricultural uses from approximately 1928 through the 1950's. Application of pesticide and herbicide is considered likely to have occurred during this time period, potentially resulting in the accumulation of pesticides and metals common with herbicide application in shallow soils at the site. Therefore, the former agricultural activity on the site was considered a REC by the Phase I ESA (Phase I 2021).

In response to the potential accumulation of pesticides and herbicides in the soil onsite and the REC identified in the Phase I ESA, Stantec oversaw the excavation and removal of approximately 300 cubic yards of impacted soil on March 28, 2022. The excavation removed soil that was contaminated with chlordane to below screening levels to a maximum depth of 5 feet below ground surface (bgs). Post remediation site-wide chlordane levels were reported below screening levels (Excavation 2022). As such, no further action with respect to chlordane impacts in soil is warranted as impacts were reduced to levels that are less than significant. Additionally, the shallow soil investigation recommended in the Phase I ESA is no longer warranted as contaminated soils have been removed. Therefore, construction of the Project would not result in a significant hazard to the environment, residents, or workers in the vicinity of the Project site and impacts would be less than significant.

Operation
As described previously, operation of the proposed 37 two-story dwelling units and related site improvements includes use of limited hazardous materials, such as solvents, cleaning agents, paints, pesticides, batteries, fertilizers, and aerosol cans. Normal routine use of typical residential products pursuant to existing regulations would not result in a significant hazard to the environment, residents, or workers in the vicinity of the Project. Therefore, impacts would be less than significant.

c) Emit hazardous emissions or handle hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less than Significant Impact. There are no existing or proposed schools within one-quarter mile of the Project site. The closest schools to the site are Emma W. Shuey Elementary School located 0.27 mile to the southwest, Muscatel Middle School located 0.38 mile to the southeast, Rosemead High School located 0.45 mile to the west, and Gabrielino High School located 0.58 mile southwest. As described previously, construction and operation of the Project would involve the use, storage, and disposal of small amounts of hazardous materials on the Project site. These hazardous materials would be limited and used and disposed of in compliance with federal, state, and local regulations, which would reduce the potential for accidental release into the environment near a school. The emissions that would be generated from construction and operation of the Project were evaluated in the air quality analysis discussed above, and the emissions generated from the Project would not cause or contribute to an exceedance of the federal or state air quality standards. Thus, the Project would not emit hazardous or handle acutely hazardous materials, substances, or waste near a school, and impacts would be less than significant.

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?

No Impact. According to the California Department of Toxic Substances Control EnviroStor database, and the Phase I Environmental Site Assessment prepared for the site (Phase 1 2021) the Project site is not located on or nearby any hazardous material sites listed, pursuant to Government Code Section 65962.5. As a result, impacts related to hazards from being located on or adjacent to a hazardous materials site would not occur from implementation of the proposed Project.

e) For a Project within 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 result in a safety hazard or excessive noise for people residing or working in the Project area?

No Impact. The Project site is not within two miles of an airport. The closest airport is the San Gabriel Valley Airport, which is 2.5 miles east of the Project site. The Project site is not located within any land use compatibility zone for the nearest airport, nor is it within an airport safety zone (ALUC 2022). Therefore, the Project would not result in a safety hazard for people residing or working in the Project areas, and no impacts would occur.

f) Impair implementation of an adopted emergency response plan or emergency evacuation plan?

Less than Significant Impact.

Construction
The proposed construction activities, including equipment and supply staging and storage, would occur within the Project site and would not restrict access of emergency vehicles to the Project site or adjacent areas. During construction of the Project driveway, Mission Drive would remain open to ensure adequate emergency access to the Project area and vicinity. Impacts related to interference with an adopted emergency response or evacuation plan during construction activities would be less than significant.

Operation
Operation of the proposed Project would not result in a physical interference with an emergency response evacuation. Direct access to the Project site would be provided from Mission Drive, which is a 4-lane minor arterial roadway that is adjacent to the Project site. The Project is also required to design and construct internal access and provide fire suppression facilities (e.g., hydrants and sprinklers) in conformance with the City Municipal Code and the Fire Department prior to approval to ensure adequate emergency access pursuant to the requirements in Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9) and the Fire Code included per Municipal Code Chapter 8.24). As a result, the proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and impacts would be less than significant.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

No Impact. According to the California Fire Hazard Severity Zones mapping and Figure 12.5, *Fire Hazard Severity Zones Policy Map*, of the Los Angeles County General Plan, the City of Rosemead (including the Project site) is not within a Very High Fire Hazard Severity Zone. The Project site is located within an urbanized area and development of the site with residential uses would not result in impacts related to the exposure of people or structures to loss, injury, or death involving wildland fires.

Existing Plans, Programs, or Policies

There are no impact reducing Plans, Programs, or Policies related to hazards and hazardous materials that are applicable to the Project.

Mitigation Measures

No mitigation measures related to hazards and hazardous materials are required.

Sources

Department of Toxic Substances Control EnviroStor Database (Envirostor): Available: https://www.envirostor.dtsc.ca.gov/public/

LA County's Airport Land Use Commission Site: Available: https://lacounty.maps.arcgis.com/apps/webappviewer/index.html?id=acf2e87194a54af9b266bf07547f240a

Los Angeles County Department of Regional Planning (Los Angeles County 2015). General Plan 2035. Figure 12.5, Fire Hazard Severity Zones Policy Map. Adopted October 6, 2015. Available at: https://planning.lacounty.gov/assets/upl/Project/gp_2035_2021-FIG_12-5_Fire_Hazard_Severity_Zones_Policy_Map_Responsibility.pdf

Stantec. Phase I Environmental Site Assessment (Phase I 2021) (Appendix F).

Stantec. Remedial Excavation Completion Report (Excavation 2022) (Appendix G).

Cal Fire. California Fire Hazard Severity Zones (FHSZ). Available: https://egis.fire.ca.gov/FHSZ/

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
10. 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 offsite;	☐	☐	☒	☐
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 quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

The discussion below is based on the Preliminary Hydrology Study and Low Impact Development Plan, 2022. Prepared by C&V Consulting Inc. (Appendix H and I).

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less Than Significant Impact.

Construction
Construction of the Project would require grading and excavation of soils, which would loosen sediment, and then have the potential to mix with surface water runoff and degrade water quality. Additionally, construction would require the use of heavy equipment and construction-related chemicals, such as concrete, cement, asphalt, fuels, oils, antifreeze, transmission fluid, grease, solvents and paints. Without implementation of a SWPPP, these potentially harmful materials could be accidentally spilled or improperly disposed of during construction and, if mixed with surface water runoff, could wash into and pollute waters.

These types of water quality impacts during construction of the Project would be prevented through implementation of a SWPPP. Construction of the Project would disturb more than one acre of soil; therefore, the proposed Project would be required to obtain coverage under the NPDES General Permit for Discharges of Storm Water Associated with Construction Activity. Construction activity subject to this permit includes clearing, grading, and ground disturbances such as trenching, stockpiling, or excavation. The Construction General Permit requires implementation of a SWPPP that is required to identify all potential sources of pollution that are reasonably expected to affect the quality of storm water discharges from the construction site. The SWPPP would generally contain a site map showing the construction perimeter, proposed buildings, stormwater collection and discharge points, general pre- and post-construction topography, drainage patterns across the site, and adjacent roadways. The SWPPP would also include construction BMPs.

Adherence to the existing requirements and implementation of the appropriate BMPs as ensured through the City's plan check and permitting process are included as PPP WQ-1, which would ensure that the Project would not violate any water quality standards or waste discharge requirements, potential water quality degradation associated with construction activities would be minimized, and impacts would be less than significant.

Operation
The new residential uses would introduce pollutants such as, chemicals from household cleaners, nutrients from fertilizer, pesticides and sediments from landscaping, domestic trash and debris, and oil and grease from vehicles without implementation of a WQMP. These pollutants could potentially discharge into surface waters and result in degradation of water quality. Thus, the Project would be required to comply with existing regulations that limit the potential for pollutants to discharge from the site.

Chapter 13.16 of the City's Municipal Code (and PPP WQ-2) requires implementation of a WQMP based on the anticipated pollutants that could result from the Project. The BMP would include pollutant source control features and pollutant treatment control features. Project drainage on the site would include onsite catch basins, infiltration systems, and a detention pipe system to capture and treat stormwater. Stormwater runoff would be conveyed via proposed onsite gutter and directed to a curb inlet. Two additional catch basins would be located along the center of the Project site to convey stormwater into the underground storm drain system. All onsite catch basins would be connected by storm drainpipes to the drywell infiltration system for water quality treatment.

With implementation of the WQMP, pursuant to the City Municipal Code, (included as PPP WQ-2); which would be verified during the plan check and permitting process for the proposed Project, the

proposed Project would not violate any water quality standards or waste discharge requirements, and impacts would be 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 currently receives water from the California American Water-Los Angeles District that receives a portion of the district's water supply from the Baldwin Hills Central Basin, San Marino Raymond Basin, Duarte Main San Gabriel Basin, and San Marino Main San Gabriel Basin. The Basin adjudicated and water extractions are managed by the Water District, which regulates the amount of groundwater pumped from the Basin and sets the Basin Production Percentage for all pumpers. In addition, the Project would receive water supplies through the City's water supply and would not extract groundwater.

As described in the previous response, the Project would include onsite catch basins, infiltration systems, and a detention pipe system to capture and treat stormwater. Stormwater runoff would be conveyed via proposed onsite gutter and directed to a curb inlet. Two additional catch basins would be located along the center of the Project site to convey stormwater into the underground storm drain system. All onsite catch basins would be connected by storm drainpipes to the drywell infiltration system for water quality treatment. The Project would implement water efficient plumbing fixtures and would comply with the CalGreen Plumbing Code along with installing a water efficient landscape irrigation system. Thus, the proposed Project would implement groundwater recharge through onsite infiltration, and Project interference with groundwater recharge or groundwater management would not occur from the Project. Impacts would be less than significant.

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. The Project site does not contain, nor is adjacent to, a stream, river, creek, or other flowing water body. Thus, impacts related to alteration of the course of a stream or river would not occur. The Project site is relatively flat and would drain into the internal stormwater system proposed.

Construction
Construction of the Project would require grading and excavation of soils, which would loosen sediment and could result in erosion or siltation. However, as described previously, construction of the proposed Project requires City approval of a SWPPP prepared by a Qualified SWPPP Developer, as included by PPP WQ-1. The SWPPP is required during the City's plan check and permitting process and would include construction BMPs to reduce erosion or siltation. Typical BMPs for erosion or siltation, include use of silt fencing, fiber rolls, gravel bags, stabilized construction driveway, and stockpile management (as described in the previous above). Adherence to the existing requirements and implementation of the required BMPs per the plan check and permitting process would ensure that erosion and siltation associated with construction activities would be minimized, and impacts would be less than significant.

Operation
The Project site is currently disturbed with a partially paved asphalt driveway. The existing condition has 98.5% (3.33 acres) pervious area and 1.5% (0.05 acre) impervious area. After development of the Project, the site would have 14% (0.47 acres) pervious area and 86% (2.91 acres) impervious area. The proposed Project would increase the overall impervious footprint by 84.5% (2.86 acres) However, the Project would maintain the existing drainage patter and install a new onsite stormwater drainage system. Pervious areas onsite would be landscaped and would not generate soils that could erode. In addition, the proposed drainage infrastructure would slow and retain stormwater, which would also limit the potential for erosion or siltation. Also, as described previously, the City requires the Project to implement a WQMP (as included by PPP WQ-2) that would implement BMPs, which reduce erosion and siltation. As a result, stormwater runoff and the potential for erosion and siltation would not increase with implementation of the proposed Project. Therefore, the proposed Project would not alter the existing drainage pattern in the Project area and would not result in substantial erosion or siltation on- or offsite. Impacts would be less than significant.

ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;

Less Than Significant Impact. As described in the previous response, the Project site does not contain, nor is adjacent to, a stream, river, creek, or other flowing water body. Thus, impacts related to alteration of the course of a stream or river would not occur. In addition, the proposed Project would be required to implement a SWPPP (included as PPP WQ-1) during construction that would implement BMPs, such as the use of silt fencing, fiber rolls, and gravel bags, that would ensure that runoff would not substantially increase during construction, and flooding on or off-site would not occur.

As described previously, after development of the Project, the site would have 14% (0.47 acres) pervious area and 86% (2.91 acres) impervious area. The proposed Project would increase the overall impervious footprint by 84.5% (2.86 acres) However, the Project would implement an operational WQMP (as included by PPP WQ-2) that would install an onsite storm drain system that would include a drywell system and perforated storm drain piping for infiltration. Thus, the Project would not increase the rate or amount of surface runoff, and flooding on or offsite would not occur. Impacts would be less than significant.

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

Less Than Significant Impact. As described in the previous responses, the proposed Project would be required to implement a SWPPP (included as PPP WQ-1) during construction that would implement BMPs, such as the use of silt fencing, fiber rolls, and gravel bags, that would ensure that runoff would not substantially increase during construction, and that pollutants would not discharge from the Project site, which would reduce potential impacts to drainage systems and water quality to a less than significant level.

As described previously, after development of the Project, the site would have 14% (0.47 acres) pervious area and 86% (2.91 acres) impervious area. However, the Project would implement an operational WQMP (included as PPP WQ-2) that would install an onsite storm drain system that would include a drywell system with a filtration system and perforated storm drain piping for infiltration. Thus, operation of the proposed Project would not substantially increase stormwater runoff, and pollutants would be filtered onsite. Impacts related to drainage systems and polluted runoff would be less than significant with implementation of the existing requirements, which would be verified during the plan check and permitting process.

iv. Impede or redirect flood flows?

Less Than Significant Impact. The Project site is located in Zone A per the Federal Emergency Management Administration (FEMA) Flood Insurance Rate Map (FIRM) panel 06037C1675F (FEMA 2022). The site is identified as Zone A because it is located in an area with a 1% annual chance of flooding and a 26% chance of flooding over a 30-year period. Thus, the proposed Project would not impede or redirect flood flows, and impacts would be less than significant.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundation?

No Impact. The Project site is located in Zone A per the Federal Emergency Management Administration (FEMA) Flood Insurance Rate Map (FIRM) panel 06037C1675F (FEMA 2022). Thus, the Project would not be located in a flood hazard zone, which would result in release of pollutants due to inundation of the site.

A seiche is a surface wave created when an inland body of water is shaken, usually by earthquake activity. The site also is not subject to flooding hazards associated with a seiche because there are no large body of surface water located near the Project site to result in effects related to a seiche, which could result in release in pollutants due to inundation of the site.

The Pacific Ocean is located over 23 miles southwest of the Project site; consequently, there is no potential for the Project site to be inundated by a tsunami that could release pollutants. In addition, the Project site is flat and not located near any steep hillsides; therefore, there is no potential for the site to be adversely affected by mudflow. Thus, implementation of the proposed Project would not expose people or structures to a significant risk of loss, injury, or death involving inundation by seiche, tsunami, or mudflow that could release pollutants due to inundation of the Project site. No impact would occur.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

No Impact. As described previously, the Project would be required to have an approved SWPPP, which would include construction BMPs to minimize the potential for construction related sources of pollution. For operations, the proposed Project would be required to implement source control BMPs to minimize the introduction of pollutants; and treatment control BMPs to treat runoff. With implementation of the operational source and treatment control BMPs that would be required by the City during the Project permitting and approval process (pursuant to PPP WQ-1 and PPP WQ-

2), potential pollutants would be reduced to the maximum extent feasible, and implementation of the proposed Project would not obstruct implementation of a water quality control plan.

As described previously, water supplies are provided by the California American Water Los Angeles County District that extracts water from the Central Basin. Groundwater pumping is regulated through a Basin Production Percentage to ensure the groundwater supply is sustainable. In addition, the Project would not extract groundwater. Thus, the proposed Project would not result in the obstruction or conflict with a groundwater management plan, and impacts would be less than significant.

Existing Plans, Programs, or Policies

PPP WQ-1: Stormwater Pollution Prevention Plan. Prior to grading permit issuance, the Project developer shall have a Stormwater Pollution Prevention Plan (SWPPP) prepared by a Qualified SWPPP Developer (QSD) in accordance with the City's Municipal Code Chapter 13.16 and the Los Angeles Regional Water Quality Control Board National Pollution Discharge Elimination System (NPDES) Storm Water Permit Order No. R4-2012-0175 (MS4 Permit). The SWPPP shall incorporate all necessary Best Management Practices (BMPs) and other NPDES regulations to limit the potential of erosion and polluted runoff during construction activities. Project contractors shall be required to ensure compliance with the SWPPP and permit periodic inspection of the construction site by the City of Rosemead staff to confirm compliance.

PPP WQ-2: Water Quality Management Plan. Prior to grading permit issuance, the Project applicant shall have a Water Quality Management Plan (WQMP) approved by the City for implementation. The Project shall comply with the City's Municipal Chapter 13.16 and the Municipal Separate Storm Sewer System (MS4) permit requirements in effect for the Regional Water Quality Control Board (RWQCB) at the time of grading permit to control discharges of sediments and other pollutants during operations of the Project.

Mitigation Measures

No mitigation measures related to hydrology and water quality are required.

Sources

Federal Emergency Management Agency (FEMA 2022). National Flood Hazard Layer (NFHL) Viewer. Map #06037C1675F. Available at: https://msc.fema.gov/arcgis/rest/directories/arcgisjobs/nfhl_print/mscprintb_gpserver/j299a67263b93496db1b7e5a6b3385648/scratch/FIRMETTE_b55c63a1-bff0-459b-8eda-e45c330efd55.pdf

Preliminary Hydrology Study, 2022. Prepared by C&V Consulting Inc. (Appendix H).

Preliminary Low Impact Development Plan, 2022. Prepared by C&V Consulting, Inc. (Appendix I).

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
11. 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 mitigating an environmental effect?	☐	☐	☒	☐

a) Physically divide an established community?

No Impact. The physical division of an established community could occur if a major road were built through an established community or neighborhood, or if a major development was built which was inconsistent with the land uses in the community such that it divided the community. The environmental effects caused by such could include lack of a, or disruption of, access to services, schools, or shopping areas. It could also include the creation of blighted buildings or areas due to the division of the community.

The Project site is currently vacant and undeveloped and is surrounded by a roadway to the south followed by single-family residential development and a church, SCE powerlines, a plant nursery, and Walnut Grove Avenue followed by single-family residential to the west, single-family residential and a plant nursery to the north, and single-family residential to the east. The proposed Project would develop the site to provide 37 two-story dwelling units which are consistent with the existing residential development to the east and south of the site across Mission Drive. Therefore, the change of the Project site from vacant and undeveloped to residential would not physically divide an established community. In addition, the Project would not change roadways, or install any infrastructure that would result in a physical division. Thus, the proposed Project would not result in impacts related to physical division of an established community, and no impact would result.

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. As described previously, the Project site is located adjacent to Mission Drive, residential development, a plant nursery, and a church. The Project would develop the Project site to provide 37 new two-story dwelling units, which would be similar to the residential uses that are located adjacent to, and across the street from the site.

General Plan

As the site is within an area developed with single-family residences, the site has a General Plan land use designation of Low Density Residential. The Low Density Residential land use designation is characterized by low-density residential neighborhoods consisting primarily of detached single-family dwellings on individual lots with a maximum permitted density of 7 dwelling units per acre. The proposed Project includes a General Plan Amendment to change the land use designation of

the site to Medium Density Residential that allows up to 12 dwelling units per acre. The General Plan Land Use Element states that the Medium Density Residential land use allows for housing types such as single-family detached homes on smaller lots, duplexes, and attached units. As the Project would develop two-story dwelling units in the Medium Density Residential designation at a density of 11 dwelling units per acre, it would be consistent with the proposed land use designations, and the proposed change in land uses would be less than significant. In addition, the Project complies with the policies set forth in the City's General Plan as shown in Table LU-1, below.

Table LU-1: Project Consistency with General Plan Policies

City's General Plan Policies	Project Consistency
Policy 1.4: Through the Conditional Use Permit process, Design Review process, residential design guidelines, or zoning enforcement, regulate new and large residential structures that compromise neighborhood quality	**Consistent.** The Project has been designed to be consistent with the City's development standards and reviewed by the City's planning department to ensure development standards have been met.
Policy 1.5: Require that new single-family residential construction, additions, and renovations be designed to protect the privacy of adjacent residential properties and the quality of established neighborhoods.	**Consistent.** As mentioned above, the Project has been designed to be consistent with the City's development standards and reviewed by the City's planning department to ensure development standards have been met.
Policy 1.6: Where the housing stock and neighborhood design are of high quality, maintain and provide the foundation for strong neighborhood interaction, and ensure that the bulk and mass of new single-family residential buildings or additions be of the same scale as surrounding units within established residential neighborhoods.	**Consistent.** The proposed Project would develop an underutilized parcel and develop 37 two-story dwelling units that would be similar in size and scale to the surrounding residences.
Policy 1.7: Foster housing stock and neighborhood revitalization, renovation, and good site/architectural design.	**Consistent.** The Project would develop 37 two-story dwelling units that would have a Spanish Colonial or Hacienda architectural style.
Policy 1.8: Require that new single-family units utilize detailed architectural articulations to promote the visual character of neighborhoods and comply with the adopted single family design guidelines.	**Consistent.** As discussed above, the Project would include Spanish Colonial and Hacienda architectural styles. Six color schemes would be utilized which include shades of grey, blue, and brown. The Project would comply with the City's design standards.

Zoning

The Project site is currently zoned as R-1 Single-Family Residential, and the Project would change the site's zoning from R-1 Single-Family Residential to P-D Planned Development to allow for the development of the dwelling units.

The P-D zone does not have a maximum building height and does not have a front or side setback when adjoining residential, though a 5 ft or 10% of lot width setback is required. When adjoining residential, there is a 5 ft or 10% of lot width front setback and the Project is required to adopt the side setback of the zone it is abutting. As described previously, in Table AES-1, the proposed Project meets or is within the P-D zoning requirements for building heights and setbacks.

Regarding lot size and coverage, the P-D zone allows a minimum lot area of one acre and maximum density of 12 dwelling units per acre. As shown in Table AES-1, the Project site is 3.38 net acres which exceeds the net acre minimum. The Project proposes to have a density of 11 dwelling units per acre which is less than the maximum. Thus, the Project site and proposed Project would meet the P-D lot size and coverage standards Therefore, the proposed Project would not conflict with any applicable zoning regulations adopted for the purpose of avoiding or mitigating an environmental effect, and impacts would be less than significant.

Existing Plans, Programs, or Policies

There are no impact reducing Plans, Programs, or Policies related to land use and planning that are applicable to the Project.

Mitigation Measures

No mitigation measures related to land use and planning are required.

Sources

City of Rosemead. Municipal Code. Available: https://library.municode.com/ca/rosemead/codes/code_of_ordinances?nodeId=CD_ORD_TIT13PUSE_CH13.16STWAMA_13.16.010DE

City of Rosemead. General Plan. Available: https://cdn5-hosted.civiclive.com/UserFiles/Servers/Server_10034989/File/Gov/City%20Departments/Community%20Development/Planning/Rosemead.pdf

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
12. 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?	☐	☐	☐	☒

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. According to the Special Report 209 from the California Geological Survey, the City of Rosemead is not included in a list of lead agencies in the San Gabriel Valley P-C Region with active mine operations, designated lands, or lands classified as Mineral Resource Zone 2 (MRZ-2) within its jurisdiction (CGS 2010). Therefore, development of the site would not 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 would occur.

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on the general plan, specific plan or other land use plan?

No Impact. As described above, the Project site is not located within a region of known mineral significance. The site has a General Plan designation of Low Density Residential, is in an urban and developed area, and does not support mineral extraction activities onsite. Therefore, implementation of the Project would not result in the loss of locally important mineral resources, and impacts would not occur.

Existing Plans, Programs, or Policies

There are no impact reducing Plans, Programs, or Policies related to mineral resources that are applicable to the Project.

Mitigation Measures

No mitigation measures related to mineral resources are required.

Sources

California Geological Survey (CGS 2010), Special Report 209, Update of Mineral Land Classification for Portland Cement Concrete-Grade Aggregate in the San Gabriel Valley Production-Consumption Region, Los Angeles County, California, 2010.
https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=mlc

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
13. 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 or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels?	☐	☐	☐	☒

The discussion below is based on the Noise and Vibration Impact Analysis prepared by LSA, Inc. (Noise 2022) (Appendix J).

Noise Element of the General Plan

The City of Rosemead General Plan addresses noise in its Noise Element (General Plan 2010). The Noise Element contains goals and policies for noise control and abatement in the City. General noise goals for Rosemead aim to attain a healthier and quieter environment for all citizens while maintaining a reasonable level of economic progress and development. The City, consistent with the California Office of Planning and Research, has established land use compatibility guidelines for determining acceptable noise levels for specified land uses as shown in Table N-1. These land use compatibility guidelines are intended to be an advisory resource when considering changes in land use and policies, such as zoning modifications. The Issues, Goals, and Policies as well as the Implementation Actions in the City's General Plan Noise Element are designed to provide noise-compatible land use relationships by establishing noise standards utilized for design and siting purposes and minimize noise impacts from significant noise generators. The following goals and policies are applicable to the proposed Project:

Goal 1: Effective incorporation of noise considerations into land use planning decisions.

- **Policy 1.1**: Ensure compliance with standards for interior and exterior noise established within the Noise Element and Zoning Code.
- **Policy 1.4:** Encourage acoustical design in new construction
- **Policy 1.5**: Require sound walls to be constructed in designated mixed-use districts where noise-sensitive land uses are located on adjacent properties.

Goal 3: Effective implementation of measures to control non-transportation noise impacts.

- **Action 1.2:** Incorporate noise reduction features during site planning to mitigate anticipated noise impacts on affected noise sensitive land uses. The noise contours, illustrated on the Existing Noise Contours Map, identify areas within the City exposed to noise levels greater than 60dB CNEL and shall be used to identify locations of potential conflict. Require acoustical analyses, as appropriate, for proposed residential development within the 60 dB CNEL or higher contour. New developments will be permitted only if appropriate mitigation measures are included.
- **Action 1.3**: Enforce provisions of the California Noise Insulation Standards (Title 24) that specify that indoor noise levels for multi-family residential living spaces shall not exceed 45 dB CNEL. The standard is defined as the combined effect of all noise sources, and is implemented when existing or future exterior noise levels exceed 60 dB CNEL. Title 24 further requires that the standard be applied to all new hotels, motels, apartment houses, and dwellings other than detached single-family dwellings. The City will additionally apply the standard to single-family dwellings and condominium conversion Projects.

Table N-1: Municipal Code Exterior Permitted Noise Levels

Land Use	Community Noise Exposure (Ldn or CNEL)						
	55	60	65	70	75	80
Residential							
Transient Lodging – Motel, Hotel							
Schools, Libraries, Churches, Hospitals, Nursing Homes							
Auditoriums, Concert Halls, Amphitheaters[1]							
Sports Arena, Outdoor Spectator Sports[1]							
Playgrounds, Parks							
Golf Course, Riding Stables, Water Recreation, Cemeteries							
Office Buildings, Business Commercial, and Professional							
Industrial, Manufacturing, Utilities, Agriculture							

Source: Modified by Cotton/Bridges/Associates from 1998 State of California General Plan Guidelines.

Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved meet conventional Title 24 construction standards. No special noise insulation requirements.

Conditionally Acceptable: New construction or development shall be undertaken only after a detailed noise analysis is made and noise reduction measures are identified and included in the project design.

Normally Unacceptable: New construction or development is discouraged. If new construction is proposed, a detailed analysis is required, noise reduction measures must be identified, and noise insulation features included in the design.

Clearly Unacceptable: New construction or development clearly should not be undertaken.

Source: General Plan, 2010.

Municipal Code

Chapter 8.36.030 of the City's Municipal Code limits construction and demolition activities to between the hours of 7:00 a.m. and 8:00 p.m. on weekdays, including Saturday. Construction activities should not take place at any time on Sunday or a federal holiday. No person shall operate or allow the operation of any tools or equipment used in construction, drilling, repair, or alteration or demolition work outside of these hours to prevent noise disturbances.

Chapter 8.36.060 of the City's Municipal Code, Noise Standards, establishes limits on non-impulsive noise where no person shall maintain, create, operate, or cause noise on private property to not exceed the noise standards shown in Table D. The standards are applicable to all receptor properties within a designated noise zone. This section also establishes an allowable interior noise level of 45 dBA at all residential receptors during anytime of the day.

Table N-2: Municipal Code Exterior Permitted Noise Levels

Noise Zone	Type of Land Use (Receptor Property)	Time Interval	Allowable Exterior Noise Level (dBA)
I	Single-, double- or multiple family residential	Daytime	60
		Nighttime	45
II	Commercial	Daytime	65
		Nighttime	60
III	Industrial or manufacturing	Anytime	70

Source: Noise and Vibration Analysis, 2022 (Appendix J)

Federal Transit Administration

The construction noise threshold from *Transit Noise and Vibration Impact Assessment* (2018), identifies a significant construction noise impact if construction noise exceeds the thresholds exceed the dBA in Table N-3 at the nearby sensitive receivers (e.g., residential, etc.).

Table N-3: Municipal Code Exterior Permitted Noise Levels

Land Use	Daytime 1-hour Leq (dBA)	Nighttime 1-hour Leq (dBA)
Residential	90	80
Commercial	100	100
Industrial	100	100

Source: Noise and Vibration Analysis, 2022 (Appendix J)

Vibration standards included in the FTA manual are used in this analysis for ground-borne vibration impacts on human annoyance and potential damage. Table F provides the criteria for assessing the potential for interference or annoyance from vibration levels in a building. The criteria for annoyance impacts resulting from ground-borne vibration and noise are based on the average vibration levels during construction. Table N-4 provides the criteria for assessing the potential for damage from vibration levels generated during construction to surrounding structures. Table N-5 below states the construction vibration damage criteria from the FTA.

Table N-4: Interpretation of Vibration Criteria for Detailed Analysis

Land Use	Max Lv (VdB)	Description of Use
Workshop	90	Vibration that is distinctly felt. Appropriate for workshops and similar areas not as sensitive to vibration
Office	84	Vibration can be felt. Appropriate for offices and similar areas not as sensitive to vibration.
Residential Day	78	Vibration that is barely felt. Adequate for computer equipment and low-power optical microscopes.
Residential Night and Operating Rooms	72	Vibration is not felt, but ground-borne noise may be audible inside quiet rooms. Suitable for medium-power microscopes and other equipment of low sensitivity.

Source: Noise and Vibration Analysis, 2022 (Appendix J)

Table N-5: Construction Vibration Damage Criteria

Building Category	PPV (in/sec)
Reinforced concrete, steel, or timber (no plaster)	0.50

Engineered concrete and masonry (no plaster)	0.30
Non-engineered timber and masonry buildings	0.20
Buildings extremely susceptible to vibration damage	0.12

Source: Noise and Vibration Analysis, 2022 (Appendix J)

Existing Noise Levels

As detailed in the Noise and Vibration Impact Analysis (Appendix F), to identify the existing ambient noise level environment, two 24-hour noise level measurements and one short-term noise level measurement were taken on the Project site (shown on Figure 9) between June 21, 2022 and June 22, 2022. The measured sound levels in dBA have been used to calculate the minimum and maximum Leq averaged over 1-hour intervals. Table N-6 also shows the hourly noise levels (Leq) and daily noise levels (CNEL), based on the entire measurement time. As shown in Table N-6, existing noise levels on the Project site range from 50.6 to 57.0 dBA CNEL.

Table N-6: Summary of 24-Hour Ambient Noise Level Measurements

Location	Site Description	Daytime Noise Levels (dBA L_{eq})	Evening Noise Levels (dBA L_{eq})	Nighttime Noise Levels(dBA L_{eq})	Average Daily Noise Levels (dBA CNEL)
LT-1	Southeastern corner of Project site, on a fence along the backyard of 8623 Mission Drive.	50.9-62.5	49.2-56.1	42.6-52.1	57.0
LT-2	Western corner of Project site, bordering a power line near a fence next to a power line tower.	47.6-59.8	45.4-54.3	41.9-50.7	55.2
ST-1	Northeast corner of Project site, south of 8612 Zerelda Street.	43.0-55.2	40.8-49.7	37.3-46.1	50.6

Source: Noise and Vibration Analysis, 2022 (Appendix J)

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?

Less than Significant with Mitigation Incorporated.

Construction

The construction activities for the proposed Project are anticipated to include demolition of the partially paved driveway, site preparation, grading, building construction, paving, and architectural coating. Construction of the proposed Project would occur over an 11-month period. Noise impacts from construction activities associated with the proposed Project would be a function of the noise generated by construction equipment, equipment location, sensitivity of nearby land uses, and the timing and duration of the construction activities. Noise levels generated by heavy construction equipment have the potential to range from approximately 73 dBA to 95 dBA at 50 feet in distance, as shown on Table N-7.

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Figure 9: Noise Measurement Locations

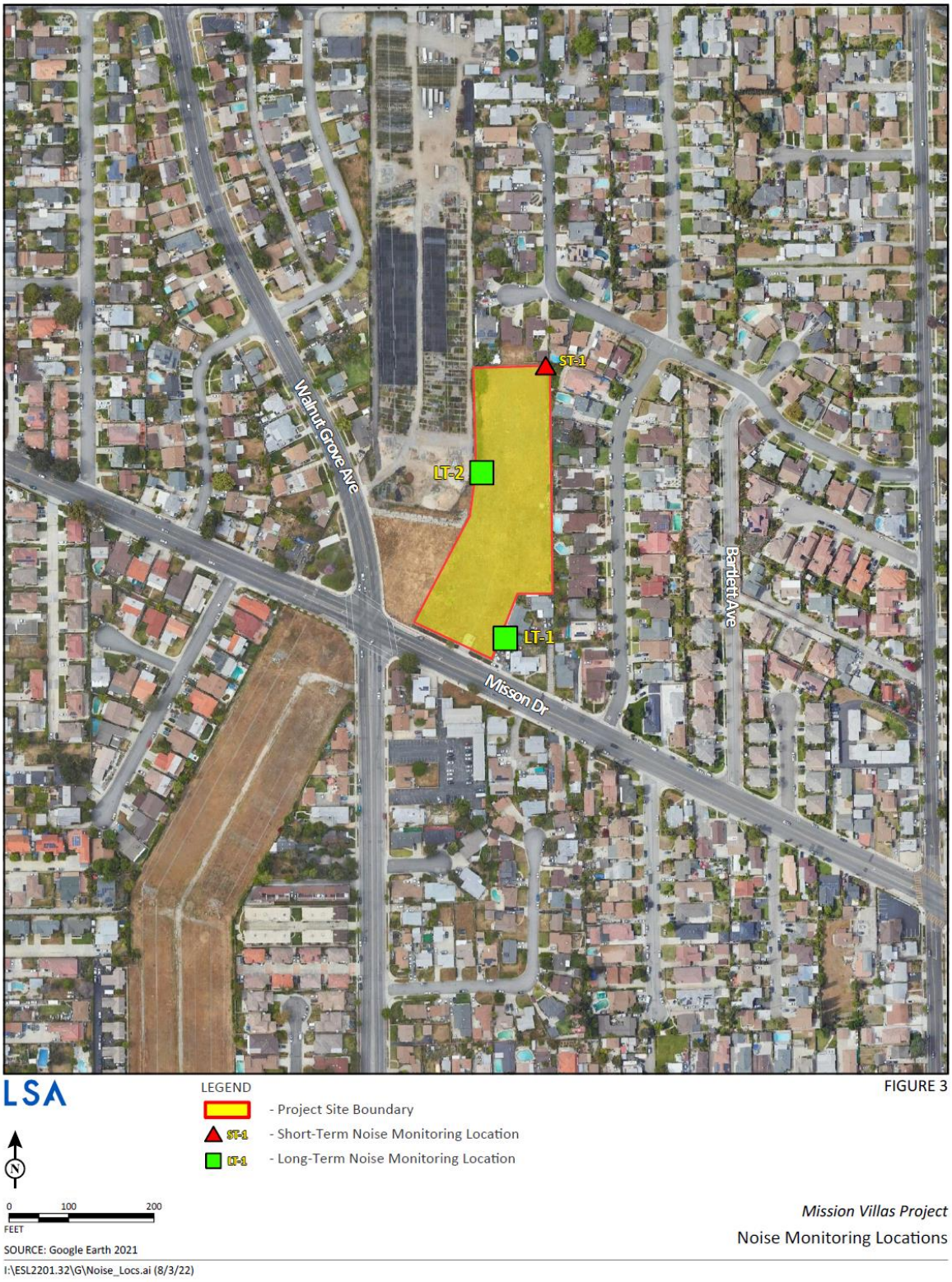

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Table N-7: Construction Activity Noise Levels at 50 Feet

Equipment Description	Acoustical Use Factor[1] (percent)	Maximum Noise Level at 50 Ft[2] (L_{max})
Auker Drill Rig	20	84
Backhoes	40	80
Compactor (Ground)	20	80
Compressor	40	80
Cranes	16	85
Dozer	40	85
Dump truck	40	84
Excavators	40	85
Flat Bed Trucks	40	84
Forklift	20	85
Front-end Loaders	40	80
Graders	40	85
Impact Pile Drivers	20	95
Jackhammers	20	85
Paver	50	77
Pickup Truck	40	55
Pneumatic Tools	50	85
Pumps	50	77
Rock Drills	20	85
Rollers	20	85
Scrapers	40	85
Tractors	40	84
Trencher	50	80
Welder	40	73

Source: Noise and Vibration Analysis (Appendix F)

Per the City's Noise Ordinance, the Project would comply with the construction hours specified which states that the construction activities are allowed between the hours of 7:00 a.m. and 8:00 p.m., Monday through Saturday, excluding Sunday and holidays. The proposed Project's construction activities would occur pursuant to these regulations, which is included as PPP NOI-1 and would be detailed in the construction permits. Therefore, Project construction would be compliant with the City's noise related standards and impacts related to standards would be less than significant.

Neither the City's General Plan nor Municipal Code establish numeric maximum acceptable construction source noise levels at potentially affected receivers, which would allow for a quantified determination of what CEQA constitutes a substantial temporary or periodic noise increase. Thus, the construction noise thresholds from the FTA *Transit Noise and Vibration Impact Assessment* (2018), have been utilized, which identifies a significant construction noise impact if construction noise exceeds 90 dBA at sensitive receptors. The nearest sensitive receptors to the Project site are the single-family residences located to the east, approximately 115 feet from the property line.

Modeling of the construction noise to the location of the existing sensitive receptors is summarized in Table N-8, which shows that construction noise at the closest sensitive receptors is anticipated to range from 69 dBA Leq to 81 dBA Leq, which is less than the 90 dBA threshold. Therefore, noise impacts would be less than significant. In addition, the construction noise over the 11-month period would be temporary in nature as the operation of each piece of construction equipment would not be constant throughout the construction day, and equipment would be turned off when not in use.

The typical operating cycle for a piece of construction equipment involves one or two minutes of full power operation followed by three or four minutes at lower power settings.

Table N-8: Construction Noise Levels at the Nearest Sensitive Receptors

Receptor (Location)	Composite Noise Level (dBA L_{eq}) at 50 feet	Distance (feet)	Composite Noise Level (dBA L_{eq})
Residences (East)	88	115	81
Residences (West)		350	71
Residences (North)		350	71
Residences (South)		430	69

Source: Noise and Vibration Analysis (Appendix F)

Overall, as temporary construction activity would occur in compliance with the City's regulations and would be less than the noise level threshold at existing sensitive receptors, impacts related to construction noise would be less than significant.

Operation

The proposed Project would result in the operation of 37 two-story dwelling units. Potential noise impacts associated with the Project would be from Project-generated vehicular traffic on the nearby roadways. In addition, the proposed development would be adjacent to Mission Drive and in close proximity to Walnut Grove Avenue, which may create exterior and interior noise levels in excess of City standards at the proposed residences.

Once the proposed residences are constructed and inhabited, noise levels generated at the project site would occur from stationary equipment such as heating, ventilation, and air conditioning (HVAC) units that would be installed for the new development, internal street and driveway vehicle movements, trash removal activity, and activity at outdoor gathering areas. Typical noise levels from onsite operations at 50 feet from the noise source include the following:

- Air Conditioning Unit: 54.4 dBA
- Trash Enclosure Activity: 49.0 dBA
- Parking Lot Vehicle Movements: 33.5 dBA
- Outdoor Community Recreation Activity: 48.7 dBA

Typically, air conditioning units and trash enclosures are located away from sensitive receivers and shielded to ensure that noise from operation of the units and trash pickup does not have the potential to result in an impact. The project would not result in exposure of persons to, or generation of, noise levels in excess of standards established in the City Noise Ordinance or the General Plan Noise Element.

Vehicular Noise. Vehicle noise is a combination of the noise produced by the engine, exhaust and tires. The level of traffic noise depends on three primary factors (1) the volume of traffic, (2) the speed of traffic, and (3) the number of trucks in the flow of traffic. The proposed Project is a residential Project that would not result in a substantial number of truck trips and the proposed Project would not alter the speed limit on any existing roadway so the proposed Project's potential offsite noise impacts have been focused on the noise impacts associated with the change of volume of traffic that would occur with development of the proposed Project.

The trip generation prepared for the Project determined that the Project would generate 349 average daily trips. The expected traffic volume on the adjacent segment of Mission drive could be as low as 15,000 (City of Rosemead General Plan 2010). The results of the Noise Analysis determined that an increase of approximately 0.1 dBA CNEL is expected along the streets adjacent to the Project site. A noise increase of less than 1 dBA would not be perceptible to the human ear. Therefore, the traffic noise increase in the vicinity of the Project site resulting from the proposed Project would be less than significant.

Exterior Noise. The City has a 60 dBA CNEL exterior noise level standard. Based on the monitoring results shown in Table N-6, the existing measured noise levels at the Project site closest to Mission Drive, approximately 95 feet away from Mission Drive centerline, is 57.0 dBA CNEL. Based on the Project site plan, the rear yards of units 1-4 and 37 are approximately 45 feet away from Mission Drive centerline, resulting in estimated noise levels approaching 62 dBA, without accounting for shielding provided by the proposed 6ft wall, which would reduce the noise levels by 5 dBA or more, resulting in noise levels below 60 dBA. Thus, Thus, impacts would be less than significant.

Interior Noise. As described in the Noise Impact Analysis, per the California Code of Regulations and the City's Implementation Actions, an interior noise level standard of 45 dBA CNEL or less is required for all noise-sensitive rooms. Based on the expected future exterior noise levels at the façades of the lots closest to Mission Drive approaching 62 dBA CNEL, a minimum noise reduction of 17 dBA would be required. Based on reference information from transmission loss test reports for various Milgard windows (Milgard 2008), standard building construction along with standard windows, typically in the STC 25- 28 range, a reduction of 25 dBA or more would be achieved with windows in a closed position. With a reduction of 25 dBA or more, interior noise levels would remain below the City's interior noise level standard of 45 dBA CNEL. The Project includes a HVAC system for all unit so that windows can remained closed.

Thus, the Project would not generation 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. Therefore, impacts would be less than significant.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Less than Significant Impact with Mitigation Incorporated. The City does not have quantified vibration standards applicable to the proposed Project. However, the FTA provides criteria for assessing the potential for interference or annoyance from vibration levels in a building as shown in Table N-4. Construction activity can result in varying degrees of ground vibration, depending on the equipment used on the site. Operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. Buildings in the vicinity of the construction site respond to these vibrations with varying results ranging from no perceptible effects at the low levels to slight damage at the highest levels. Table N-9 provides vibration levels for particular construction activities at a distance of 25 feet.

Table N-9: Vibration Source Levels for Construction Equipment at 25 Feet

Equipment	Peak Particle Velocity (inches/second)	Approximate Vibration Level (L_v)at 25 feet
Pile Driver (Impact), Typical	0.644	104

Pile Driver (Sonic), Typical	0.170	93
Vibratory Roller	0.210	94
Hoe Ram	0.089	87
Large Bulldozer	0.089	87
Caisson Drilling	0.089	87
Loaded Trucks	0.076	86
Jackhammer	0.035	79
Small Bulldozer	0.003	58

Source: Noise Impact Analysis (Appendix F).

The primary source of vibration during construction would be from the operation of a pile driver. Based on typical propagation rates, the vibration level at the nearest offsite sensitive receptors (single-family residences to the east) would be 0.995 inch per second PPV when construction occurs at the property line, which would exceed the 0.2 inch per second PPV threshold detailed above. Therefore, Mitigation Measure NOI-1 is included to prohibit the use of heavy equipment within 15 feet of existing residences to the north and west to ensure that vibration levels are below the 0.2 PPV (in/sec) threshold. Thus, with implementation of Mitigation Measure NOI-1, impacts related to construction vibration 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 or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels?

No Impact. There are no airports within two miles of the Project site. The closest airport is the San Gabriel Valley Airport that is located 2.6 miles east of the Project site. Similarly, the Project site is not located within the vicinity of a private airstrip and would not expose people residing or working in the Project area to excessive noise levels related to an airstrip. No impacts related to airport or airstrip noise would occur from implementation of the Project.

Existing Plans, Programs, or Policies

PPP NOI-1: Construction Hours. Per Municipal Code Chapter 8.36, construction and demolition activities may only occur between the hours of 7:00 a.m. and 8:00 p.m. on weekdays, including Saturday. Construction activities should not take place at any time on Sunday or a federal holiday. No person shall operate or allow the operation of any tools or equipment used in construction, drilling, repair, or alteration or demolition work outside of these hours to prevent noise disturbances.

PPP NOI-2: Best Construction Practices. In addition to compliance with the City's Municipal Code allowed hours of construction of 7:00 a.m. to 8:00 p.m., Monday through Saturday, excluding Sunday and holidays, the following recommendations would reduce construction noise to the extent feasible:

- The Project construction contractor should equip all construction equipment, fixed or mobile, with properly operating and maintained noise mufflers, consistent with manufacturer's standards.
- The Project construction contractor should locate staging areas away from off-site sensitive uses during the later phases of Project development.
- The Project construction contractor should place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the Project site whenever feasible.

Mitigation Measures

Mitigation Measure NOI-1: Construction Vibration. Project plans and specifications shall include the requirement that that operation of any heavy equipment shall be prohibited within 15 feet of existing residences to the north and east. If heavy equipment is necessary within 15 feet of existing structures, the following measures shall be implemented.

- Identify structures that could be affected by ground-borne vibration and would be located within 15 feet of where heavy construction equipment would be used. This task shall be conducted by a qualified structural engineer as approved by the City's Director of Community Development or designee.
- Develop a vibration monitoring and construction contingency plan for approval by the City's Director of Community Development, or designee, to identify structures where monitoring would be conducted; set up a vibration monitoring schedule; define structure-specific vibration limits; and address the need to conduct photo, elevation, and crack surveys to document before and after construction conditions. Construction contingencies such as alternative methods or equipment that would generate lower vibration levels would be identified for when vibration levels approached the limits.
- At a minimum, monitor vibration during initial demolition activities. Monitoring results may indicate the need for more intensive measurements if vibration levels approach the 0.2 PPV (in/sec) threshold.
- When vibration levels approach the 0.2 PPV (in/sec) limit, suspend construction and implement contingencies identified in the approved vibration monitoring and construction contingency plan to either lower vibration levels or secure the affected structures.

Sources

Noise and Vibration Impact Analysis prepared by LSA. (Noise 2022) (Appendix F).

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
14. 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?	☐	☐	☐	☒

a) Induce substantial unplanned population growth in an area, either directly or indirectly?

Less Than Significant Impact. The Project would construct 37 two-story dwelling units on the Project site. The California Department of Finance (CDF) data details that the City of Rosemead had a residential population of 50,025 and 15,001 residential units in 2022. Of these, 11,257 (57 percent) are single-family detached units, and 1,437 are attached units (9.6 percent). The CDF data details that 14,505 of the units are occupied (households) and that the vacancy rate within the City is 3.3 percent. In addition, it is estimated that the City has an average of 3.45 persons per household.

Based on this information, the proposed 37 two-story dwelling units would result in an increase of approximately 128 new residents. The addition of 128 new residents would represent a population increase of 1.2 percent and the new housing units would result in a 0.256 percent increase in residential units within the City. The Southern California Association of Governments (SCAG) Demographics and Growth Forecast (SCAG 2020) anticipates a City population of 60,300 in year 2045, which is an increase of 10,275 persons over the year 2022 population; and forecasts 16,500 households in the City in year 2045, which is an increase of 1,499 residential units over the number of units in 2022. The 37 residential units developed by the proposed Project would equate to 2.47 percent of the forecasted growth in residential units, which is a limited amount of the Projected growth in residential housing. Thus, the Project would not directly result in substantial unplanned growth.

Also, the proposed Project is located in an urbanized residential area of the City and is surrounded by residential, park, plant nursery, and church uses and is already served by the existing roadways and infrastructure systems. No infrastructure would be extended or constructed to serve areas beyond the Project site, and indirect impacts related to growth would not occur from implementation of the proposed Project. Therefore, potential impacts related to inducement of unplanned population growth, either directly or indirectly, would be less than significant.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. The Project site is currently vacant and undeveloped and does not contain any housing. The Project would develop the site to construct 37 two-story dwelling units. No people or housing would be displaced by implementation of the proposed Project. Conversely, housing would be developed by the Project. Thus, no impact would occur.

Existing Plans, Programs, or Policies

There are no impact reducing Plans, Programs, or Policies related to population and housing are applicable to the Project.

Mitigation Measures

No mitigation measures related to population and housing are required.

Sources

California Department of Finance. *E-5 Population and Housing Estimates for Cities, Counties, and the State, 2020-2022*. Accessed: https://dof.ca.gov/forecasting/demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2022/

Southern California Association of Governments Demographics and Growth Forecast. Table 14 Jurisdiction-Level Growth Forecast, September 2020. Accessed: https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal_demographics-and-growth-forecast.pdf?1606001579

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
15. 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:				
Fire protection?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐
Schools?	☐	☐	☒	☐
Parks?	☐	☐	☒	☐
Other public facilities?	☐	☐	☒	☐

a) Result in substantial adverse physical impacts associated with the provision of 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:

Fire protection?
Police protection?
Schools?
Parks?
Other public facilities?

***Fire Protection* – Less than Significant Impact.** The Los Angeles Fire Department (LAFD) currently provides services to the Project site and surrounding area. LAFD has two fire stations that provide services to the Project site, including fire prevention and suppression, emergency medical services, technical rescue, and hazardous materials response. The closest fire station to the Project site is Fire Station 42, located at 9319 E. Valley Blvd, which is approximately 1.1 mile southeast of the site. Fire Station 4, located at 2644 N San Gabriel Blvd, which is approximately 2.4 miles southwest of the Project site. Station 4 responded to 3,218 incidents in fiscal year 2021-2022 with an arrival time within five minutes for 48.34% of calls. Station 42 responded to 2,815 incidents in fiscal year 2021-2022 with an arrival time within five minutes for 45.01% of calls.[1]

[1] Data received from Gina Cortez, Los Angeles County Fire Department Planning Division

The proposed Project would develop 37 residential dwelling units. Implementation of the Project would be required to adhere to California Fire Code (Title 24, Part 9 of the California Code of Regulations) included in Section 8.24.010 of the City's Municipal Code, which regulates fire-resistant construction, emergency planning, fire protection system, and appropriate emergency access throughout the site. As part of the permitting process, the Project plans would be reviewed by the City's Building and Safety Division to ensure that the fire protection requirements are met.

Due to the small increase in onsite people that would occur from implementation of the Project, an incremental increase in demand for fire protection and emergency medical services would occur. However, the increase in residents onsite is limited (128 residents) and would not increase demands such that the existing two fire stations would not be able to accommodate servicing the Project in addition to its existing commitments. Provision of a new or physically altered fire station would not be required that could cause environmental impacts. Therefore, impacts related to fire protection services from the proposed Project would be less than significant.

***Police Protection* - Less than Significant Impact.** The Los Angeles County Sheriff Department (LASD) provides policing services for the City of Rosemead. The Temple City Station is located at 8838 E Las Tunas Drive, approximately 1.6 miles northeast of the Project site. Approximately 176 sworn and 33 non-sworn support personnel are assigned to the City[2]. Based on the CDF population data for the City in January, 2022 of 50,511, the City has approximately 3.5 sworn officers per 1,000 residents.

Development of the proposed 37 residential dwelling units would result in an incremental increase in demands on law enforcement services. However, the increase would not be significant when compared to the current demand levels. As described previously, the residential population of the Project site at full occupancy would be approximately 128 residents and based on the Police Department's staffing of 3.5 officers per thousand population, the proposed Project would require 0.45 percent of an additional officer.

Since the need by the Project is less than one full-time officer at the existing staffing ratio, the Project would not require the construction or expansion of the City's existing policing facilities. Thus, substantial adverse physical impacts associated with the provision of new or expanded facilities would not occur. Thus, impacts related to police services would be less than significant.

***Schools* – Less than Significant Impact.** The Project site is located in Rosemead School District (K-8) and El Monte Union High School District (9-12). The public schools that serve the Project site are:

- Emma W. Shuey Elementary School (K-6)
- Muscatel Middle School (7-8)
- Rosemead High School (9-12)

[2] Data received from Deputy Marshall Los Angeles Sheriff Department

Table PS-1: School Capacity and Project Generated Students

School	2021-2022 Enrollment	2020-2021 Enrollment[1]	2019-2020	2018-2019	2017-2018	2016-2017	2015-2016
Emma W. Shuey Elementary School	514	460	486	491	477	498	516
Muscatel Middle School	555	569	556	570	621	660	654
Rosemead High School	1,704	1,787	1,806	1,844	1,847	1,813	1,805

[1] Source: California Department of Education, Accessed: https://dq.cde.ca.gov/dataquest/

The State Office of Public School Construction utilizes a student yield factor of 0.7 students per dwelling unit. Using this factor, the proposed 37 residences could result in approximately 26 new students that would range in age from elementary through high school. The 26 students would range in age from elementary school to high school. As shown in Table PS-1 above, Muscatel Middle School and Rosemead High School are operating at less capacity than previous years. Rosemead School District is currently at 78% of its capacity with room to accommodate 892 more students. Thus, the addition of 26 students would be accommodated by the schools existing capacities. In addition, as required by all Projects within the City, the proposed Project is required to pay School Mitigation Impact fees, as included by PPP PS-1. Therefore, impacts related to schools would be less than significant.

***Parks* – Less than Significant Impact.** The City of Rosemead has approximately 43.25 acres of parkland. In addition, the Whittier Narrows Recreational Area is immediately southeast of the City and provides an additional 1,092 acres of parkland. Of this parkland, 19.5 acres are within 1 mile of the Project site.

- Guess Park located which is approximately 300 feet from the Project site. This park is 0.25 acre and consists of a greenbelt.
- Sally Tanner Park which is approximately 0.4 mile from the Project site. This park is 1.25 acres and consists of a playground, pathways, benches, and picnic tables.
- Rosemead Park which is approximately 0.7 mile from the Project site. This park is 18 acres and consists of a skate park, picnic tables, a swimming pool, and playground.

The Project would develop 37 residential dwelling units and 1,664 SF of central common open space for use by residents. There's an additional 15,654 SF of common open space throughout the Project site that would be used for active recreation. Thus, the Project proposes a total of 17,318 SF of open space recreation area on the site for use by residents. As described previously, approximately 128 new residents would occur from the proposed Project. Due to the limited increase in population from implementation of the Project and provision of onsite open space and recreational facilities, the Project would not require the construction or expansion of any existing park facility. Thus, substantial adverse physical impacts associated with the provision of new or expanded facilities would not occur.

In addition, the impacts of development of the proposed 17,318 square foot open space recreation area on the site are considered part of the impacts of the proposed Project as a whole and are

analyzed throughout the various sections of this MND. For example, activities such as excavation, grading, and construction as required for the park are analyzed in the Air Quality, Greenhouse Gas Emissions, Noise, and Transportation Sections.

***Other Public Facilities* – Less than Significant Impact.** The proposed Project would develop the Project site with 37 residential dwelling units within an area that already contains residential land uses. The additional residences would result in a limited incremental increase in the need for additional services, such as public libraries and post offices, etc. Because the Project area is already served by other services and the Project would result in a limited increase in population, the Project would not result in the need for new or physically altered facilities to provide other services, the construction of which could cause significant environmental impacts. Therefore, impacts would be less than significant.

Existing Plans, Programs, or Policies

PPP PS-1: School Fees. Prior to the issuance of either a certificate of occupancy or prior to building permit final inspection, the applicant shall provide payment of the appropriate fees set forth by the applicable school districts related to the funding of school facilities pursuant to Government Code Section 65995 et seq.

Mitigation Measures

No mitigation measures related to public services are required.

Sources

California Department of Education Data Quest. Accessed: https://dq.cde.ca.gov/dataquest/dataquest.asp

City of Rosemead Municipal Code. Accessed: https://library.municode.com/ca/rosemead/codes/code_of_ordinances?nodeId=CD_ORD_TIT13PUSE_CH13.16STWAMA_13.16.010DE

Los Angeles County Sheriff's Department Temple Sheriff's Station. Accessed: https://lasd.org/temple/

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
16. 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 which might have an adverse physical effect on the environment?	☐	☐	☒	☐

a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that physical deterioration of the facility would be accelerated?

Less than Significant Impact. The Project would develop 37 two-story dwelling units and 17,298 square feet of common open space that would be provided throughout the development for recreational use by residents. Therefore, some of the Project's park and recreational demand would be met by the provision of the onsite facilities. The City currently has approximately 43.25 acres of park and recreation facilities. Additionally, Whittier Narrows, a regional park, is located just outside Rosemead City limits in unincorporated Los Angeles County and is greater than 1,000 acres in size. The Project site is within one mile of 20.25 acres of parkland including Guess Park located directly east of the site, across Walnut Grove Avenue. As described previously in the population discussion, the approximately 128 new residents would equate to approximately 3 new residents per acre of park and recreational area that is within one mile of the site. Due to the limited increase in population from implementation of the Project, provision of onsite open space and recreational facilities, and the amount of existing recreation facilities near the site, impacts related to the increase in the use of existing parks and recreational facilities, such that physical deterioration of the facility would be accelerated would be less than significant.

b) Include or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Less than Significant Impact. As described above, the Project includes 17,298 square feet of open space recreation area. The impacts of development of the park are considered part of the impacts of the proposed Project as a whole and are analyzed throughout the various sections of this MND. For example, activities such as excavation, grading, and construction as required for the recreation area are analyzed in the Air Quality, Greenhouse Gas Emissions, Noise, and Transportation Sections.

Also, as described in the previous response, the approximately 128 new residents would equate to approximately 3 new residents per existing acre of park and recreational area that is within one mile of the site. Thus, the Project would have a limited increase in use of existing public recreation

facilities and would not require the construction or expansion of other recreational facilities that might have an adverse physical effect on the environment. As a result, impacts would be less than significant.

Existing Plans, Programs, or Policies

There are no impact reducing Plans, Programs, or Policies related to recreation are applicable to the Project.

Mitigation Measures

No mitigation measures related to recreation are required.

Sources

City of Rosemead General Plan. Accessed: https://cdn5-hosted.civiclive.com/UserFiles/Servers/Server_10034989/File/Gov/City%20Departments/Community%20Development/Planning/Rosemead.pdf

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
17. 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?	☐	☐	☐	☒

The discussion below is based on the Trip Generation and Vehicle Miles Traveled Screening Analysis prepared EPD Solutions, Inc. (Traffic 2022) (Appendix K)

a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less than Significant Impact. The Project site would develop 3.378 acres of land with a new residential development that would provide haul truck access during construction and vehicular access during operation. Access would be provided via Mission Drive. The Project proposes a 20-foot-wide entry driveway and 20-foot-wide exit driveway along Mission Drive.

Roadway: Construction activities associated with the Project would generate vehicular trips from construction workers traveling to and from the Project site, delivery of construction supplies and import materials to, and export of debris from, the Project site. However, these activities would only occur for an estimated time period of 11 months. The increase of trips during construction activities would be limited and would not exceed the number of daily operational trips described below. The short-term vehicle trips from construction of the Project would generate less than significant operational impacts to roadways.

Construction activities of the Project would generate vehicular trips from construction workers traveling to and from Project site, delivery of construction supplies and import materials to, and export of debris from the Project site. However, these activities would only occur for a period of 11 months. Construction of the proposed Project would require 56 haul trips that would occur over the 11-month period.

Bicycle: The Project site and surrounding area do not currently support bicycle infrastructure. However, Mission Drive and Walnut Grove Avenue were defined as potential new bike lanes in the

City's General Plan. The proposed Project would not alter or conflict with plans to implement new bike lanes along Mission Drive or Walnut Grove Avenue.

Pedestrian Facilities: As previously described, the Project site and surrounding roadways have existing sidewalks.. New sidewalk improvements would be included along Mission Drive to facilitate Project design and access. Therefore, the Project would result in no impacts to pedestrian facilities.

The Project would be consistent with the City of Rosemead General Plan Circulation Element and would not conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. Therefore, impacts would be less than significant.

b) Would the Project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Less than Significant Impact. Senate Bill (SB) 743 was signed by Governor Brown in 2013 and required the Governor's Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to LOS for evaluating Transportation impacts. SB 743 specified that the new criteria should promote the reduction of GHG emissions, the development of multimodal transportation networks and a diversity of land uses. In response, Section 15064.3 was added to the CEQA Guidelines that became effective on July 1, 2020 and requires that Vehicle Miles Traveled (VMT) be evaluated for impacts and provides lead agencies with the discretion to choose the most appropriate methodology and thresholds for its evaluation.

VMT Screening Thresholds

The City's Traffic Impact Analysis Guidelines provides VMT screening thresholds to identify Projects that would be considered to have a less than significant impact on VMT and therefore could be screened out from further analysis. If a Project meets one of the following criteria as shown below, then the VMT impact of the Project would be considered less than significant and no further analysis would be required.

1. The project is in a Transit Priority Area (TPA).
2. The project is in a low VMT area.
3. The project proposes one of the following local-serving land uses:
    - Local-serving retail less than 50,000 sf in size, including:
        - Gas stations
        - Banks
        - Restaurants
        - Shopping Center
    - Local serving K-12 school
    - Local park
    - Daycare centers
    - Local-serving hotel (e.g., non-destination hotel)
    - Student housing projects on or adjacent to a college campus
    - Local-serving assembly use (places of worship, community organizations)
    - Community institutions (public libraries, fire stations, local government)

- Affordable, supportive, or transitional housing
- Assisted living facilities
- Senior housing (as defined by Housing and Urban Development)
- Local serving community colleges that are consistent with the assumptions noted in the
- RTP/SCS (Regional Transportation Plan/Sustainable Communities Strategy)
- Project generating less than 110 daily vehicle trips. This generally corresponds to the following "typical" development potentials:
    - 11 single family housing units
    - 16 multi-family, condominiums, or townhouse housing units
    - 10,000 SF of office
    - 15,000 SF of light industrial
    - 63,000 SF of warehousing
    - 79,000 SF of high cube transload and short-term storage warehouse
- Public parking garages and public parking lots

A portion of the Project site is located within a TPA, however the entire site is not within the TPA. Therefore, the Project does not satisfy Screening Criteria 1. Screening Criteria 2 defines low VMT areas as traffic analysis zones (TAZs) with a total daily VMT/service Population that is 15% less than the San Gabriel Valley Council of Governments (SGVCOG) baseline. If the proposed Project is residential, the Project is considered to screen out if it is located within the Low VMT areas. As stated in the City's guidelines, projects that are located in areas with predominately similar land uses can utilize the SGCVOG screening tool. To ensure that the project is consistent with the land uses that are evaluated in the project Traffic Analysis Zone (TAZ) in the SGVCOG screening tool, the socioeconomic data in SCAG model TAZ 22180100 was examined. TAZ 22180100 is bounded by Mission drive on the south, the train tracks on the north, Muscatel Avenue on the east and the Rubio Wash on the west. The north portion of the TAZ is currently developed with employment uses while the south portion (south of Grand) is residential. The 2016 base model includes 515 households with a population of 1,511 persons. The zone also includes 645 employees. Therefore, the project is consistent with both the existing land uses and the land uses evaluated in the SCAG model and therefore the SGVCOG screening tool. Thus, the SGVCOG tool was appropriate to use for the Project.

As shown in the Appendix K, the project TAZ 22180100 has a VMT per Service Population of 26.78. The baseline VMT per Service Population is 34.9 percent, therefore a low VMT area would be a TAZ where the VMT per Service Population is 29.67 or lower. As noted previously, the VMT per Service Population of the project TAZ is 26.78 and therefore the project is located in a low VMT area and would meet Screening Criteria 2 – Low VMT Area.

Table TR-1 below shows the trip generation for the proposed Project.

Table TR-1: Proposed Project Trip Generation

Land Use	Units	Daily	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
Trip Rates								
Single-Family Detached Housing	DU	9.43	0.18	0.52	0.70	0.59	0.35	0.94
Project Trip Generation								
8601 Mission Drive	37 DU	349	7	19	26	22	13	35

DU = Dwelling Units

[1] Trip rates from the Institute of Transportation Engineers, *Trip Generation, 11th Edition,* 2021. Land Use Code 210 - Single-Family Detached Housing.

Source: Trip Generation and VMT Screening Memo (Appendix K)

The proposed Project is a residential development within an urbanized area that is served by transit. The Project site is surrounded by other residential uses and is in a low VMT area based on the SGCVCOG screening analysis. Therefore, it is legally presumed to have less than significant VMT impacts, and no further analysis is required. However, we note for informational purposes that as described previously, the Project vicinity receives public transit services from the City of Rosemead through the Rosemead Explorer. The Rosemead Explorer operated Monday through Friday from 6:00 a.m. to 8:00 p.m. and 10:00 a.m. to 5:00 p.m. on weekends. The closest stop to the Project site is located near Rosemead High School, approximately 0.7 mile away. Therefore, residents at the site would have direct and convenient to existing local and regional transit services, which would further support the reduction of VMT.

The Project would also support pedestrian circulation. As detailed in the previous response, new onsite sidewalks would be developed to connect to currently existing sidewalks that are adjacent to the site along Mission Drive and provide pathways throughout the Project site. This would facilitate pedestrian use and walking to nearby locations, such as the nearby schools and park facilities. Therefore, the Project meets the intent of SB 743 to support multimodal transportation and a diversity of interrelated land uses, such as residential, schools, and parks.

As detailed previously on Table TR-1, the proposed 37 residential dwelling units would generate 349 daily trips. The CalEEMod modeling of the GHG emissions that would be generated by operation of the proposed Project identified (in Table GHG-1) that operational activities of the Project would generate 613 MTCO2e annually, which is substantially less than the 3,000 MTCO2e screening threshold. For all of the above reasons including that it is legally presumed to cause less than significant impacts, the Project would result in a less than significant impact related to VMT.

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. The Project would develop and operate 37 residential dwelling units on the site. None of the proposed structures would include incompatible uses such as farm equipment. The Project would also not increase any hazards related to a design feature. The onsite driveways would be developed in conformance with City design standards. The City's construction permitting process includes review of Project plans to ensure that no potentially hazardous transportation design features would be introduced by the Project. For example, the design of the onsite circulation would has been reviewed to ensure fire engine accessibility is provided to the fire code standards. Also, access to the Project site would be provided by a 20-foot-wide entry driveway and 20-foot-wide exit driveway along Mission Drive that would be designed in compliance with the City's design

standards to provide for adequate turning for passenger cars, fire trucks, and delivery trucks. As a result, impacts related to geometric design feature would be less than significant.

d) Result in inadequate emergency access?

No Impact. The proposed Project would develop and operate residential dwelling units that would be permitted and approved in compliance with existing safety regulations, such as the California Building Code and Fire Code (as integrated into the City's Municipal Code) to ensure that it would not result in inadequate emergency access.

The proposed construction activities, including equipment and supply staging and storage, would occur within the Project site and would not restrict access of emergency vehicles to the Project site or adjacent areas. During construction, Mission Drive would remain open to ensure adequate emergency access to the Project area and vicinity. Thus, impacts related to inadequate emergency access during construction activities would not occur.

As described above, operation of the proposed Project would also not result in inadequate emergency access. Direct access to the Project site would be provided from Mission Drive. The driveways and on-site circulation constructed by the Project would be evaluated through the City's permitting procedures to meet the City's design standards that provides adequate turning space for passenger cars, fire trucks, and delivery trucks. The Project is also required to provide fire suppression facilities (e.g., hydrants and sprinklers). The LAFD would review the development plans as part of the plan check and permitting procedures to ensure adequate emergency access pursuant to the requirements in Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9). As a result, impacts related to inadequate emergency access would not occur.

Existing Plans, Programs, or Policies

There are no impact reducing Plans, Programs, or Policies related to transportation that are applicable to the Project.

Mitigation Measure

No mitigation measures related to transportation are required.

Sources

City of Rosemead General Plan Update Circulation Element. Accessed: https://cdn5-hosted.civiclive.com/UserFiles/Servers/Server_10034989/File/Gov/City%20Departments/Community%20Development/Planning/Rosemead.pdf

City of Rosemead Public Transportation. Accessed: https://www.cityofrosemead.org/cms/one.aspx?pageId=10909050

Trip Generation and Vehicle Miles Traveled (VMT) Memo, prepared by EPD Solutions, Inc. (VMT 2022) (Appendix K).

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
18. TRIBAL CULTURAL RESOURCES.				
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:				
a) 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)?	☐	☐	☐	☒
b) 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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	☐	☒	☐	☐

Assembly Bill 52

Chapter 532, Statutes of 2014 (Assembly Bill [AB] 52), requires that Lead Agencies evaluate a Project's potential to impact "tribal cultural resources." Such resources include "[s]ites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources." AB 52 also gives lead agencies the discretion to determine, supported by substantial evidence, whether a resource qualifies as a "tribal cultural resource." Also, per AB 52 (specifically PRC 21080.3.1), Native American consultation is required upon request by a California Native American tribe that has previously requested that the City provide it with notice of such Projects.

a) 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)?

No Impact. The Cultural Resources Assessment prepared for the Project site, indicated that a church was constructed on the Project site between 1953 and 1964 but was demolished in 1992. The structure was not listed in the CRHR files. The site is currently vacant and does not contain any structures. Therefore, the Project site is not eligible for listing in the California Register of Historical Resources, or in a local register of historical resources. The proposed Project would not result in an impact to a historical resource.

An archaeological record search from the South-Central Coastal Information Center (SCCIC) at California State University, Fullerton was completed in order to identify any previously recorded archaeological site within the Project boundary or in the immediate vicinity. According to the records search, 21 resources are located within a one-half-mile radius of the site, one of which is located within the site. The Southern California Edison Mesa-Ravendale-Rush 66kV Transmission Line is located within the site. The transmission line is still present running above the property, however, none of the steel lattice towers, steel poles, or wood poles are within the Project site. The records search also identified 13 cultural resource reports conducted within on-half mile of the site, none of which included the subject property.

b) 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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Less than Significant Impact with Mitigation Incorporated. The Cultural Resources Assessment prepared for the Project site, includes aerial photographs describing that the site was used for agricultural uses from approximately 1928 through the 1950's and a small residential structure was located on the southeast corner of the site. A large commercial structure was developed on the southern portion of the site in the 1960's that was later removed in the 1990's. The site is currently vacant and does not contain any structures.

The Project would excavate and recompact the upper two feet of onsite soils. The Project grading is anticipated to remain within the fill material but has the potential to encroach into native soils that have not been previously disturbed.

A search of the Sacred Lands File (SLF) was requested for the Project by the Native American Heritage Commission (NAHC). The NAHC results were found to be positive for the presence of sacred site or locations of religious or ceremonial importance within the search radius and the NAHC recommended contacting the Gabrieleno Band of Mission Indians – Kizh Nation. Pursuant to the requirements of AB 52, the City sent informational letters about the proposed Project and requests for consultation to each tribe on the City's list of tribes requesting consultation on June 14, 2022. These tribes include the following: Gabrieleno Band of Mission Indians – Kizh Nation, Gabrieleno/Tongva San Gabriel Band of Mission Indians, Gabrielino/Tongva Nation, Gabrielino Tongva Indians of California Tribal Council, Gabrielino Tongva Indians of California Tribal Council, Gabrielino-Tongva Tribe, Santa Rosa Band of Cahuilla Indians, Soboba Band of Luiseno Indians, Soboba Band of Luiseno Indians.

On June 28, 2022, the City received an e-mailed response to the City's AB 52 outreach letters, which was from the Gabrieleno Band of Mission Indians – Kizh nation requesting consultation be scheduled if ground disturbance were to occur. Consultation occurred via email between June 28, 2022 and XX, 2022. The consultation included provision of information that the Project site includes fill materials over native alluvial soils. The tribe Chairman, Andy Salas, provided modifications to proposed Project. The measure has been included as Mitigation Measure TCR-1 that provides tribal monitoring of initial site clearing (such as pavement removal) and ground-disturbing activities.

Also, as described previously, Mitigation Measure CUL-1 has been included to provide procedures to be followed in the event that potential resources are discovered during grading, excavation, or construction activities. As detailed previously, if the discovered resource(s) appears Native American

in origin, a Native American Monitor shall be contacted to evaluate any potential tribal cultural resource(s) and shall have the opportunity to consult on appropriate treatment and curation of these resources. Additionally, as described previously (and included as PPP CUL-1), California Health and Safety Code, Section 7050.5 requires that if human remains are discovered in the Project site, disturbance of the site shall halt and remain halted until the coroner has conducted an investigation. If the coroner determines that the remains are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission. Thus, impacts related to California Native American tribe resources would be less than significant with implementation of Mitigation Measures TCR-1and CUL-1; and PPP CUL-1.

Existing Plans, Programs, or Policies

PPP CUL-1: Human Remains. Listed previously in Section 5, Cultural Resources.

Mitigation Measures

Mitigation Measure CUL-1: Archaeological Monitoring. Listed previously in Section 5, Cultural Resources.

Mitigation Measure TCR-1: Native American Monitoring. Listed previously in Section 5, Cultural Resources.

Sources

Governor's Office of Planning and Research (OPR 2005). Tribal Consultation Guidelines, Supplement to General Plan Guidelines. November 14, 2005. Available at: http://nahc.ca.gov/wp-content/uploads/2019/04/SB-18-Tribal-Consultation-Guidelines.pdf

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
19. UTILITIES AND SERVICE SYSTEMS. Would the Project:				
a) Require or result in the relocation or construction of new or expanded water or wastewater treatment facilities or expansion of existing facilities, the construction 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 statutes and regulations related to solid waste?	☐	☐	☐	☒

a) Require or result in the relocation or construction of new or expanded water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less than Significant Impact.

Water Infrastructure

The proposed Project is within an urbanized, developed area of Rosemead. The Project would install new onsite potable water lines that would connect to existing 6-inch water lines in Mission Drive. The new onsite water system would convey water supplies to the proposed residences and landscaping through plumbing/landscaping fixtures that are compliant with the CalGreen Plumbing Code and the City's Municipal Code Chapter 13.08 for efficient use of water.

The proposed Project would receive water supplies through the existing water lines located within the Mission Drive right-of-way that have the capacity to provide the increased water supplies needed to serve the proposed Project, and no expansions of the water pipelines that convey water to the Project site would be required. Installation of the new water distribution lines on the site would only serve the proposed Project and would not provide new water supplies to any offsite areas.

The construction activities related to the onsite water infrastructure that would be needed to serve the proposed residences is included as part of the proposed Project and would not result in any physical environmental effects beyond those identified throughout this MND. For example, construction emissions for excavation and installation of the water infrastructure is included in Sections 3, *Air Quality* and 8, *Greenhouse Gas Emissions,* and noise volumes from these activities are evaluated in Section 13, *Noise*. Therefore, the proposed Project would not result in the construction of new water facilities or expansion of existing facilities, the construction of which could cause significant environmental effects, and impacts would be less than significant.

Wastewater Treatment
The Project site is currently served by the existing 8-inch sewer line within Mission Drive. The Project includes installation of onsite 8-inch sewer lines that would connect to the existing 8-inch sewer line in Mission Drive. The Project site is served by the Los Angeles Sanitary District.

The construction activities related to installation of the onsite sewer infrastructure that would serve the proposed Project, is included as part of the proposed Project and would not result in any physical environmental effects beyond those identified throughout this MND. For example, construction emissions for excavation and installation of the sewer infrastructure is included in Section 3, *Air Quality* and 8, *Greenhouse Gas Emissions*, and noise volumes from these activities are evaluated in Section 13, *Noise*. As the proposed Project includes facilities to serve the proposed development, it would not result in the need for construction of other new wastewater facilities or expansions, the construction of which could cause significant environmental effects. Therefore, impacts would be less than significant.

Stormwater Drainage
The Project would maintain the existing stormwater flow pattern. The existing condition has 98.5% (3.33 acres) pervious area and 1.5% (0.05 acre) impervious area. After development of the Project, the site would have 14% (0.47 acres) pervious area and 86% (2.91 acres) impervious area. The proposed Project would increase the overall impervious footprint by 84.5% (2.86 acres), which would increase offsite stormwater drainage. However, The Project would install new onsite catch basins, infiltration systems, and a detention pipe system to capture and treat stormwater. Stormwater would be infiltrated by a proposed onsite drywell system.

Because the Project would reduce impervious surfaces, and the drywell and storm drain system have been sized to accommodate required flows, the proposed Project would not result in an increase stormwater runoff. Thus, the Project would not require or result in the construction of new offsite stormwater drainage facilities or expansion of existing offsite facilities, the construction of which could cause significant environmental effects. The required installation of onsite drainage features is included as part of the proposed Project and would not result in any physical environmental effects beyond those identified in other sections of this IS/MND. Overall, impacts related to stormwater drainage facilities would be less than significant.

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. According to the California American Water Los Angeles County District 2020 Urban Water Management Plan (UWMP), the District receives water supplies from groundwater, surface water, purchased and imported water, and recycled water. In 2020, the District had a total supply of 19,453 AFY of groundwater from the Central, Duarte, and San Marino Basins, imported water, and surface water. The District also had a total water demand of 19,453

AF in 2020. The UWMP Projects that demands will steadily increase through 2045 with a maximum of 22,618 AFY in 2045 (UWMP 2020). MWD has completed its water service reliability assessment in their Draft 2020 UWMP and determined that, under the conditions required by the UWMP, it has supply capabilities sufficient to meet expected demands from 2025 through 2045 under a single dry- year condition and period of drought lasting five consecutive water years, as well as in a normal water year hydrologic condition as shown in Table UT-1, below. (Metropolitan Water District of Southern California, 2021).

Table UT-1: District Supply Reliability – Average, Single Dry Year, & Multiple Dry Years

Water Sources	2025	2030	2035	2040	2045
Normal Year Supply	21,595	21,894	22,193	22,405	22,618
Normal Year Demand	21,595	21,894	22,193	22,405	22,618
Single Dry Year Supply	24,650	24,991	25,332	25,574	25,817
Single Dry Year Demand	24,605	24,991	25,332	25,574	25,817
Multiple Dry Years Supply (1st Year)	23,966	24,298	24,629	24,865	25,101
Multiple Dry Years Demand (1st Year)	23,966	24,298	24,629	24,865	25,101
Multiple Dry Years Supply (2nd Year)	24,718	25,059	25,380	25,623	25,101
Multiple Dry Years Demand (2nd Year)	24,718	25,059	25,380	25,623	25,101
Multiple Dry Years Supply (3rd Year)	24,073	24,404	24,697	24,932	N/A
Multiple Dry Years Demand (3rd Year)	24,073	24,404	24,697	24,932	N/A
Multiple Dry Years Supply (4th Year)	19,200	19,463	19,681	19,868	N/A
Multiple Dry Years Demand (4th Year)	19,200	19,463	19,681	19,868	N/A
Multiple Dry Years Supply (5th Year)	19,342	19,607	19,810	19,999	N/A
Multiple Dry Years Supply (5th Year)	19,342	19,607	19,810	19,999	N/A

Source: California American Water Los Angeles Country District 2020 UWMP

The UWMP estimates water demand based on the water use target of 187 gallons per capita daily. As described in Section 14, *Population and Housing*, the proposed 37 residential units are anticipated to result in approximately 128 new residents. Based on the UWMP water estimates, the Project would result in a water demand of 23,936 gallons per day (26.81acre feet per year). The Project's demand of 26.81 acre-feet equates to 0.8 percent of the anticipated increase in water demand. Based on the City's UWMP supply and demand data and the limited increase in water demand from the proposed Project, the City would have water supplies available to serve the Project. In addition, the Project would limit water use by inclusion of low-flow plumbing and irrigation fixtures, pursuant to the California Title 24 requirements. Therefore, the proposed Project would have sufficient water supplies available to serve the Project, and impacts would be less than significant.

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?

Less than Significant Impact. The proposed Project would generate wastewater flows, which would be conveyed through an existing 8-inch sewer line in Mission Drive to the District's 18-inch diameter truck sewer which has a capacity of 5.9 million gallons per day (mgd) and conveyed a peak flow of 0.7 mgd. The wastewater generated by the proposed Project would be treated at the San Jose Creek Water Reclamation Plant which has a capacity of 100 mgd and currently processes an average flow of 66.9 mgd (CalRecycle 2022). In the event that biosolids and wastewater flow exceed the capacity of the San Jose Creek, excess flows would be diverted to, and treated at, the Joint Water Pollution Control Plan in the City of Caron (Appendix L). The expected wastewater flow from the Project site is 9,100 gallons per day. In addition, a Sewer Area Study (Appendix M) was conducted to investigate the sewage discharge route along Mission Drive and ensure there is adequate sewer capacity for the proposed Project. The study concluded that the existing sewer system has a design capacity above the calculated cumulative flow from the proposed Project. Thus, the San Jose Creek Water Reclamation Plant would be able to accommodate the wastewater flow from the Project, and impacts related to the wastewater treatment system would be less than significant.

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?

Less than Significant Impact. The Project would generate solid waste that would be hauled to the Puente Hills Materials Recovery Facility in the City of Whittier that is operated by the Sanitation Districts of Los Angeles County. The Puente Hills Materials Recovery Facility is permitted to accept up to 4,400 tons per day (8,800,000 pounds/day) of municipal solid waste.

Construction

Project construction would generate solid waste for landfill disposal in the form of demolition debris from the existing pavement and infrastructure that would be removed from the site. Demolition waste would be properly characterized as required by law and recycled or disposed of at an appropriate type of landfill for such materials. Construction waste in the form of packaging and discarded materials would also be generated by the proposed Project. Section 5.408.1 of the 2016 California Green Building Standards Code and the City Municipal Code Chapter 50.64 requires demolition and construction activities to recycle or reuse a minimum of 65 percent of the nonhazardous construction and demolition waste. Thus, the demolition and construction solid waste that would be disposed of at the landfill would be approximately 35 percent of the waste

generated. Therefore, demolition activities which includes removal of the partially paved road on the Project site would not result in substantial waste.

As described above, the Puente Hills Materials Recovery Facility has capacity of approximately 4,400 tons per day. Therefore, the facility would be able to accommodate the addition of demolition of the partial road on the proposed Project site, and impacts would be less than significant.

Operation
The CalEEMod solid waste generation rate for residential land use is 0.41 tons per resident per year. As described previously, full occupancy of the proposed Project would generate approximately 128 residents. Thus, operation of the Project would generate approximately 52.48 tons per solid waste per year; or 0.99 tons per week. However, at least 75 percent of the solid waste is required by AB 341 and Municipal Code Chapter 8.32 to be recycled, which would reduce the volume of landfilled solid waste to approximately 495 pounds per week. As the Puente Hills Materials Recovery Facility has a maximum capacity of approximately 4,400 tons per day, the solid waste generated by the Project would be within the capacity of the landfill. Thus, the proposed Project would be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs and the Project would not impair the attainment of solid waste reduction goals. Impacts related to landfill capacity would be less than significant.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

No Impact. The proposed Project would result in new development that would generate an increased amount of solid waste. All solid waste-generating activities within the City is subject to the requirements set forth in Section 5.408.1 of the 2016 California Green Building Standards Code that requires demolition and construction activities to recycle or reuse a minimum of 65 percent of the nonhazardous construction and demolition waste, and AB 341 that requires diversion of a minimum of 75 percent of operational solid waste, as included in Municipal Code Chapter 8.32. Implementation of the proposed Project would be consistent with all state regulations, as ensured through the City's development Project permitting process. Therefore, the proposed Project would comply with all solid waste statute and regulations; and impacts would not occur.

Existing Plans, Programs, or Policies

PPP UT-1: Solid Waste. As required by Municipal Code Chapter 8.32, Section 8.32.010 of the 2016 California Green Building Standards Code, and AB 341 the Project shall implement a Waste Management Plan to ensure that the construction and operational diversion requirements would be met.

Mitigation Measures

No mitigation measures related to utilities and service systems are required.

Sources

CalReycyle Disposal Reporting System: Jurisdiction Tons by Facility(CalRecycle 2022). Accessed: https://www2.calrecycle.ca.gov/LGCentral/DisposalReporting/Destination/DisposalByFacility

California American Water Los Angeles District UWMP (UWMP 2022). Accessed: https://wuedata.water.ca.gov/public/uwmp_attachments/6241132438/CAW%20LA%20District%202020%20UWMP_with%20Appendicies_Final.pdf

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
20. WILDFIRES. 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 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 of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact. According to the California Fire Hazard Severity Zones mapping, the City of Rosemead (including the Project site) is not within a Very High Fire Hazard zone. Direct access to the Project site would be provided from a 40-foot-wide driveway along Mission Drive. The Project is required to design and construct internal access and provide fire suppression facilities (e.g., hydrants and sprinklers) in conformance with the City's Municipal Code, and the Fire Department would review the development plans prior to approval to ensure adequate emergency access. pursuant to the requirements in Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9, included in the City's Municipal Code (Chapter 8.24, California Fire Code as amended by Los Angeles County Fire Code). As a result, the proposed Project would not impair an adopted emergency response plan or emergency evacuation plan and impacts not occur.

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?

No Impact. As described in the previous response, the Project site is not located within a Very High Fire Hazard Severity Zone. The Project site is relatively flat with elevations ranging from 357 to 363 feet above mean sea level. The areas within the Project's vicinity also do not contain hillsides or other factors that could exacerbate wildfire risks. therefore, no impact would occur.

c) Require 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. As described in the previous responses, the Project site is not within a Very High Fire Hazard Severity Zone. The Project site is located within an urbanized area within the City of Rosemead. The Project does not involve any new infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risks or result in other impacts to the environment. Therefore, no impacts would occur.

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact. As described in the previous responses, the Project site is not within a Very High Fire Hazard Severity Zone. The Project site is relatively flat with elevations ranging from 357 to 363 feet above mean sea level. Likewise, areas adjacent to the Project site are relatively flat urban sites that do not contain hillsides or other factors that would expose people or structures to flooding or landslides as a result of runoff, post-fire slope instability, or drainage changes. The Project would not generate slopes and would connect to existing drainage facilities. Thus, the Project would not result in risks related to wildfires or risks related to downslope or downstream flooding or landslides after wildfires. Therefore, impacts would not occur.

Existing Plans, Programs, or Policies

There are no impact reducing Plans, Programs, or Policies related to wildfires that are applicable to the Project.

Mitigation Measures

No mitigation measures related to wildfires are required.

Sources

State Geoportal. California Fire Hazard Severity Zones (FHSZ). Available: https://gis.data.ca.gov/datasets/CALFIRE-Forestry::california-fire-hazard-severity-zones-fhsz

21. MANDATORY FINDINGS OF SIGNIFICANCE.	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

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 with Mitigation Incorporated. As described in Section 4, *Biological Resources*, the Project site is located within an urban area and currently disturbed and vacant. No endangered, rare, threatened, or special status plant species (or associated habitats) or wildlife species designated by the U.S. Fish and Wildlife Service (USFWS), California Department of Fish and Wildlife (CDFW), or California Native Plant Society (CNPS) occur on the site. The proposed Project would develop the Project site with 37 residential units, which would include installation of new ornamental landscaping. As no sensitive species or habitats are located within the urban and developed site, implementation of the Project would not reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, or impact a plant or animal community.

However, the Project site contains ornamental trees that could be used for nesting by common bird species that are protected by the federal MBTA and the California Fish and Game Code Sections 3503.5, 3511, and 3515. These bird species are protected during the avian nesting and breeding season, which occurs between February 1 and September 15. Therefore, Mitigation Measure BIO-1 has been included to require a nesting bird survey if construction commences during nesting season. Mitigation Measure BIO-1 would reduce potential impacts to a less than significant level.

As described in Section 5, *Cultural Resources*, the Project site does not contain any buildings or structures that meet any of the California Register of Historical Resources (California Register) criteria or qualify as "historical resources" as defined by CEQA. Therefore, the proposed Project would not cause a substantial adverse change in the significance of a historical resource.

However, Mitigation Measure CUL-1 has been included to provide procedures to be followed in the event that potential archaeological resources are discovered during grading, excavation, or construction activities. With implementation of Mitigation Measure CUL-1, impacts related to important examples of the major periods of California history or prehistory would be less than significant.

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 with Mitigation Incorporated. The Project would redevelop the Project site for 37 residential units within a developed area. The Project would provide land uses that are consistent with the adjacent residential uses. As described above, all of the potential impacts related to implementation of the Project would be less than significant or reduced to a less than significant level with implementation of mitigation measures that are imposed by the City that effectively reduce environmental impacts.

The cumulative effect of the proposed Project taken into consideration with other development projects in the area would be limited, because the Project would develop the site with a slighter higher density than the General Plan land use designation, zoning designation, and County code, and would not result in substantial effects to any environmental resource topic, as described throughout this document.

As discussed in Section 3, *Air Quality*, SCAQMD's CEQA Air Quality Handbook methodology describes that any projects that result in daily emissions that exceed any of these thresholds would have both an individually (project-level) and cumulatively significant air quality impact. If estimated emissions are less than the thresholds, impacts would be considered less than significant. As shown in Table AQ-2, CalEEMod results indicate that construction emissions generated by the proposed Project would not exceed SCAQMD regional thresholds. Operational emissions associated with the proposed Project were modeled using CalEEMod and are presented in Table AQ-3. As shown, the proposed Project would result in long-term regional emissions of the criteria pollutants that would be below the SCAQMD's applicable thresholds. Therefore, the Project's operational emissions would not exceed the NAAQS and CAAQS, would not result in a cumulatively considerable net increase of any criteria pollutant impacts, and operational impacts would be less than significant.

As discussed in Section 8, *Greenhouse Gas Emissions*, global climate change occurs as the result of global emissions of GHGs. An individual development Project does not have the potential to result in direct and significant global climate change effects in the absence of cumulative sources of GHGs. The Project's total annual GHG emissions at buildout would not exceed the annual GHG emissions threshold of 3,000 MTCO2e. As shown on Table GHG-1, the Project would result in approximately 613 MTCO2e per year. Therefore, the Project would not result in cumulative impacts related to GHG emissions.

The Project meets the City's VMT screening criteria for residential projects. Therefore, the proposed Project would have a less than significant cumulative impact related to VMT. Therefore, cumulatively

considerable transportation related impacts would be less than significant.

Given that the potential Project-related impacts would be mitigated to a less than significant level, implementation of the Project would not result in impacts that are cumulatively considerable when evaluated with the impacts of other current projects, or the effects of probable future projects. Therefore, the Project's contribution to any significant cumulative impacts would be less than cumulatively considerable. As discussed throughout this IS/MND, mitigation would be required and incorporated as necessary. Therefore, impacts would be less than significant with mitigation incorporated.

c) Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less than Significant with Mitigation Incorporated. The Project proposes development of the Project site for residential uses. As described previously, the Project site is within an urban area and surrounded by consistent land uses. The Project would not consist of any use or any activities that would result in a substantial negative affect on persons in the vicinity. This includes potential impacts related to construction, demolition, and the proposed residential activities. All resource topics associated with the proposed Project have been analyzed in accordance with CEQA and the State CEQA Guidelines and were found to pose no impacts or less-than-significant impacts with implementation of mitigation measures related to biological resources, cultural resources, paleontological resources, noise, and tribal cultural resources; and existing plans, programs, or policies that are required by the City. Consequently, with mitigation, the proposed Project would result in less than significant direct and indirect environmental effects on human beings.

Existing Plans, Programs, or Policies

PPP AES-1: Light and Glare. As listed in Section 1, *Aesthetics*.

PPP AQ-1: Rule 402. As listed in Section 2, *Air Quality*.

PPP AQ-2: Rule 403. As listed in Section 2, *Air Quality*.

PPP AQ-3: Rule 1113. As listed in Section 2, *Air Quality*.

PPP CUL-1: Human Remains. As listed in Section 5, *Cultural Resources*.

PPP E-1: CalGreen Compliance. As listed in Section 6, *Energy*.

PPP GEO-1: California Building Code. As listed in Section 7, *Geology and Soils*.

PPP WQ1: SWPPP. As listed in Section 7, *Geology and Soils*.

PPP WQ-2: Water Quality Management Plan. As listed in Section 10, *Hydrology and Water Quality*.

PPP NOI-1: Construction Hours. As listed in Section 13, *Noise*.

PPP NOI-2: Best Construction Practices. As listed in Section 13, *Noise*.

PPP PS-1: School Fees. As listed in Section 15, *Public Services.*

Mitigation Measures

Mitigation Measure BIO-1: Migratory Bird Treaty Act. As listed in Section 4, *Biological Resources.*

Mitigation Measure CUL-1: Archaeological Monitoring. As listed in Section 5, *Cultural Resources.*

Mitigation Measure PAL-1: Incidental Discoveries. As listed in Section 7, *Geology and Soils.*

Mitigation Measure NOI-1: Construction Vibration. As listed in Section 13, *Noise.*

Mitigation Measure TCR-1: Native American Monitoring. As listed in Section 18, *Tribal Cultural Resources.*

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